

**Attachment 2**  
**Significant Capital Project Update**  
**As of September 30, 2022**

**Table of Contents**

<b>Department</b>	<b>Page #</b>
Summary	2
Integrated Infrastructure Services	3
Financial & Corporate Services	13
City Operations	16
Urban Planning and Economy	17
Boards & Commissions	18
Community Services	19
Utilities	20

**Definitions**

**Significant Capital Project** - Project that has an approved budget greater than or equal to \$20 million over the 2019-2022 time period. Projects may also include those that are highly strategic, complex, have many stakeholders, have major constraints and/or include a high level of risk.

**Red Project Status** - Develop stage projects with a greater than 30% variance from adjusted original budget or schedule. Deliver stage projects with greater than 20% variance from adjusted original budget or schedule. Profiles/projects not being delivered under the Project Design and Deliver Model with greater than 20% variance from adjusted original budget or schedule. Project status to be assessed qualitatively when budget or schedule assessments are not available.

**Yellow Project Status** - Yellow status is meant to flag profiles that are projecting over the approved budget or schedule, but still within an acceptable tolerance. Develop stage projects report yellow status when between 0%-30% variance from adjusted original budget or schedule. Deliver stage projects report yellow status when between 0%-20% variance from adjusted original budget or schedule. Legacy projects report yellow status when between 0%-20% variance from adjusted original budget or schedule. Project status to be assessed qualitatively when budget or schedule assessments are not available.

**Green Project Status** - Project is on/under cost and on/ahead of schedule.

**Original Budget** - A significant capital project's budget when initially approved for the scope outlined in the profile. This field is not applicable for composite profiles.

**Adjusted Original Budget** - Significant capital projects will report against the profiles adjusted original budget, which will equal the original approved budget (at checkpoint 3/4 when applicable) adjusted for partner or City Council directed scope changes.

**Current Approved Budget** - The most recent budget as approved by City Council including all scope and cost adjustments.

**% Delay (Project Schedule Variance %)** - Calculated as the difference between the Estimated or Actual In Service Date and Budgeted End Date in comparison to the estimated project duration.  $(\text{Estimated or Actual In Service Date} - \text{Budgeted End Date}) / (\text{Budgeted End Date} - \text{Estimated or Actual Start Date})$ .

**% Over Budget (Project Cost Variance %)** - Calculated as the difference between the Total Projection and the Adjusted Original Budget.  $(\text{Total Projection} - \text{Adjusted Original Budget}) / (\text{Adjusted Original Budget})$

**Profile-to-Date Actuals** - Total project cost from inception of the project to the reporting date.

**Total Projection** - Estimated costs over the life of the project/profile.

**Estimated or Actual Start Date** - Month and year the project commenced based on the date cumulative project costs are expected to be or are greater than \$10,000.

**Budget End Date** - Month and year the project is expected to be completed based on the Current Approved Budget. This may differ from the completion date based on the Original Budget if subsequent budget adjustments have changed project timelines.

**Actual or Estimated In Service Date** - Month and year the asset is expected to be available for use. Total project costs may not be incurred by this date, however the asset is available or is expected to be available for use.

**Project Phase** - Identifies whether a project is reporting in the develop, deliver, or is being considered a legacy project for the purposes of calculating the status of the project. Departments outside of Integrated Infrastructure Services (IIS) will continue to report as legacy until adopting a similar project deliver model to IIS.

**Threshold** - The threshold % is applied to the budget or schedule variance and reflects the acceptable tolerance level for a project. A project over the threshold value is flagged with a red status for either budget or schedule.

**Funding Implications** - Funding implications identifies any impacts to external funding sources, such as federal/provincial grants or partnership funding, due to delays to the project.

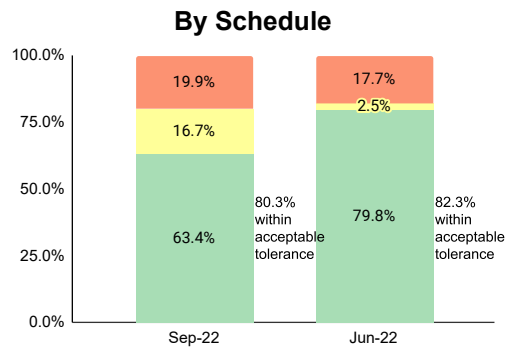
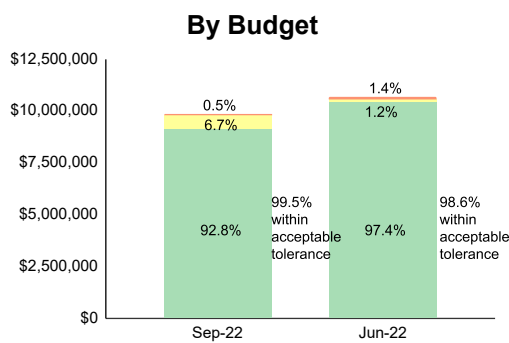
**% of Active Budget** - This percentage represents the sum of budgets for active projects within a composite profile as a proportion of the composite profiles total budget. This field is only included for composite reporting in IIS.

**Budget and Schedule Status** - % within acceptable tolerance - This percentage represents the sum of active projects within a composite profile reporting within an acceptable tolerance as a proportion of the number of active projects within the composite. This field is only included for composite reporting in IIS.

**Significant Capital Project Update  
As of September 30, 2022**

Budget and Schedule Variance Summary

	<u>Sep-22</u>	<u>Jun-22</u>
<b>Project Budget Variance</b>		
Within or Under Budget (green)	60	66
Over Budget up to 20% (30% Develop) (yellow)	5	3
Over budget > 20% (30% Develop) (red)	3	1
	<u>68</u>	<u>70</u>
<b>Project Schedule Variance</b>		
On Time or Ahead of Schedule (green)	51	62
Delay up to 20% (30% Develop)(yellow)	10	3
Delay > 20% (30% Develop)(red)	7	5
	<u>68</u>	<u>70</u>



\*Project status in the charts above are presented with green status on the bottom, yellow in the middle, and red at the top. The status charts are weighted by the profile's approved budget. Projects within the green or yellow status are considered to be within an acceptable tolerance.

**Cost**

<u>Page #</u>	<u>Profile</u>	<u>% Over Budget</u>	
		<u>Sep-22</u>	<u>Jun-22</u>
5	15-21-5785 - Lewis Farms Community Recreation Centre and Library	19%	0%
6	21-12-0340 - The Orange Hub Phase II Rehabilitation	11%	0%
8	19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging	18%	0%
11	19-10-1011 - Stadium LRT Station Upgrade	15%	15%
14	CM-18-1515 - Technology Infrastructure - Renewal	22%	18%
17	15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	4%	4%

**Schedule**

<u>Page #</u>	<u>Profile</u>	<u>% Delay</u>	
		<u>Sep-22</u>	<u>Jun-22</u>
5	17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	13%	13%
6	21-12-0340 - The Orange Hub Phase II Rehabilitation	7%	0%
10	11-66-1673 - Valley Line LRT	>20%	>20%
10	16-66-7018 - Capital Line South LRT: Century Park to Ellersie Road	6%	0%
12	20-83-9001 - Downtown District Energy Initiative	106%	71%
13	19-18-1903 - Recreation and Attractions Management (RAMS) Program	6%	0%
13	19-18-1901 - Information Security and Disaster Recovery Enhancements	19%	0%
14	CM-18-1514 - Technology Implementation - Growth	19%	0%
14	CM-18-1510 - Technology Applications - Renewal	19%	0%
15	19-18-1904 - Enterprise Systems Transformation Program	29%	0%
16	CM-66-2566 - LED Streetlight Conversion	48%	48%
16	13-66-1294 - Transit Smart Fare System (Smart Card)	30%	29%
16	CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement	6%	0%
16	CM-25-1001 - Vehicle and Equipment Replacement	13%	11%
18	CM-60-1765 - Vehicle Replacements	4%	4%

**Integrated Infrastructure Services**

For the period ending September 30, 2022

(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Building Great Neighbourhoods</b>												
19-40-9010 - NRP Recon - Alberta Avenue	50,500	50,500	50,800	39,964	47,800	Dec-23	Dec-22	Deliver	0%	0%	PY - 70% 2022 - 26% 2023 - 2% 2024 - 2%	Local Improvements Prop. Share - 3,888 Neighborhood Renewal Reserve - 44,330 Pay-As-You-Go - 2,293 Tax-Supported Debt - 289
Comments (including funding implications if any)	Construction of the 2022 (year 4 of 4) scope of work is expected to be complete and in-service by the end of 2022.											
20-40-9017 - NRP Recon - Eastwood/Elmwood Park/Yellowhead Corridor East Ind	51,135	51,135	49,700	40,259	49,700	Dec-23	Dec-22	Deliver	0%	0%	PY - 69% 2022 - 25% 2023 - 3% 2024 - 3%	Developer Financing - 4 Local Improvements Prop. Share - 3,798 Munc Sustain. Initiative - MSI - 1,006 Neighborhood Renewal Reserve - 44,232 Pay-As-You-Go - 606 Tax-Supported Debt - 54
Comments (including funding implications if any)	Construction of the 2022 (Year 3 of 3) scope of work is wrapping up. The overall project is anticipated to be complete by the end of the construction season.											
20-40-9019 - NRP/NARP Recon - Lorelei Neighbourhood and Alleys	38,337	38,337	25,800	19,850	25,800	Dec-22	Dec-22	Deliver	0%	0%	PY - 63% 2022 - 37%	Local Improvements Prop. Share - 2,524 Munc Sustain. Initiative - MSI - 2,792 Neighborhood Renewal Reserve - 20,484
Comments (including funding implications if any)	Construction of the 2022 Contractor scope is nearing completion. The overall project is tracking to be completed on time and within budget, with substantial completion by the end of October 2022.											
21-40-9023 - NRP/NARP Recon - Beaumaris Neighbourhood and Alleys	37,600	37,600	35,600	14,017	35,600	Dec-24	Dec-23	Deliver	0%	0%	PY - 26% 2022 - 37% 2023 - 37%	Local Improvements Prop. Share - 2,478 Munc Sustain. Initiative - MSI - 348 Neighborhood Renewal Reserve - 32,475 Pay-As-You-Go - 300
Comments (including funding implications if any)	Construction of the 2022 Prime Contractor scope is nearing completion. The overall project is tracking to be completed on time and within budget, with substantial completion at the end of October 2022.											
21-40-9024 - NRP Recon - Calder	51,900	51,900	51,900	16,031	49,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 12% 2022 - 36% 2023 - 50% 2024 - 2%	Local Improvements Prop. Share - 3,420 Neighborhood Renewal Reserve - 47,873 Pay-As-You-Go - 607
Comments (including funding implications if any)	Construction of the 2022 (Year 2 of 3) scope of work is underway and anticipated to be complete by the end of the construction season. The overall neighbourhood is anticipated to be complete by the end of 2023.											
21-40-9025 - NRP Recon - Garneau	36,900	36,900	34,900	11,743	34,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 21% 2022 - 34% 2023 - 45%	Local Improvements Prop. Share - 2,346 Neighborhood Renewal Reserve - 29,224 Pay-As-You-Go - 3,330
Comments (including funding implications if any)	Construction for the 2021 (Year 1 of 3) scope of work is complete. Year 2 construction started in May 2022 and will be completed end of 2022. Year 3 construction to commence in spring of 2023. The project is staged over 3 years and is anticipated to be complete and in-service by the end of 2023.											
21-40-9026 - NRP Recon - Malmo Plains	25,100	25,100	25,100	16,379	24,100	Dec-23	Jul-23	Deliver	0%	0%	PY - 42% 2022 - 34% 2023 - 24%	Local Improvements Prop. Share - 1,680 Neighborhood Renewal Reserve - 23,100 Pay-As-You-Go - 320
Comments (including funding implications if any)	Construction in the neighbourhood is ongoing. The front street work is complete. The back alley work has been deferred to 2023 to coordinate with utility relocations in the alleys.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022

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Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
22-22-9700 124 Street - 109 Avenue to 118 Avenue	21,681	21,681	21,681	4,345	20,681	Dec-24	Nov-23	Deliver	0%	0%	2022 - 46% 2023 - 54%	Local Government Fiscal Framework - 734 Munc Sustain. Initiative - MSI - 13,280 Partnership Funding - 3,110 Pay-As-You-Go - 4,557
Comments (including funding implications if any)	Construction of the 2022 scope of work (Year 1 of 2) is underway and on schedule for completion by the end of the year. The overall project is anticipated to be complete by the end of 2023.											
22-40-9028 Killarney Neighbourhood Renewal	38,932	38,932	38,932	10,685	38,932	Dec-24	Dec-23	Deliver	0%	0%	2022 - 48% 2023 - 52%	Local Improvements Prop. Share - 6,095 Neighborhood Renewal Reserve - 32,837
Comments (including funding implications if any)	Construction of the 2022 (Year 1 of 2) scope of work is underway, and is anticipated to be completed by the end of the construction season. The overall project is anticipated to be complete by the end of 2023.											
22-40-9029 Pleasantview Neighbourhood Renewal	47,418	47,418	47,418	9,388	47,418	Dec-24	Dec-23	Deliver	0%	0%	2022 - 41% 2023 - 59%	Local Improvements Prop. Share - 6,591 Neighborhood Renewal Reserve - 38,615 Partnership Funding - 2,212
Comments (including funding implications if any)	Construction of the 2022 (Year 1 of 2) scope of work is underway and is expected to be complete by the end of the construction season. The overall project is anticipated to be complete by the end of 2023.											
Capital Profile - Composite	Current Approved Budget			Profile To-Date Actuals	Total Projection	Budget Status		Schedule Status		% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-21-5800 - Great Neighbourhoods Initiative	53,106			37,474	45,358	Budget Status - % within acceptable tolerance: 0%		Schedule Status - % within acceptable tolerance: 0%		2%	PY - 82% 2022 - 2% 2023 - 10% 2024 - 6%	Pay-As-You-Go - 447 Tax-Supported Debt - 52,659
CM-25-0000 - Transportation: Neighbourhoods - Renewal	153,717			149,478	182,791	Budget Status - % within acceptable tolerance: 89%		Schedule Status - % within acceptable tolerance: 89%		46%	PY - 62% 2022 - 38%	Developer Financing - 42 Local Improvements Prop. Share - 4,029 Municipal Stimulus Program - 10,667 Neighborhood Renewal Reserve - 135,389 Pay-As-You-Go - 3,590
Comments (including funding implications if any)	Spending within the overall program has a minimal variance. Savings from the standalone profiles will be transferred to the program composites for future distribution.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022

(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Infrastructure Delivery</b>												
15-21-5785 - Lewis Farms Community Recreation Centre and Library	311,397	310,637	310,637	27,135	368,550	Sep-27	Sep-27	Deliver	19%	0%	PY - 7% 2022 - 3% 2023 - 13% 2024 - 18% 2025 - 26% 2026 - 21% 2027+ - 12%	Funds-in-Lieu Reserve - 1,386 Partnership Funding - 1,200 Pay-As-You-Go - 2,740 Tax-Supported Debt - 305,311
Comments (including funding implications if any)	Early works on the site preparation for the Lewis Farms Recreation Centre has started and is expected to carry on into Q2 of 2023, with grading and temporary fencing currently underway. Environmental monitoring by Enoch Cree Nation has begun with the earthworks, ensuring items of cultural significance will be preserved if found. The main construction of the facility is planned to begin in late Q2 2023. The Lewis Farms Community Recreation Centre and Library project has progressed into construction with site preparation and servicing underway. Since approval of the delivery funding at the Fall 2021 Supplemental Capital Budget Adjustment, Administration has been working with its industry partners to finalize the design and commence construction. Through design and constructability adjustments the impact of market conditions and overall inflation have been reduced, however the project requires \$57.9 million of additional funding (cost escalation) to build to the current scope. Administration is recommending to build to budget at \$310.6M as noted as part of the 2023-26 capital budget report.											
15-21-5801 - Coronation Park Sports and Recreation Centre	112,260	153,410	153,095	28,929	153,410	Jun-26	Jun-26	Deliver	0%	0%	PY - 4% 2022 - 17% 2023 - 23% 2024 - 24% 2025 - 23% 2026 - 9%	Partnership Funding - 4,000 Pay-As-You-Go - 685 Tax-Supported Debt - 148,410
Comments (including funding implications if any)	Construction activities has been ongoing for almost two years. Work completed to date includes underground utility work, 135th access road and sidewalks, grade beams and vertical construction of concrete. Suspended and post-tension slabs for the running and cycle track is ongoing. The project is anticipated to be complete and in-service in 2026.											
17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	30,000	30,000	29,888	23,418	26,898	Dec-21	Aug-22	Deliver	0%	13%	PY - 59% 2022 - 38% 2023 - 3%	Enterprise Reserve - 2,000 Partnership Funding - 550 Pay-As-You-Go - 60 Self Supporting-Tax Guaranteed - 9,500 Tax-Supported Debt - 17,778
Comments (including funding implications if any)	Construction for South Soccer Centre is substantially complete and the facility is in service. Schedule challenges due to design review impacted the approved schedule baseline. The design review to align the budget and the funding led to the original delay.											
18-66-6503 - 50 Street CPR Grade Separation	86,600	179,620	179,620	38,862	179,620	Dec-27	Dec-26	Deliver	0%	0%	PY - 11% 2022 - 24% 2023 - 14% 2024 - 12% 2025 - 10% 2026 - 29%	Federal Grant - 39,800 Partnership Funding - 2,750 Pay-As-You-Go - 16,500 Provincial Grant - 28,300 Tax-Supported Debt - 92,270
Comments (including funding implications if any)	Construction is in progress including utility relocation work, roadway removals, and retaining walls. Traffic has been switched to the planned detour roads which maintain two full lanes in each direction through the construction zone.											
21-10-9103 - Iron Works Building Rehabilitation	6,048	21,308	21,308	2,809	21,308	Apr-24	Apr-24	Deliver	0%	0%	PY - 6% 2022 - 23% 2023 - 38% 2024 - 33%	Canada Cultural Spaces Fund Grant - 308 Debt CRL Quarters - 21,000
Comments (including funding implications if any)	The Iron Works Building Rehabilitation Phase 1 construction is 54% complete with remediation work ongoing. The phase 2 Interior design package is complete and being issued for pricing.											
21-11-9600 - EPS-Police Headquarters Rehabilitation	23,105	23,105	24,265	2,785	23,050	Dec-25	Dec-25	Deliver	0%	0%	PY - 2% 2022 - 23% 2023 - 46% 2024 - 28%	Local Government Fiscal Framework - 4,874 Munc Sustain. Initiative - MSI - 16,893 Pay-As-You-Go - 2,498
Comments (including funding implications if any)	Detailed Design of Police Station Downtown Division Rehabilitation 2A (envelope) and 2B (interior, PLC/switchgear) Scope has reached 100% completion. The expedited scope of work has reached 98% completion. The project is proceeding in line with the approved baseline. The project is currently forecasted to be complete by Q4 2025. The rehabilitation of the air handling units was an expedited scope of work which is complete. Mobilization for the main scopes of work has taken place.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
21-12-0320 - Edmonton Convention Centre Rehabilitation	48,053	48,053	48,053	6,326	48,053	Jun-26	Dec-25	Deliver	0%	0%	PY - 7% 2022 - 26% 2023 - 52% 2024 - 14% 2025 - 1%	Local Government Fiscal Framework - 19,731 Munc Sustain. Initiative - MSI - 24,419 Pay-As-You-Go - 3,903
Comments (including funding implications if any)	Construction for Phase 1B [Architectural (Canopy, Welcome Centre, Glazing, Landscaping, Ceiling and Stair finishes); Mechanical (Domestic Water, Area Drains); Electrical (Hall Lighting, Stair Lighting, Additional Ext. Power)] has reached 15% completion and is forecasted to be completed in Q2 2023. Tender for Phase 2 [Architectural (Soffits, remainder of glazing, partitions, acoustics, doors); Primary scope for all Mechanical, Electrical and Elevator Controls rehabilitation and replacement] was awarded in September 2022. Construction for Phase 2 is currently planned to be completed in Q2 2024.											
21-12-0330 - Kinsmen Sports Centre Facility Rehabilitation	24,679	24,914	24,914	1,626	24,914	Dec-24	Dec-24	Deliver	0%	0%	PY - 3% 2022 - 4% 2023 - 85% 2024 - 8%	Federal Gas Tax Fund - 6,641 Local Government Fiscal Framework - 884 Munc Sustain. Initiative - MSI - 15,862 Pay-As-You-Go - 1,527
Comments (including funding implications if any)	The Detailed Design for the Kinsmen Sports Center Facility Rehabilitation project is underway and has reached approximately 98% complete. Based on the increase in the project estimate, it has been determined that the tender will be placed on hold until January 2023 with the intention of completing the priority "must do" scope and re-assessing the remainder of the scope against other priorities within the 2023-2026 capital budget.											
21-12-0340 - The Orange Hub Phase II Rehabilitation	20,612	20,612	20,612	4,450	22,812	Jun-23	Sep-23	Deliver	11%	7%	PY - 10% 2022 - 30% 2023 - 49% 2024 - 11%	Munc Sustain. Initiative - MSI - 17,615 Pay-As-You-Go - 2,997
Comments (including funding implications if any)	Construction for The Orange Hub Phase II Rehabilitation has reached 25% completion. Construction is proceeding as per the revised baseline schedule with an in-service Q3 2023. The schedule was revised to account for current labour and material availability issues currently being experienced by the construction manager. The project team is closely monitoring these risks in order to proactively implement mitigation strategies in order to maintain the revised Q3 in-service date. The increased cost is primarily due to higher than anticipated material costs and is being transferred from the Facility: Service Delivery composite through an Administrative Adjustment.											
21-12-0350 - Edmonton EXPO Centre Rehabilitation	98,349	98,349	98,349	22,122	98,349	Dec-25	Dec-25	Deliver	0%	0%	PY - 3% 2022 - 28% 2023 - 43% 2024 - 23% 2025 - 3%	Federal Gas Tax Fund - 17,752 Local Government Fiscal Framework - 28,934 Munc Sustain. Initiative - MSI - 39,209 Pay-As-You-Go - 7,424 Tax-Supported Debt - 5,030
Comments (including funding implications if any)	Construction for Phase 1 (Hall D slab, bleachers, mechanical room, roof; Hall A/B/C abatement, structural reinforcement, mechanical system replacement; boiler plant; electrical distribution) of the EXPO Centre Rehabilitation continues to progress per the baseline schedule. It is anticipated to be in-service in Q1 2023. Detailed Design for Phase 2 (roofing, envelope, Entrance 6 redevelopment, Hall D entry, roof solar) of the EXPO Centre Rehabilitation continues to progress per the baseline schedule and is currently planned to be complete by the end of 2022. Construction for Phase 2 will be integrated where appropriate (ie. roof and solar) during Phase 1. Construction is scheduled for completion in Q1 2025. Overall, the project is 24% complete and both Design and Construction continue to progress per the baseline schedule.											
22-12-9007 - Valley Zoo - Nature's Wild Backyard Phase II	50,300	50,300	50,300	44	50,300	Dec-25	Dec-25	Deliver	0%	0%	2022 - 1% 2023 - 34% 2024 - 33% 2025 - 31% 2026 - 1%	Partnership Funding - 5,400 Tax-Supported Debt - 44,900
Comments (including funding implications if any)	The project team has re-engaged the consultant team to review the design to determine any updates required to align the design with current codes and City policies/standards. The project continues to progress per the baseline plan with the construction tender forecasted to occur in 2023 and overall project still on target to be completed by Q4 2025.											
20-20-2024 - Edmonton-Strathcona County Pedestrian Bridge	4,401	38,580	38,580	3,333	38,580	Dec-25	Dec-25	Deliver	0%	0%	PY - 4% 2022 - 5% 2023 - 26% 2024 - 41% 2025 - 23% 2026 - 1%	Partnership Funding - 28,820 Pay-As-You-Go - 9,760
Comments (including funding implications if any)	Construction procurement is ongoing. The construction start date will depend on regulatory approvals. Completion is set for the end of 2025.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
17-74-4103 - Jasper Avenue New Vision Phase 2	31,125	31,125	31,125	26,240	31,125	Dec-23	Aug-22	Deliver	0%	0%	PY - 83% 2022 - 11% 2023 - 6%	Debt CRL Downtown - 30,117 Debt CRL Quarters - 1,008
Comments (including funding implications if any)	Construction for Jasper Avenue New Vision Phase 2 is substantially complete and is in service.											
<b>Infrastructure Delivery: Yellowhead Trail</b>												
21-20-9301 - Yellowhead Trail - 156 Street to St Albert Trail	177,634	177,634	177,634	83,886	177,634	Dec-23	Nov-23	Deliver	0%	0%	PY - 19% 2022 - 37% 2023 - 44%	Federal Bldg Canada Fund - 44,067 Provincial BCF - matching - 17,284 Tax-Supported Debt - 116,284
Comments (including funding implications if any)	Construction of the 156 Street to St. Albert Trail project began in June 2021 and will continue through to the end of 2023. Current construction activities includes utility relocations between 156 Street and 142 Street, and the installation of drainage infrastructure between 142 Street and 156 Street. Replacement of the Dovercourt noise wall is underway as well. It is anticipated that access to Yellowhead Trail eastbound from 142 Street will be restored by the end of 2022. New concrete retaining walls under the 156 Street and St. Albert Trail overpasses are expected to be substantially complete by the end of 2022. Yellowhead Trail has been reduced to 2 travel lanes in both directions to accommodate construction in the area. In addition, the following traffic impacts are in place until late fall of 2022: - 149 Street closure between Yellowhead Trail and 128 Avenue, westbound traffic under St. Albert Trail has been crossed over to the eastbound side to allow for construction under the north end of the bridge. - Westbound Yellowhead Trail 156 Street off-ramp closure will remain in place until 2023 but access using the temporary service road detour will be maintained. - Business access is maintained throughout the site.											
21-20-9302 - Yellowhead Trail - Fort Road Widening	117,398	141,126	141,126	57,527	141,126	Dec-23	Nov-23	Deliver	0%	0%	PY - 21% 2022 - 32% 2023 - 47%	Federal Bldg Canada Fund - 42,077 Provincial BCF - matching - 16,855 Tax-Supported Debt - 82,194
Comments (including funding implications if any)	Construction of the Fort Road Widening project began in May 2021 and is anticipated to extend through to the end of 2023. In 2021, the focus was primarily on completing underground utility work and the construction of the new 125 Avenue industrial collector road between Fort Road and 66 Street. Ultimately, the new collector road will connect to Yellowhead Trail at 61 Street. In 2022, work has progressed on utility installations for the widening of southbound Fort Road, and construction of rail detours to support the lengthening of the CN rail bridge. Fort Road reopened between 125 Avenue and 68 Street in mid-September. Coordination efforts with CN Rail are ongoing to move train traffic onto the new rail detours. In the Fall of 2022, the focus of work will be on completing improvements to Fort Road at 66 Street, connecting the new 125 Avenue to Yellowhead Trail at 61 Street, and the completion of area utilities. Work will continue into and through the winter months on the lengthening of the CN Rail bridge over Fort Road. Work in 2023 will focus on reconstruction of portions of Fort Road and connecting the previously constructed sections of the Fort Road Widening, completion of the retaining walls and structural elements around the CN Rail bridge, and landscaping.  Project information will continue to be shared primarily through newsletters, bulletins and the project website, edmonton.ca/YellowheadFortRoad.											
Capital Profile - Composite	Current Approved Budget			Profile To-Date Actuals	Total Projection	Budget Status		Schedule Status		% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development	213,961			79,074	213,961	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%		50%	PY - 29% 2022 - 29% 2023 - 19% 2024 - 17% 2025 - 5% 2026 - 2% 2027+ - -1%	Federal Bldg Canada Fund - 6,642 Pay-As-You-Go - 7,487 Tax-Supported Debt - 199,831
CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery	398,166			19,411	398,166	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%		0%	PY - 5% 2023 - 3% 2024 - 37% 2025 - 39% 2026 - 12% 2027+ - 4%	Federal Bldg Canada Fund - 134,435 Provincial BCF - matching - 207,445 Tax-Supported Debt - 56,286
Comments (including funding implications if any)	This program supports detailed design and construction work on the Yellowhead Trail Freeway Conversion Program. Budget is in alignment with forecast cash flows.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Infrastructure Planning &amp; Design</b>												
19-10-1013 - Ambleside Integrated Site - Phase 1	81,785	81,785	81,785	551	81,785	Sep-26	Sep-26	Develop	0%	0%	PY - 1% 2023 - 9% 2024 - 36% 2025 - 42% 2026 - 12%	Pay-As-You-Go - 1,500 Tax-Supported Debt - 80,285
Comments (including funding implications if any)	Project was funded by Council in Q4 2021 and is in the process of re-starting with a completion date of Q4 2026. Project initiation and schedule will be re-set in Q4 2022 to account for new timelines. The procurement of the General contractor is anticipated to begin in Q4 2022 and be completed in Q1 2023.											
19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging	102,700	239,631	239,631	34,412	283,452	Dec-27	Dec-27	Deliver	18%	0%	PY - 7% 2022 - 8% 2023 - 24% 2024 - 25% 2025 - 21% 2026 - 14% 2027+ - 1%	Pay-As-You-Go - 931 Provincial Grant - 116,500 Tax-Supported Debt - 122,200
Comments (including funding implications if any)	As the funding for the program was provided before PDDM Checkpoint 3 was reached, the accuracy of the estimates continued to evolve throughout the design phases. Impacts of the market conditions and overall inflation have been reduced through design adjustment, however Stage 2 requires \$43.8 million of additional funding to achieve the objectives of the upgrades to Terwillegar Drive. The proposed 2023-2026 Capital Budget recommends funding for the additional cost.											
20-20-2022 - New Transit Bus Garage	6,000	51,000	51,000	1,524	51,000	Dec-23	Dec-23	Develop	0%	0%	PY - 2% 2022 - 90% 2023 - 8%	Tax-Supported Debt - 51,000
Comments (including funding implications if any)	Land acquisition is still in progress, once completed design can advance.											



**Integrated Infrastructure Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
21-10-9105 - Fire Station #8 Relocation - Blatchford	23,657	23,657	23,657	48	23,657	Dec-25	Dec-25	Develop	0%	0%	2022 - 3% 2023 - 37% 2024 - 46% 2025 - 14%	Tax-Supported Debt - 23,657
Comments (including funding implications if any)	Procurement is complete with contract sign off underway. Pre-Validation, onboarding and validation will occur in Q4 2022.											
Capital Profile - Composite	Current Approved Budget			Profile To-Date Actuals	Total Projection	Budget Status	Schedule Status	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding		
CM-12-0000 - Facility: Service Delivery - Renewal	26,698			27,691	38,644	Budget Status - % within acceptable tolerance: 33%	Schedule Status - % within acceptable tolerance: 33%	29%	PY - 59% 2022 - 34% 2023 - 7%	Federal Gas Tax Fund - 4,626 Heritage Resources Reserve - 400 Munc Sustain. Initiative - MSI - 15,859 Partnership Funding - 92 Pay-As-You-Go - 5,226 Rogers Place Arena Reserve - 39 Stadium Reserve - 456		
Comments (including funding implications if any)	Variance is mainly due to material price increases, emergent issues and additional allocation to funding energy retrofits. The variance will be adjusted as part of the 2023-26 capital budget.											
CM-22-0000 - Transportation: Goods Movement - Arterial Renewal	83,577			89,198	93,580	Budget Status - % within acceptable tolerance: 56%	Schedule Status - % within acceptable tolerance: 56%	11%	PY - 89% 2022 - 11%	Munc Sustain. Initiative - MSI - 58,638 Municipal Stimulus Program - 15,743 Pay-As-You-Go - 9,197		
Comments (including funding implications if any)	Larger than expected variance because higher pre-tender and post tender estimate costs for projects to be delivered in 2022. Additional scope for Gateway Boulevard work was also added to the profile which is causing the profile to be overprogrammed.											
CM-24-0000 - Transportation: Bridges & Auxiliary Structures - Renewal	37,138			29,738	37,138	Budget Status - % within acceptable tolerance: 50%	Schedule Status - % within acceptable tolerance: 50%	10%	PY - 73% 2022 - 27%	Federal Gas Tax Fund - 6,023 Munc Sustain. Initiative - MSI - 29,388 Pay-As-You-Go - 1,727		
Comments (including funding implications if any)	The remaining budget in this composite is being proposed to be transferred to a new standalone capital profile for 23 Avenue over Whitemud Creek Pedestrian Bridge Replacement as part of the 2023 Spring SCBA.											
CM-34-0000 - Open Space: Environmental - Renewal	21,180			15,128	20,889	Budget Status - % within acceptable tolerance: 50%	Schedule Status - % within acceptable tolerance: 50%	16%	PY - 47% 2022 - 44% 2023 - 9%	Developer Financing - 6,053 Munc Sustain. Initiative - MSI - 14,654 Pay-As-You-Go - 473		
Comments (including funding implications if any)	Projects progressing as planned with some currently in planning & design that will be delivered in the the first year of the next budget cycle (2023). Recoveries from Developer PAC and Environmental Liabilities on track.											

**Integrated Infrastructure Services**  
 For the period ending September 30, 2022  
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Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>LRT Expansion &amp; Renewal</b>												
11-66-1673 - Valley Line LRT	1,776,302	1,757,743	1,757,743	1,625,535	1,757,743	Dec-21	TBD	Legacy	0%	>20%	PY - 85% 2022 - 8% 2023 - 7%	Climate Leadership Plan - Prov - 177,888 Developer Financing - 3,810 Federal Bldg Canada Fund - 150,000 Federal P3 Canada Grant - 250,000 Green-trip - 424,984 LRT Reserve - 6,912 Munc Sustain. Initiative - MSI - 20,915 Pay-As-You-Go - 219 Tax-Supported Debt - 723,015
Comments (including funding implications if any)	Construction activities are mostly complete with deficiency correction ongoing along the entire corridor. Testing and commissioning activities are ongoing including dynamic testing along the at-grade portions of the alignment. The City launched a public safety education campaign for Valley Line in Q1 2022 and will continue rollout of new information throughout the summer. TransEd has achieved 97.5% progress (to end of September 2022) as measured by the Independent Certifier. In July 2022, cracks were observed in the concrete piers on the Davies Elevated Guideway and the South River Valley Elevated Guideway. TransEd is undertaking root cause analysis and preparing the design for remediation and strengthening works. TransEd provided an update to the media on August 10, 2022 and further public updates on September 1, 2022 and October 6, 2022. The forecast Service Commencement Date is still to be determined.											
16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension	350,500	290,270	291,116	142,640	291,116	Dec-25	Dec-25	Legacy	0%	0%	PY - 34% 2022 - 22% 2023 - 19% 2024 - 4% 2025 - 4% 2026 - 4% 2027+ - 13%	Federal - Investing in Canada Infrastructure Prgm (ICIP) - 103,200 Federal - Public Transit Infrastructure Fund - 10,868 Munc Sustain. Initiative - MSI - 5,619 Other Grants - Provincial - 5,743 Pay-As-You-Go - 1,651 Provincial ICIP - matching - 103,200 Tax-Supported Debt - 60,835
Comments (including funding implications if any)	Platforms, structural steel and roofing are complete at the NAIT/Blatchford Market and Blatchford Gate stations. Work on the canopy soffits and station photovoltaic panels are underway. Concrete trackway is nearly complete, with final concrete pour occurring in early October. Rail installation is ongoing, with special trackwork (rail crossovers) installation now complete. The building envelopes are complete at the NAIT and Blatchford utility complexes with interior finishing, mechanical, and electrical scopes advancing. Construction of cycle track and pedestrian walks are underway. Site lighting and power service installations are ongoing. Coordination with Blatchford projects and adjacent stakeholders is ongoing.											
16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	2,610,082	2,607,678	2,607,678	319,107	2,607,678	Dec-27	Dec-27	Legacy	0%	0%	PY - 8% 2022 - 7% 2023 - 19% 2024 - 21% 2025 - 22% 2026 - 18% 2027+ - 5%	Developer Financing - 178 Federal - Investing in Canada Infrastructure Prgm (ICIP) - 948,560 Federal - Public Transit Infrastructure Fund - 13,801 Munc Sustain. Initiative - MSI - 7,012 Other Grants - Provincial - 6,901 Pay-As-You-Go - 2,186 Provincial ICIP - matching - 1,007,760 Tax-Supported Debt - 621,280
Comments (including funding implications if any)	Marigold Infrastructure Partners (MIP) continue with their project-wide design. Construction work has commenced at Lewis Farms (with earthworks and underground pipe installation), 87th Avenue (with piling and pier construction), 156 St (road and sewer works), and Stony Plain Road (road and sewer works). MIP have commenced temporary road widening along 87th Avenue to accommodate traffic during construction. Construction offices and laydown areas have been established along several sections of the alignment, and tree removal is on-going. Hyundai Rotem Company (HRC) is supplying 46 low-floor LRVs. Concept design of the LRVs was completed in May 2022 and preliminary design of the LRVs has started.											
16-66-7018 - Capital Line South LRT: Century Park to Ellersie Road	1,040,040	1,100,040	1,100,040	30,521	1,100,040	Dec-27	Sep-28	Develop	0%	6%	PY - 1% 2022 - 2% 2023 - 7% 2024 - 18% 2025 - 29% 2026 - 24% 2027+ - 19%	Federal - Investing in Canada Infrastructure Prgm (ICIP) - 415,967 Federal - Public Transit Infrastructure Fund - 6,656 Land Fund Retained Earnings - 678 Munc Sustain. Initiative - MSI - 3,700 Other Grants - Provincial - 3,328 Pay-As-You-Go - 3,019 Provincial ICIP - matching - 324,040 Tax-Supported Debt - 342,653
Comments (including funding implications if any)	There is a Federal Commitment of approximately \$400 Million that was approved in April. The project delivery method is confirmed as Design-Build. Request for Quote (RFQ) of the project was launched on June 9th, RFQ response deadline was September 12. The City has begun land acquisition for the project and early procurement activities. The early works design for 23rd Avenue scope has commenced, with hydrovac and other advance investigations underway in advance of early works construction activities commencing later this year. Original timeline assumed all funding partner approvals would be received by fall 2021, however these were not received until April 2022 resulting in a delay to the project timeline.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022

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Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
19-10-1011 - Stadium LRT Station Upgrade	27,500	44,177	50,830	49,285	50,830	Dec-22	Dec-22	Deliver	15%	0%	PY - 72% 2022 - 28%	Federal - Public Transit Infrastructure Fund - 879 Federal Gas Tax Fund - 11,880 Green-trip - 26,672 Munc Sustain. Initiative - MSI - 273 Other Grants - Provincial - 584 Pay-As-You-Go - 3,820 Tax-Supported Debt - 6,722
Comments (including funding implications if any)	The existing and new platforms shelters are complete - plaza work completed, handrails and hardscaping / landscaping are ongoing, complete station handback is scheduled for end of November. The remainder of sidewalk connections will be completed and reopened this fall. The variance to original adjusted budget is due to recosting as the project scope and unforeseen conditions were clarified during design and construction. Further additional costs due to construction during COVID 19, material and labour cost increases nationally and complex coordination on safety critical works around the operations have led to further contingency required to manage this work to completion. There are no additional budget requests for this project in the 2023-2026 Capital Budget.											
21-50-9100 - 103A Avenue Pedway	26,500	26,500	26,500	19	26,500	Dec-25	Dec-25	Develop	0%	0%	2022 - 1% 2023 - 14% 2024 - 60% 2025 - 25%	Debt CRL Downtown - 26,500
Comments (including funding implications if any)	Project design contract has been awarded with the design work underway for the 103A Avenue Pedway project. Stakeholder and public engagement is also ongoing. Construction is anticipated to start in the summer of 2024.											

**Integrated Infrastructure Services**

For the period ending September 30, 2022

(\$000's)

Capital Profile - Standalone	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Blatchford Redevelopment Project</b>												
20-83-9001 - Downtown District Energy Initiative	27,900	28,229	28,229	3,863	28,229	Dec-22	Jun-24	Develop	0%	106%	PY - 8% 2022 - 16% 2023 - 52% 2024 - 25%	Financial Stabilization Resrv. - 329 Pay-As-You-Go - 14,129 Self-Liquidating Debentures - 13,771
Comments (including funding implications if any)	Project continues with a delay by external contractor, which will impact overall project schedule. Detail engineering, regulatory process and public consultation process, including project scope adjustment to a heating system only, continues. A report providing an update on the project as well as the full development plan for the Downtown District Energy Initiative will be brought forward to Council in 2023.											
14-02-2106 - Blatchford Redevelopment Implementation	631,925	631,925	631,925	180,497	631,925	Dec-38	Dec-38	Legacy	0%	0%	PY - 28% 2022 - 2% 2023 - 8% 2024 - 3% 2025 - 3% 2026 - 2% 2027+ - 54%	Blatchford Lands Retained Earnings - 551,383 Tax-Supported Debt - 80,542
Comments (including funding implications if any)	Grading of Blatchford East Stage 5 and Blatchford East Stage 5 started in Q3. Servicing of Blatchford West Stage 3 started with underground services installed and surface is expected to be complete in Q4. A report providing an update on Progress of Land Development at Blatchford was brought to Executive Committee on October 12, 2022.											

**Financial & Corporate Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Open City &amp; Techonology</b>											
19-18-1903 - Recreation and Attractions Management (RAMS) Program	1,707	4,002	4,002	3,094	4,002	Dec-22	Mar-23	0%	6%	PY - 67% 2022 - 28% 2023 - 5%	Pay-As-You-Go - 4,002
Comments (including funding implications if any)	The Recreation and Attractions Management System (RAMS) Program is progressing according to the revised plan and is forecasted to be on budget within the 4-year capital cycle. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget - as a group for the OCT Branch. The project delivery team continues to work with the vendor on delays and challenges experienced with the software, once the impacts are fully assessed, the impact to the project will be reassessed and the estimates, including the estimated completion date, will be updated.										
19-51-1904 - Next Generation 9-1-1 (NG911) IP Call Handling	4,293	4,293	4,293	2,168	3,088	Dec-22	Dec-22	0%	0%	PY - 49% 2022 - 51%	Pay-As-You-Go - 4,293
Comments (including funding implications if any)	This profile's under-expenditure will negate the over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group for the OCT Branch. Solacom and the project team are working to complete the final networking testing for the IP Call Handling system and NICE integration before the go-live which has been set for November 8, 2022. The project is on target to close in December 2022.										
19-18-1901 - Information Security and Disaster Recovery Enhancements	11,500	13,170	8,374	5,322	7,522	Dec-22	Sep-23	0%	19%	PY - 70% 2022 - 24% 2023 - 6%	Pay-As-You-Go - 8,373
Comments (including funding implications if any)	This profile's under-expenditure will negate the over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget - as a group for the OCT Branch. Project Updates: Enterprise Identity Access Management (EIAM) went into production in Q2 2022. Stabilization of the system has taken longer than anticipated, resulting in less features to be implemented in Q3 2022 and continuing into Q4 2022 and early 2023. Additionally, the EIAM Q2 2022 implementation contained an interim integration to the existing Human Resources system, but the main integration to Enterprise Commons Success Factors could not be completed as Enterprise Commons was not delivered in the current capital budget cycle. As such, planning is being addressed on how to achieve integration with EC Success Factors in the 2023-2026 Capital Budget Cycle with EIAM.										
CM-18-1517 - Technology Planning - Growth	487	487	487	246	246	Dec-22	Dec-22	0%	0%	PY - 100%	Pay-As-You-Go - 487
Comments (including funding implications if any)	The majority of the projects within this composite profile have been completed and no further expenditures are expected for the remainder of the year. This profile's under-expenditure will negate the over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget - as a group for the OCT Branch.										

**Financial & Corporate Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
CM-18-1515 - Technology Infrastructure - Renewal	23,614	23,614	23,614	21,705	28,816	Dec-22	Dec-22	22%	0%	PY - 64% 2022 - 36%	Pay-As-You-Go - 23,614
Comments (including funding implications if any)	<p>This profile's over-expenditure is offset by under-expenditures in other composite profiles in the branch. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget - as a group for the OCT Branch.</p> <p>Highlights of major accomplishments and milestones in Q3 2022 include:</p> <ul style="list-style-type: none"> <li>-Unified Endpoint Management (UEM) update: Production migration from Blackberry (BES) UEM platform onto the VMware Workspace One (WS1) UEM platform in progress. Over 700 devices have been migrated onto the new platform.</li> <li>- Network Fibre projects update: Westwood CSY (Consolidated Services Yard), FRS# 16, FRS#26, NCC (Neil Crawford Center) fibre for GoA exchange agreement have been completed, and also for the Mitchell Garage fibre clean. In flight fibre projects include: Muttart, Bonnie Doon Leisure Centre, Poundmaker Engineering Services Core Diversity, FRS#5, Central Lions Rec. Centre, and Riverside Golf Course.</li> </ul> <p>This profile is expected to exceed it's approved budget primarily due to the increased need to bolster the existing infrastructure. This profile's over-expenditure is offset by under-expenditures in other composite profiles in the branch</p>										
CM-18-1514 - Technology Implementation - Growth	3,936	3,936	3,936	2,503	3,136	Dec-22	Sep-23	0%	19%	PY - 75% 2022 - 19% 2023 - 6%	Pay-As-You-Go - 3,936
Comments (including funding implications if any)	<p>The majority of the projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. This profile's under-expenditure will negate the over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget - as a group for the OCT Branch.</p> <p>To date, completed technology projects within this profile include:</p> <ul style="list-style-type: none"> <li>-Computer-Aided Dispatch (CAD) Full Upgrade</li> <li>-eServices Stream 4 (POSSE Enhancements)</li> </ul> <p>Q3 2022 Highlights:</p> <p>The POSSE Inspector Mobility project to enable functionality for all Safety Code Inspection teams (HVAC, Electrical, Building, and Plumbing and Gas) has been extended to address defect issues, but is expected to close by the end of October.</p> <p>2023 Expenditure Projection/Carry Forward Explanation:</p> <ul style="list-style-type: none"> <li>-\$200k for the Legal Practice and File Management System (PFMS) is being requested to carry forward due to delays with vendor selection and project implementation.</li> </ul>										
CM-18-1510 - Technology Applications - Renewal	11,255	11,255	11,255	5,877	9,150	Dec-22	Sep-23	0%	19%	PY - 54% 2022 - 38% 2023 - 8%	Pay-As-You-Go - 11,255
Comments (including funding implications if any)	<p>Projects cancelled or removed from this budget cycle include PAC Refactor, EPCOR Drainage Solution and SAP Workflow Improvement. This profile's under-expenditure will negate the over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget - as a group for the OCT Branch.</p> <p>2023 Expenditure Projection:</p> <ul style="list-style-type: none"> <li>-Clean Energy Improvement Program (CEIP) module for the Taxation Assessment and Collections System (TACS) has a longer schedule for implementation than originally estimated and is expecting completion in 2023.</li> <li>-FS2/SmarteYE application used for financial image processing has experienced delays with the vendor and is progressing through procurement and contract signing which is expected completion in 2023.</li> </ul>										

**Financial & Corporate Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Real Estate</b>											
19-16-5055 - Heritage Valley Land Development	8,800	22,300	22,300	962	22,300	Dec-25	Dec-25	0%	0%	PY - 2% 2022 - 4% 2023 - 56% 2024 - 19% 2025 - 19%	Land Fund Retained Earnings - 22,300
Comments (including funding implications if any)	Initial budgeted spend for this profile was \$8.8M for planning and design. During the 2020 Spring SCBA an additional \$13.5M was added to the profile to account for further design, construction and warranty work. Consulting & Construction schedule adjustments have moved budget spending into 2023-2026 cycle										
CM-16-2015 - Industrial-Commercial-Investment Land Acquisition	6,293	6,293	6,293	3,293	4,293	Dec-22	Dec-22	0%	0%	PY - 77% 2022 - 23%	Land Fund Retained Earnings - 6,293
Comments (including funding implications if any)	As a function of the abeyance placed on funds within the development profile for this land use profile, acquisition opportunities have been limited - leading to this expected variance. The funding in this composite profile was held in abeyance limiting acquisition opportunities leading to the profile being underspent. Moving forward some spending has been budgeted for the upcoming budget cycle.										
<b>Financial Services</b>											
19-18-1904 - Enterprise Systems Transformation Program	63,500	78,300	78,300	43,633	78,300	Dec-22	Dec-23	0%	29%	PY - 46% 2022 - 13% 2023 - 41%	Pay-As-You-Go - 78,300
Comments (including funding implications if any)	Schedule and budget currently under review.										

**City Operations**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Parks &amp; Roads Services</b>											
CM-66-2566 - LED Streetlight Conversion	20,000	20,000	20,000	9,966	20,000	Dec-22	Dec-24	0%	48%	PY - 26% 2022 - 32% 2023 - 25% 2024 - 17%	Tax-Supported Debt - 20,000
Comments (including funding implications if any)	Project has experienced delays throughout the pandemic related to supply chain availability and long lead delivery times for material. Additionally, increased material and contractor costs may affect the overall budget; however, the total impact to the budget is still being evaluated. Overall, the project is in progress where designs and installations are being completed at a steady pace. Project is forecast to be complete in 2024 as a result of these impacts.										
<b>Edmonton Transit</b>											
13-66-1294 - Transit Smart Fare System (Smart Card)	42,219	53,536	53,536	36,313	53,536	Dec-20	Feb-23	0%	30%	PY - 61% 2022 - 11% 2023 - 28%	Alberta Community Partnership - ACP - 5,519 Green-trip - 28,030 Munc Sustain. Initiative - MSI - 11,453 Partnership Funding - 5,991 Pay-As-You-Go - 2,544
Comments (including funding implications if any)	Pilot testing extended. Anticipated launch of remaining fare products will transition in a phased approach throughout 2022/2023.										
21-61-3621 - Electric Buses - ZEB Program	27,000	27,000	27,000	25,839	25,839	Dec-22	Dec-22	0%	0%	2022 - 100%	Federal Gas Tax Fund - 10,917 Pay-As-You-Go - 1,643 Tax-Supported Debt - 14,440
Comments (including funding implications if any)	All 20 units have arrived and are now in service.										
CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement	226,797	226,797	226,797	198,575	221,758	Dec-22	Jun-23	0%	6%	PY - 83% 2022 - 12% 2023 - 5%	Federal Gas Tax Fund - 39,029 Green-trip - 4,353 Munc Sustain. Initiative - MSI - 141,431 Partnership Funding - 2,700 Pay-As-You-Go - 39,284
Comments (including funding implications if any)	17, 40' diesel units have arrived and 9 units are on order. Final order of 40' buses will be placed in Q4 once infrastructure component of the hydrogen pilot is confirmed. DATS bus delivery continues to be delayed due to supply chain issues. The savings in this profile will cover the shortfall in CM-66-3608 Electric Buses in a future budget adjustment.										
<b>Fleet &amp; Facility Services</b>											
CM-25-1001 - Vehicle and Equipment Replacement	178,012	178,012	178,012	151,593	178,012	Dec-22	Dec-23	0%	13%	PY - 77% 2022 - 13% 2023 - 10%	Fleet Services Replacement Rsv - 177,430 Pay-As-You-Go - 157 Vehicle for Hire - 425
Comments (including funding implications if any)	All 2023 budget is expected to be committed in 2022, with delivery occurring in 2023. Since COVID-19, there have been manufacturing delays and supply chain issues related to semi-conductor components. As a result, the typical delivery timelines have increased from under 12 months to over 18 months.										



**Urban Planning and Economy**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Urban Planning and Economy</b>											
15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	28,047	36,047	37,647	37,174	37,647	Dec-22	Dec-22	4%	0%	PY - 98% 2022 - 1% 2023 - 1%	Debt CRL Downtown - 37,647
Comments (including funding implications if any)	Land acquisition costs and associated legal costs are higher than originally budgeted. Acquisition of land for the Warehouse Park is now complete, and the park is currently being designed. Legal expenses associated with expropriation expected to continue while land compensation proceedings progress. Design work is currently being completed in CM-50-5050: CRL Projects - Planning and Design. Once the design is complete delivery funding will be moved from CM-74-4100: Downtown Community Revitalization Levies Delivery to a standalone profile.										
CM-74-4100 - Downtown Community Revitalization Levies Delivery	91,775	91,775	91,775	721	91,775	Dec-26	Dec-26	0%	0%	PY - 1% 2023 - 7% 2024 - 44% 2025 - 33% 2026 - 15%	Debt CRL Downtown - 73,539 Downtown CRL Reserve - 18,235
Comments (including funding implications if any)	This composite profile holds the funding for delivery of Downtown CRL projects. Project design is currently underway funded within the CM-50-5050 CRL Projects - Planning and Design composite and will be brought forward in standalones at checkpoint 3 utilizing funding from this composite for construction.										
<b>Planning &amp; Environment Services</b>											
CM-16-1232 - Dry Pond Land Acquisitions	26,000	26,000	26,000	4,500	26,000	TBA	TBD	0%	0%	PY - 17% 2023 - 6% 2024 - 8% 2025 - 6% 2026 - 27% 2027+ - 36%	EPCOR Contribution - 26,000
Comments (including funding implications if any)	This profile supports land acquisitions in alignment with EPCOR's flood mitigation program. The City is planning work to complete the land acquisition process for the Kenilworth Dry pond, which should be completed by Q4 2022. Future acquisitions will be determined by EPCOR in accordance with their Stormwater Integrated Resource Plan. EPCOR has provided projections on their dry pond land acquisitions through 2027 and commented that the actual flood mitigation program extends until 2035.										

**Boards & Commissions**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Police Services</b>											
CM-60-1765 - Vehicle Replacements	55,942	55,942	55,942	48,159	55,942	Dec-22	Mar-23	0%	4%	PY - 80% 2022 - 12% 2023 - 8%	Munc Sustain. Initiative - MSI - 4,946 Pay-As-You-Go - 2,800 PAYG Capital Reserve - Police - 48,196
Comments (including funding implications if any)	This profile is for the planned replacement of the police fleet of marked, unmarked and specialty vehicles including the costs related to outfitting the vehicles with police specific equipment such as mobile data workstations, radios and light bars. Delivery of vehicles has been delayed due to COVID related manufacturing plant shutdowns and supply chain issues.										

**Community Services**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Social Development</b>											
19-90-4100 - Affordable Housing Land Acquisition & Site Development	28,369	28,369	28,369	12,438	28,369	Dec-26	Dec-26	0%	0%	PY - 38% 2022 - 9% 2023 - 50% 2024 - 1% 2025 - 1% 2026 - 1%	Pay-As-You-Go - 25,592 Rapid Housing Initiative (Federal) - 2,777
Comments (including funding implications if any)	<p>Affordable Housing and Homelessness are continuing Permanent Supportive Housing (PSH) site acquisition and development work. The Queen Alexandra and Garneau PSH sites were part of a land offering process with grant funding allocations to cover servicing costs. Administration has chosen to move forward on Queen Alexandra but the non profit requires additional time to refine their models and financing. Garneau PSH site is now being considered for development through Rapid Housing Initiative (RHI) 3.0. There is also continued work to prepare development of surplus school sites with marketing and servicing studies underway to inform the sequencing of sites for development.</p> <p>Administration is currently working with CMHC on the RHI 3.0 and how best to leverage City properties to receive federal funding. Majority of costs to these RHI 3.0 projects have been deferred to 2023, as the rollout of RHI 3.0 by CMHC is now in Q4 2022 to Q1 2023.</p>										

**Utilities**

For the period ending September 30, 2022  
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget (incl. scope change)	Current Approved Budget (incl. scope and cost change)	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Adjusted Original Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
<b>Waste Services</b>											
20-81-2041 - Source Separated Organics Program	51,494	41,349	41,349	31,050	31,450	Dec-22	Dec-22	0%	0%	PY - 98% 2022 - 2%	Self-Liquidating Debentures - 41,349
Comments (including funding implications if any)	Public-facing project rollout had been moved from 2020 to 2021 due to COVID. Expenses for some non-public facing components were incurred in 2020. Some capital funding was reallocated to operating related to project costs that cannot be capitalized for accounting purposes, such as contracted cart maintenance equipment costs, cart staging area rental, etc. and was reflected in the 2022 Utility Rate File. As the successful rollout program nears completion, profile savings are also anticipated from delivering the program under its original budget, largely due to less residents requesting smaller carts than anticipated. Profile is expected to be completed (as future cart needs will be procured under Waste Containers profile) and remaining budget will be released by the end of 2022.										
23-81-2054 Three-stream Communal Collection	29,011	29,011	29,011	0	29,011	Dec-43	Dec-43	0%	0%	2023 - 25% 2024 - 5% 2025 - 5% 2027+ - 65%	Self-Liquidating Debentures - 21,688 Waste Mgt Retained Earnings - 7,323
Comments (including funding implications if any)	Project will start in 2023										
CM-81-2048 - Waste Services Vehicles & Equipment	46,564	46,564	46,564	28,910	46,564	Dec-24	Dec-24	0%	0%	PY - 46% 2022 - 20% 2023 - 21% 2024 - 13%	Waste Mgt Retained Earnings - 46,564
Comments (including funding implications if any)	Waste and Fleet have conducted a thorough review of required purchases. Supply chain issues have created delays into 2023. Waste and Fleet are actively procuring equipment a year in advance to ensure timely deliveries of growth and replacement units can meet operational requirements.										