

**Attachment 2**  
**Significant Capital Project Update**  
**As of December 31, 2022**

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**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.

**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.

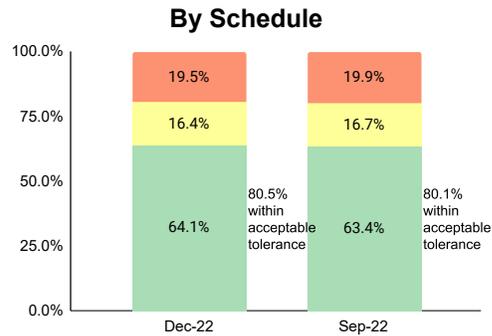
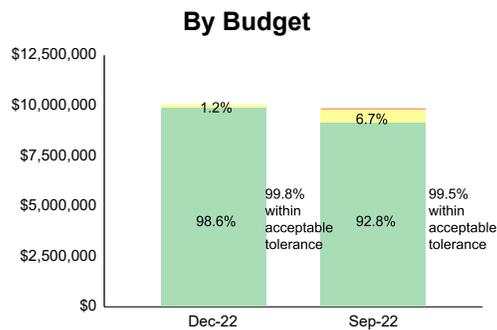
**% of Active Budget** - This percentage represents the sum of budgets for active projects within a composite profile as a proportion of the composite profiles total budget. This field is only included for composite reporting in IIS.

**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 December 31, 2022**

Budget and Schedule Variance Summary

	<u>Dec-22</u>	<u>Sep-22</u>
<b>Project Budget Variance</b>		
Within or Under Budget (green)	59	60
Over Budget up to 20% (30% Develop) (yellow)	3	5
Over budget > 20% (30% Develop) (red)	2	3
	<u>64</u>	<u>68</u>
<b>Project Schedule Variance</b>		
On Time or Ahead of Schedule (green)	46	51
Delay up to 20% (30% Develop)(yellow)	11	10
Delay > 20% (30% Develop)(red)	7	7
	<u>64</u>	<u>68</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>Dec-22</u>	<u>Sep-22</u>
6	21-12-0340 - The Orange Hub Phase II Rehabilitation	13%	11%
11	19-10-1011 - Stadium LRT Station Upgrade	15%	15%
14	CM-18-1515 - Technology Infrastructure - Renewal	26%	22%
17	15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	4%	4%
	15-21-5785 - Lewis Farms Community Recreation Centre and Library	0%	19%
	19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging	0%	18%

**Schedule**

<u>Page #</u>	<u>Profile</u>	<u>% Delay</u>	
		<u>Dec-22</u>	<u>Sep-22</u>
6	21-12-0340 - The Orange Hub Phase II Rehabilitation	7%	7%
10	11-66-1673 - Valley Line LRT	>20%	>20%
10	16-66-7018 - Capital Line South LRT: Century Park to Ellersie Road	6%	6%
12	20-83-9001 - Downtown District Energy Initiative	106%	106%
13	19-18-1903 - Recreation and Attractions Management (RAMS) Program	12%	6%
13	19-18-1901 - Information Security and Disaster Recovery Enhancements	19%	19%
14	CM-18-1514 - Technology Implementation - Growth	19%	19%
14	CM-18-1510 - Technology Applications - Renewal	19%	19%
15	19-18-1904 - Enterprise Systems Transformation Program	29%	29%
16	CM-66-2566 - LED Streetlight Conversion	48%	48%
16	13-66-1294 - Transit Smart Fare System (Smart Card)	41%	30%
16	CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement	13%	6%
16	CM-25-1001 - Vehicle and Equipment Replacement	13%	13%
18	CM-60-1765 - Vehicle Replacements	17%	4%
	17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	N/A	13%

**Integrated Infrastructure Services**

For the period ending December 31, 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	44,804	46,800	Dec-23	Oct-22	Deliver	0%	0%	PY - 71% 2022 - 25% 2023 - 3% 2024 - 1%	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 substantially complete and in-service. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping. This project is trending under budget and will be evaluated for a budget release to the Neighbourhood Renewal Reserve as part of the year-end review.											
20-40-9017 - NRP Recon - Eastwood/Elmwood Park/Yellowhead Corridor East Ind	51,135	51,135	49,700	45,569	49,700	Dec-23	Dec-22	Deliver	0%	0%	PY - 69% 2022 - 23% 2023 - 9%	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 substantially complete and in-service. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
20-40-9019 - NRP/NARP Recon - Lorelei Neighbourhood and Alleys	38,337	38,337	25,800	25,587	27,900	Dec-22	Dec-22	Deliver	0%	0%	PY - 58% 2022 - 35% 2023 - 7%	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 (year 3 of 3) scope of work is substantially complete and in-service. In spring 2023 some work to address minor deficiencies including seasonal items such as landscaping will be completed.											
21-40-9023 - NRP/NARP Recon - Beaumaris Neighbourhood and Alleys	37,600	37,600	35,600	23,239	35,600	Dec-24	Dec-23	Deliver	0%	0%	PY - 26% 2022 - 39% 2023 - 35%	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 (year 2 of 3) scope of work is substantially complete and in-service. Work on the 2023 (year 3 of 3) scope of work will start in Spring 2023 and the overall project is expected to be complete and in-service by the end of 2023. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
21-40-9024 - NRP Recon - Calder	51,900	51,900	51,900	23,932	51,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 14% 2022 - 32% 2023 - 52% 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 scope of work (Year 2 of 3) was completed. 2023 (Year 3 of 3) work will start in the spring and the overall neighbourhood is anticipated to be complete by the end of 2023. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
21-40-9025 - NRP Recon - Garneau	36,900	36,900	34,700	20,027	33,994	Dec-24	Dec-23	Deliver	0%	0%	PY - 24% 2022 - 35% 2023 - 40%	Local Improvements Prop. Share - 2,346 Neighborhood Renewal Reserve - 29,224 Pay-As-You-Go - 3,130
Comments (including funding implications if any)	Construction for the 2022 (Year 2 of 3) scope of work is complete. Year 3 construction is anticipated to commence in the spring of 2023. The project is staged over 3 years and is anticipated to be complete and in-service by the end of 2023. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
21-40-9026 - NRP Recon - Malmo Plains	25,100	25,100	25,100	20,575	25,100	Dec-23	Jul-23	Deliver	0%	0%	PY - 46% 2022 - 36% 2023 - 18%	Local Improvements Prop. Share - 1,680 Neighborhood Renewal Reserve - 23,100 Pay-As-You-Go - 320
Comments (including funding implications if any)	The front street work is now complete. The alley reconstruction work has been deferred to 2023 to coordinate with ATCO Gas relocation work that is required in the alleys. Construction is anticipated to recommence in the spring and be complete by the end of the construction season.											

**Integrated Infrastructure Services**

For the period ending December 31, 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
22-22-9700 124 Street - 109 Avenue to 118 Avenue	21,681	21,681	21,681	8,578	21,681	Dec-24	Nov-23	Deliver	0%	0%	2022 - 40% 2023 - 60%	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 complete and in service with some remaining minor landscaping work to be completed in the spring. Construction of the 2023 scope of work (Year 2 of 2) is anticipated to commence in the spring and be complete by the end of the construction season. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
22-40-9028 Killarney Neighbourhood Renewal	38,932	38,932	38,932	18,204	38,932	Dec-24	Dec-23	Deliver	0%	0%	2022 - 47% 2023 - 53%	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 completed. Construction of year 2 of the work is anticipated to start in the Spring of 2023. The overall project is anticipated to be complete by the end of 2023. The construction of open spaces in the Killarney neighbourhood is scheduled to begin in 2023. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
22-40-9029 Pleasantview Neighbourhood Renewal	47,418	47,418	47,418	18,202	47,418	Dec-24	Dec-23	Deliver	0%	0%	2022 - 38% 2023 - 62%	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 is complete. Construction of the 2023 (Year 2 of Year 2) scope is anticipated to commence in the spring and be complete by the end of the construction season. The project has been budgeted for a full year after its in-service date to ensure full completion and to address any minor deficiencies including seasonal items such as landscaping.											
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			38,096	53,106	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 0%		2%	PY - 70% 2022 - 1% 2023 - 9% 2024 - 20%	Pay-As-You-Go - 447 Tax-Supported Debt - 52,659
Comments (including funding implications if any)	Revitalization projects associated to this project are still underway, with construction occurring during the 2023-2026 budget cycle. The composite profile will be assessed as work progresses to determine if funding can be considered for release.											
CM-25-0000 - Transportation: Neighbourhoods - Renewal	153,809			168,419	168,419	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 82%		39%	PY - 65% 2022 - 35%	Developer Financing - 42 Local Improvements Prop. Share - 4,029 Municipal Stimulus Program - 10,667 Neighborhood Renewal Reserve - 135,424 Pay-As-You-Go - 3,647
Comments (including funding implications if any)	This projection is in excess of the current approved budget, but will be funded through releases from other standalone neighbourhood capital profiles (funding releases to be processed during 2022 year-end processes). The Neighbourhood Renewal Program as a whole is within the approved budget.											

**Integrated Infrastructure Services**

For the period ending December 31, 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	29,934	310,637	Sep-27	Sep-27	Deliver	0%	0%	PY - 8% 2022 - 1% 2023 - 14% 2024 - 16% 2025 - 24% 2026 - 26% 2027+ - 11%	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)	Site preparation started this year and has now been suspended for the winter season. It will start up again in spring 2023. Temporary fencing has been completed. Grading has been started and will be complete in the spring/summer 2023. Environmental monitoring by Enoch Cree Nation will resume in the spring with the earth works, ensuring items of cultural significance will be preserved if found. Main construction of the facility is planned to start in Q4 2023. In December City Council approved the build to budget construction funding of \$310.6M for the project.											
15-21-5801 - Coronation Park Sports and Recreation Centre	112,260	153,410	153,095	49,088	153,095	Jun-26	Jun-26	Deliver	0%	0%	PY - 4% 2022 - 28% 2023 - 40% 2024 - 21% 2025 - 6% 2026 - 1%	Partnership Funding - 4,000 Pay-As-You-Go - 685 Tax-Supported Debt - 148,410
Comments (including funding implications if any)	The project continues to progress per the baseline plan with construction scheduled for completion in Q2 of 2026. Work completed to date includes underground utility installations, access road and sidewalk construction, concrete foundations, floor slabs and structural steel framing. This project was on hold for a number of years awaiting partner funding and as a result the adjusted original budget includes cost escalations.											
18-66-6503 - 50 Street CPR Grade Separation	86,600	181,279	181,279	53,094	181,279	Dec-27	Dec-26	Deliver	0%	0%	PY - 12% 2022 - 17% 2023 - 19% 2024 - 19% 2025 - 18% 2026 - 14% 2027+ - 1%	Federal Grant - 39,800 Partnership Funding - 2,750 Pay-As-You-Go - 18,159 Provincial Grant - 28,300 Tax-Supported Debt - 92,270
Comments (including funding implications if any)	Construction work on the northbound bridge has begun. Approximately 90 per cent of the utility relocation has been completed with the additional 10 per cent to be relocated in 2023-2024. Traffic flow has been switched to the planned detour roads which maintain 2 full lanes in each direction through the construction zone. The project schedule is budgeted a year after the current in-service date to address any minor deficiencies including seasonal items such as landscaping. The variance to original adjusted budget is due to approving capital funding early in the project development, requesting funding for land acquisitions, and construction tender price being higher than estimated.											
21-10-9103 - Iron Works Building Rehabilitation	6,048	21,308	21,308	4,481	21,308	Apr-24	Apr-24	Deliver	0%	0%	PY - 6% 2022 - 15% 2023 - 73% 2024 - 6%	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 55% complete with remediation work ongoing. The phase 2 Interior design package is complete and pricing received in December. Bids are under review prior to award. The variance to original adjusted budget is due to a scope change that is required to complete construction of Stage 2 Building upgrade and allow Stage 3 Tenant Fitup, plus significant additional hazardous material abatement, structural modifications and required improvements, as well as supply chain and COVID-19, has affected the schedule and costs for the project.											
21-11-9600 - EPS-Police Headquarters Rehabilitation	23,105	23,105	23,495	5,351	23,105	Dec-25	Dec-25	Deliver	0%	0%	PY - 4% 2022 - 19% 2023 - 45% 2024 - 28% 2025 - 4%	Local Government Fiscal Framework - 4,874 Munc Sustain. Initiative - MSI - 15,684 Pay-As-You-Go - 2,937
Comments (including funding implications if any)	Detailed Design of Police Station Downtown Division Rehabilitation 2A(envelope) and 2B (interior) Scope has reached 100% completion. Detailed Design of the PLC/Switchgear scope has reached 90% completion, construction of the 2A scope has reached 5% completion, and the expedited scope of work has reached 100% completion. The project is proceeding in line with the approved baseline. The project is currently forecasted to be complete by Q4 2025. Construction activity highlights for this month consist of completion of asbestos abatement and lead in the front entrance, front entrance frames have been removed and awaiting installation of new frames, curb form work completed, and temporary heating issues have been addressed. Roofing on the main upper roof is completed with the exception of the capping and lower roof work is in progress along with installation of the concrete curbs at the entrances.											

**Integrated Infrastructure Services**

For the period ending December 31, 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	48,515	9,481	47,828	Jun-26	Dec-25	Deliver	0%	0%	PY - 8% 2022 - 12% 2023 - 52% 2024 - 27% 2025 - 1%	Local Government Fiscal Framework - 19,731 Munc Sustain. Initiative - MSI - 24,863 Pay-As-You-Go - 3,921
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 22% completion and is forecasted to be completed in Q4 2023. The 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 Q1 2024.											
21-12-0330 - Kinsmen Sports Centre Facility Rehabilitation	24,679	24,914	21,195	3,087	21,194	Dec-24	Dec-24	Deliver	0%	0%	PY - 10% 2022 - 5% 2023 - 76% 2024 - 9%	Federal Gas Tax Fund - 7,052 Local Government Fiscal Framework - 884 Munc Sustain. Initiative - MSI - 11,158 Pay-As-You-Go - 2,101
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	23,316	9,598	23,316	Jun-23	Sep-23	Deliver	13%	7%	PY - 12% 2022 - 29% 2023 - 48% 2024 - 11%	Munc Sustain. Initiative - MSI - 18,136 Pay-As-You-Go - 5,180
Comments (including funding implications if any)	The construction is proceeding according to the revised baseline schedule with a target in-service date of Q3 2023. However, labor and material availability issues continue to be a concern. The project team is closely monitoring these risks and taking proactive measures to maintain the Q3 in-service date.											
21-12-0350 - Edmonton EXPO Centre Rehabilitation	98,349	98,349	98,650	32,667	98,650	Dec-25	Dec-25	Deliver	0%	0%	PY - 4% 2022 - 30% 2023 - 38% 2024 - 25% 2025 - 3%	Federal Gas Tax Fund - 18,000 Local Government Fiscal Framework - 28,934 Munc Sustain. Initiative - MSI - 39,209 Pay-As-You-Go - 7,477 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 is scheduled to be completed in Q1 2023. Most scopes were able to be tendered throughout December 2022 and will be awarded imminently. 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, both Design and Construction continue to progress per the baseline schedule.											
20-20-2024 - Edmonton-Strathcona County Pedestrian Bridge	4,401	38,580	38,617	3,514	38,527	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 - 9,797
Comments (including funding implications if any)	Tender has closed and a construction contract will be awarded in early 2023. Construction anticipated to start in Spring 2023. The original approved budget was for design and the budget was increased for budget to construct when the project reached checkpoint 3.											

**Integrated Infrastructure Services**

For the period ending December 31, 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: Yellowhead Trail</b>												
21-20-9301 - Yellowhead Trail - 156 Street to St Albert Trail	177,634	177,634	177,634	113,119	177,634	Dec-23	Nov-23	Deliver	0%	0%	PY - 27% 2022 - 36% 2023 - 30% 2024 - 7%	Federal Bldg Canada Fund - 44,067 Provincial BCF - matching - 17,284 Tax-Supported Debt - 116,284
Comments (including funding implications if any)	<p>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 include:</p> <ul style="list-style-type: none"> <li>- Utility relocations and the installation of drainage infrastructure between 156 Street and St. Albert Trail.</li> <li>- The new concrete retaining wall under the 156 Street interchange is substantially complete while the retaining wall under the St. Albert Trail interchange is expected to be completed in the spring of 2023.</li> <li>- The Dovercourt noise wall was replaced at the end of 2022.</li> <li>- Building demolitions are completed near 142 Street, which allows for the construction of the storm pond to commence.</li> <li>- Access to Yellowhead Trail eastbound from 142 Street was restored in December of 2022.</li> <li>- Yellowhead Trail continues to be reduced to 2 travel lanes in both directions to accommodate construction in the area.</li> <li>- 149 Street between Yellowhead Trail and 128 Avenue is expected to reopen upon completion of the signal work at the CN rail crossing at the end of February 2023.</li> <li>- Business access is maintained throughout the site.</li> </ul> <p>Project information will continue to be shared primarily through newsletters, bulletins and the project's website.</p>											
21-20-9302 - Yellowhead Trail - Fort Road Widening	117,398	141,126	141,126	83,374	141,126	Dec-23	Nov-23	Deliver	0%	0%	PY - 29% 2022 - 30% 2023 - 36% 2024 - 5%	Federal Bldg Canada Fund - 42,077 Provincial BCF - matching - 16,855 Tax-Supported Debt - 82,194
Comments (including funding implications if any)	<p>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.</p> <p>In 2022, work focussed on utility installations for the widening of southbound Fort Road, the first phase of improvements on Fort Road near 66 Street, connecting the new 125 Avenue to Yellowhead Trail at 61 Street, and construction of rail detours to support the lengthening of the CN rail bridge.</p> <p>Work will continue through the winter of 2023 with the focus on completing the lengthening of the CN bridge structure in the early spring. The remaining reconstruction and rehabilitation of Fort Road is expected to be completed in the fall of 2023.</p> <p>Project information will continue to be shared primarily through newsletters, bulletins and the project website.</p>											
<b>Capital Profile - Composite</b>	<b>Current Approved Budget</b>			<b>Profile To-Date Actuals</b>	<b>Total Projection</b>	<b>Budget Status</b>		<b>Schedule Status</b>	<b>% of active budget</b>	<b>Expected Completion (PY - Prior Year)</b>	<b>Approved Funding</b>	
CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development	213,961			89,808	213,961	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%	50%	PY - 15% 2022 - 27% 2023 - 12% 2024 - 14% 2025 - 17% 2026 - 15%	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			18,990	398,166	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%	0%	PY - 5% 2023 - 2% 2024 - 26% 2025 - 52% 2026 - 15%	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 concept planning and preliminary design work through to 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 December 31, 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	555	81,785	Sep-26	Sep-26	Develop	0%	0%	PY - 1% 2023 - 2% 2024 - 38% 2025 - 45% 2026 - 14%	Pay-As-You-Go - 1,500 Tax-Supported Debt - 80,285
Comments (including funding implications if any)	Tender has closed and a construction contract will be awarded in early 2023. Construction anticipated to start in Spring 2023.											
19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging	102,700	283,426	284,726	44,414	284,726	Dec-27	Dec-27	Deliver	0%	0%	PY - 7% 2022 - 8% 2023 - 21% 2024 - 27% 2025 - 20% 2026 - 17%	Pay-As-You-Go - 2,205 Provincial Grant - 116,500 Tax-Supported Debt - 166,021
Comments (including funding implications if any)	Rescoping of the design delayed the tender to the fall of 2022. Construction will continue in 2023 with minor impacts to traffic. Major impacts to traffic will occur in 2024 - 2026. A pre-construction information session is planned for spring 2023 to share construction impacts with the public and stakeholders. The variance to original adjusted budget is due to the Government of Alberta adding \$116.5M of funding for additional work toward the expansion of Terwillegar Drive plus further funds were required due to inflationary pressures and increased scope refinement as the project developed through preliminary and detailed design.											
20-20-2022 - New Transit Bus Garage	6,000	367,000	367,000	1,891	367,009	Dec-23	Dec-23	Develop	0%	0%	2023 - 13% 2024 - 2% 2025 - 19%	Tax-Supported Debt - 367,000
Comments (including funding implications if any)	Forecast assumes full budget approval and federal grant funding to be confirmed late Q1 2023 as part of 2023-2026 Budget Cycle. The original approve budget was for planning and design. The variance to original adjusted budget is due to funding for the acquisition of land to advance to concept and preliminary design for the new southeast garage, and to deliver a new transit garage for electric and diesel buses.											

**Integrated Infrastructure Services**

For the period ending December 31, 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	378	23,657	Dec-25	Dec-25	Develop	0%	0%	2022 - 2% 2023 - 40% 2024 - 43% 2025 - 15%	Tax-Supported Debt - 23,657
Comments (including funding implications if any)	The contract has been awarded and the project is currently in the Validation Phase.											
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	26,237			25,577	28,192	Budget Status - % within acceptable tolerance: 92%		Schedule Status - % within acceptable tolerance: 58%		33%	PY - 69% 2022 - 21% 2023 - 10%	Federal Gas Tax Fund - 569 Heritage Resources Reserve - 400 Munc Sustain. Initiative - MSI - 16,713 Partnership Funding - 92 Pay-As-You-Go - 8,196 Rogers Place Arena Reserve - 39 Stadium Reserve - 228
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 was addressed as part of the 2023-26 capital budget.											
CM-22-0000 - Transportation: Goods Movement - Arterial Renewal	82,802			89,679	89,679	Budget Status - % within acceptable tolerance: 86%		Schedule Status - % within acceptable tolerance: 29%		4%	PY - 92% 2022 - 8%	Munc Sustain. Initiative - MSI - 57,934 Municipal Stimulus Program - 15,743 Pay-As-You-Go - 9,125
Comments (including funding implications if any)	Variance is mainly due to allocation of funding for unanticipated renewal work, and the extent of renewal work and refined cost estimates required on arterials roads related to Yellowhead Trail Freeway Conversion project.											
CM-24-0000 - Transportation: Bridges & Auxiliary Structures - Renewal	36,282			31,385	36,282	Budget Status - % within acceptable tolerance: 83%		Schedule Status - % within acceptable tolerance: 50%		11%	PY - 71% 2022 - 16% 2023 - 13%	Federal Gas Tax Fund - 5,445 Munc Sustain. Initiative - MSI - 29,225 Pay-As-You-Go - 1,612
Comments (including funding implications if any)	The remaining budget in this composite is allocated to the 23 Avenue over Whitemud Creek Pedestrian Bridge Replacement and the funding will be moved to a new standalone capital profile as part of the 2023 Spring SCBA.											
CM-34-0000 - Open Space: Environmental - Renewal	21,180			15,424	21,180	Budget Status - % within acceptable tolerance: 80%		Schedule Status - % within acceptable tolerance: 80%		20%	PY - 45% 2022 - 28% 2023 - 27%	Developer Financing - 6,053 Munc Sustain. Initiative - MSI - 14,654 Pay-As-You-Go - 473
Comments (including funding implications if any)	Existing projects will continue into the first year of the new budget cycle (2023) as planned, together with expected recoveries from Developer Permanent Area Contributions (PAC). Going forward, remediation projects will be prioritized to address emergent geotechnical instability and erosion impacts to City lands and infrastructure. These hazards and projects are inherently unpredictable.											

**Integrated Infrastructure Services**  
 For the period ending December 31, 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>LRT Expansion &amp; Renewal</b>												
11-66-1673 - Valley Line LRT	1,776,302	1,757,743	1,757,719	1,632,219	1,756,088	Dec-21	TBD	Legacy	0%	>20%	PY - 85% 2022 - 7% 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 - 195 Tax-Supported Debt - 723,015
Comments (including funding implications if any)	<p>Construction activities are mostly complete with deficiency correction ongoing along the entire corridor. Testing and commissioning activities are ongoing including linewide train testing. The City launched a public safety education campaign for Valley Line in Q1 2022 and will continue rollout of new information over the coming months.</p> <p>TransEd has achieved 97.8% progress (to end of December 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 completed its root cause analysis and pier repairs are nearing completion. TransEd provided an update to the media on August 10, 2022 and further public updates on September 1, 2022, October 6, 2022, and December 20, 2022. More information about the forecast Service Commencement Date will be released once TransEd has made further progress on linewide testing.</p>											
16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension	350,500	290,270	291,116	164,927	291,116	Dec-25	Dec-25	Legacy	0%	0%	PY - 34% 2022 - 22% 2023 - 18% 2024 - 4% 2025 - 4% 2026 - 4% 2027+ - 14%	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)	<p>Station structural work is complete, with final mechanical, electrical and architectural finishes ongoing through the winter. Utility complex buildings are structurally complete, with interior finishes and exterior paneling ongoing. Concrete trackway and rail installation was completed in November 2022. Catenary pole installs were completed in December with hardware and contact wire to be installed in the Spring. Primary site lighting installs, along with construction of road crossings and cycle track are on hold until Spring.</p> <p>Coordination with Blatchford projects and adjacent stakeholders is ongoing. As part of the Metro Line LRT extension, a new Shared Use Path will be constructed along 118 Avenue and 123 Avenue to improve connections to the wider walking &amp; cycling network.</p>											
16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	2,610,082	2,607,678	2,607,678	347,910	2,607,678	Dec-27	Dec-27	Legacy	0%	0%	PY - 8% 2022 - 5% 2023 - 19% 2024 - 22% 2025 - 22% 2026 - 18% 2027+ - 6%	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)	<p>Marigold Infrastructure Partners (MIP) continue with their project-wide design. Construction work has commenced at Lewis Farms (with storage building construction), Gerry Wright Operations and Maintenance Facility (with building expansion), 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. MIP closed Stony Plain Road and demolished the bridge over Groat Road from December 29, 2022 to January 3, 2023 - the bridge is expected to re-open in summer 2024.</p> <p>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.</p>											
16-66-7018 - Capital Line South LRT: Century Park to Ellerslie Road	1,040,040	1,100,040	1,100,040	39,856	1,100,040	Dec-27	Sep-28	Develop	0%	6%	PY - 1% 2022 - 2% 2023 - 4% 2024 - 16% 2025 - 29% 2026 - 25% 2027+ - 23%	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)	<p>There is a Federal commitment of \$418 Million that was approved in April 2022. The project delivery method is confirmed as Design-Build. Request for Quote (RFQ) of the project was launched on June 9th, 2022. RFQ response deadline was September 12, 2022. 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 ahead of early works construction activities commencing later this year (2023). The RFP release is expected in Q1 of 2023 this year. Full LRT construction is expected to start early 2024. 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. Revaluation of the current overall budget estimate is underway for the project considering current inflationary pressures and scope preparing for RFP issuance at the end of Q1 2023.</p>											

**Integrated Infrastructure Services**  
 For the period ending December 31, 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
19-10-1011 - Stadium LRT Station Upgrade	27,500	44,177	50,830	50,496	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)	Station is substantially complete and open for public use. 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	31,000	31,000	698	31,000	Dec-25	Dec-25	Develop	0%	0%	2022 - 2% 2023 - 29% 2024 - 31% 2025 - 36% 2026 - 2%	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. Early works construction is anticipated to start Q2 of 2023.											

**Integrated Infrastructure Services**

For the period ending December 31, 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	5,596	28,229	Dec-22	Jun-24	Develop	0%	106%	PY - 8% 2022 - 12% 2023 - 52% 2024 - 28%	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 the 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 June 2023.											
14-02-2106 - Blatchford Redevelopment Implementation	631,925	631,925	631,925	186,139	631,925	Dec-38	Dec-38	Legacy	0%	0%	PY - 28% 2022 - 1% 2023 - 8% 2024 - 5% 2025 - 4% 2026 - 3% 2027+ - 51%	Blatchford Lands Retained Earnings - 551,383 Tax-Supported Debt - 80,542
Comments (including funding implications if any)	Servicing of Blatchford West Stage 3 was completed to a drivable surface in Q4 2022. Grading of Blatchford East Stage 5 and Blatchford East Stage 5 were completed in 2022, with servicing planned to be completed in 2023. Sales continue to advance in Blatchford with a large parcel sold to NAIT in 2022.											

**Financial & Corporate Services**

For the period ending December 31, 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	3,577	4,002	Dec-22	Jun-23	0%	12%	PY - 67% 2022 - 23% 2023 - 10%	Pay-As-You-Go - 4,002
Comments (including funding implications if any)	<p>The Recreation and Attractions Management System (RAMS) Program experienced vendor driven delays and challenges at the end of 2022. As a result, \$425k remains unspent from the approved 2019-2022 budget.</p> <p>During Q4, the vendor provided their software releases for Intelli Manager, Self Service Kiosk and Online LAP Subsidy Portal, as per the agreed RAMS 2022 roadmap. The project team continued to perform the installations and testing of delivered software and worked with the vendor to obtain fixes for issues. In view of the vendor delays, time required for fixing the bugs/issues in the delivered software, and the anticipated timeline for one of their software releases, the forecast for project completion should be revised to the end of Q2 2023.</p>										
19-51-1904 - Next Generation 9-1-1 (NG911) IP Call Handling	4,293	4,293	4,293	2,662	2,662	Dec-22	Dec-22	0%	0%	PY - 57% 2022 - 43%	Pay-As-You-Go - 4,293
Comments (including funding implications if any)	<p>This profile's under-expenditure negated 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) collectively have a surplus of \$390K.</p> <p>The New IP Call Handling Solution was completed and successfully launched on November 9th, 2022. Overall the project ran smoothly and the overall success hinged on the collaborative effort between the vendor, project teams, and business subject matter experts at the City of Edmonton, Edmonton Police Service, and Edmonton Fire and Rescue Services.</p>										
19-18-1901 - Information Security and Disaster Recovery Enhancements	11,500	6,807	6,807	5,295	5,506	Dec-22	Sep-23	0%	19%	PY - 96% 2023 - 4%	Pay-As-You-Go - 6,807
Comments (including funding implications if any)	<p>This profile's under-expenditure negated 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) collectively have a surplus of \$390K.</p> <p><b>Q4 Projects Update:</b>                      Notable project achievements in 2022 include the completion of these projects:                      - Secure Remote Workforce, enhancing the security posture for City managed mobile devices                      - Web Application Firewall Phase 2, enhancing security of web applications                      - Multi Factor Authentication, (99.8% enrolment rate)                      - IT Risk Management, improving IT security risk management processes and tools</p> <p><b>2023 Expenditure Projection:</b>                      - The Enterprise Identity Access Management (EIAM) Project was delayed primarily due to Enterprise Commons (EC) related delays. Due to the postponement of EC, the required integrations and vendor support for those integrations required postponement as well. It is expected that this project scope can be completed in 2023 with EC project expecting to resume.</p>										
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)	<p>This profile's under-expenditure negated 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) collectively have a surplus of \$390K.</p>										

**Financial & Corporate Services**

For the period ending December 31, 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	29,176	29,850	Dec-22	Sep-23	26%	19%	PY - 62% 2022 - 36% 2023 - 2%	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) collectively have a surplus of \$390K.</p> <p><b>Q4 Projects Update:</b></p> <ul style="list-style-type: none"> <li>- Server Virtualization project completed, virtualizing 99.9% of server environment, and enhancing IT infrastructure to enable cloud and hybrid infrastructure delivery</li> <li>- Storage Controllers Renewal project completed, doubling storage capacity, improving performance, and reducing risk of failure due to outdated storage technologies</li> <li>- SPARC Server Replacement completed, transitioning outdated and nonstandard server hardware to corporate standards that improve performance, supportability, and cost efficiency</li> <li>- Voice and Mobility enhancements completed, Interactive Voice Response (IVR) implemented for Payment Card Industry (PCI) compliance for payment systems</li> <li>- The "Tech Garage" at Century Place, has been completed and operates alongside the Tech Garage at Edmonton Tower, allowing City employees to drop in and receive quick and effective support for their technology tools</li> </ul> <p><b>2023 Expenditure Projection:</b></p> <ul style="list-style-type: none"> <li>- Network Infrastructure Evergreen Projects - A number of Fibre projects were delayed due to delays experienced in the primary project (i.e., Valley Line LRT). OCT was unable to overcome these delays as the project schedule was controlled by other business areas (i.e., OCT couldn't install fibre until the physical structure was complete)</li> <li>- Several other smaller project delays due to global supply chain issues</li> </ul> <p><b>Over Expenditure:</b></p> <p>This profile exceeded the approved budget primarily due to the increased need to bolster the existing IT infrastructure supporting the City of Edmonton. As noted above, this over-expenditure is offset by under-expenditures in other profiles within the branch</p> <p>The additional \$6.2M spent on IT Infrastructure provide the following to the City of Edmonton:</p> <ul style="list-style-type: none"> <li>- The ability to meet growing demands of IT data storage by substantially improving capacity and performance;</li> <li>- Improved database management and optimization by deploying advanced management tools;</li> <li>- Increased number of virtualized servers, improving the City's disaster recovery position and enabling cloud infrastructure integration; and</li> <li>- Renewal of additional networking equipment and access points, reducing the risk of network failure and increasing service coverage.</li> </ul>										
CM-18-1514 - Technology Implementation - Growth	4,208	4,208	4,208	3,056	3,306	Dec-22	Sep-23	0%	19%	PY - 71% 2022 - 21% 2023 - 8%	Corporate Tree Reserve - 399 Pay-As-You-Go - 3,809
Comments (including funding implications if any)	<p>This profile's under-expenditure negated 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) collectively have a surplus of \$390K.</p> <p><b>2023 Expenditure Projection:</b></p> <p>The Legal Practice and File Management System (PFMS) was delayed primarily due to vendor selection and project implementation challenges. The vendor (Run Straight Consulting Ltd) was selected in late 2022 with an associated contract and scope of work being agreed upon (\$250k).</p>										

**Financial & Corporate Services**

For the period ending December 31, 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-18-1510 - Technology Applications - Renewal	10,042	10,042	10,042	6,506	7,491	Dec-22	Sep-23	0%	19%	PY - 65% 2022 - 21% 2023 - 14%	Pay-As-You-Go - 10,042
Comments (including funding implications if any)	<p>This profile's under-expenditure negated 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) collectively have a surplus of \$390K.</p> <p><b>Q4 Projects Update:</b></p> <ul style="list-style-type: none"> <li>- Laid the foundation for innovative technology development through Low Code and agile deployment; set the stage for Application Performance Monitoring. Both initiatives will offer technical efficiencies, cost improvements for future solutions, and move us from reactive to proactive support.</li> <li>- In collaboration with the Government of Alberta, FOIPNet was implemented and hosted in the City, as well as MyAlberta Digital ID integration</li> <li>- Completed a Request for Information (RFI) across North American vendors to understand what new technologies exist in the Computer Aided Dispatch (CAD) environment; we discovered that the system that the City of Edmonton uses is the best and most comprehensive solution when compared to similar sized municipalities</li> </ul> <p><b>2023 Expenditure Projection:</b></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 due to contract negotiation challenges. The project is expected to be completed in 2023 with the contract now complete.</li> <li>- Other small carry forwards primarily due to vendor caused delays.</li> </ul>										
<b>Real Estate</b>											
19-16-5055 - Heritage Valley Land Development	8,800	22,300	22,300	2,498	22,300	Dec-25	Dec-25	0%	0%	PY - 2% 2022 - 10% 2023 - 56% 2024 - 25% 2025 - 7%	Land Fund Retained Earnings - 22,300
Comments (including funding implications if any)	<p>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 &amp; Construction schedule adjustments have moved budget spending into 2023-2026 cycle.</p>										
CM-16-2015 - Industrial-Commercial-Investment Land Acquisition	6,293	6,293	6,293	3,293	3,293	Dec-22	Dec-22	0%	0%	PY - 100%	Land Fund Retained Earnings - 6,293
Comments (including funding implications if any)	<p>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.</p>										
<b>Financial Services</b>											
19-18-1904 - Enterprise Systems Transformation Program	78,300	78,300	78,300	48,826	78,300	Dec-22	Dec-23	0%	29%	PY - 46% 2022 - 16% 2023 - 38%	Pay-As-You-Go - 78,300
Comments (including funding implications if any)	<p>Schedule and budget are currently under review as part of the replan effort underway.</p>										

**City Operations**

For the period ending December 31, 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	11,404	20,000	Dec-22	Dec-24	0%	48%	PY - 26% 2022 - 31% 2023 - 25% 2024 - 18%	Tax-Supported Debt - 20,000
Comments (including funding implications if any)	Project experienced delays early on due to staff resources, delays related to supply chain availability and long lead delivery times for material through the pandemic. The project is currently in progress where designs and installations are being completed at a steady pace. Carryforward is required to complete the 2019-2022 scope. The remainder of the funding has been committed in order to complete the scope with final delivery in 2024.										
<b>Edmonton Transit</b>											
13-66-1294 - Transit Smart Fare System (Smart Card)	53,536	53,536	53,536	38,641	53,536	Dec-20	Dec-23	0%	41%	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)	The delay from the original budgeted end date is due to a change in the implementation approach to do a phased implementation for transit rider groups. Pilot testing for Phase 2 anticipated in Q2 2023. Anticipated launch of remaining fare products will transition in a phased approach throughout 2023.										
CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement	224,293	224,293	224,293	206,334	224,265	Dec-22	Dec-23	0%	13%	PY - 82% 2022 - 10% 2023 - 8%	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)	Final order of 18, 40' buses was placed in Q4 2022. 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	159,571	178,012	Dec-22	Dec-23	0%	13%	PY - 77% 2022 - 12% 2023 - 11%	Fleet Services Replacement Rsv - 177,430 Pay-As-You-Go - 157 Vehicle for Hire - 425
Comments (including funding implications if any)	All of the budget had been committed in 2022 with delivery expected in 2023. Delays in delivery have been due to manufacturing and supply chain related issues continued from COVID-19.										

**Urban Planning and Economy**

For the period ending December 31, 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	37,293	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. The variance to original adjusted budget was due to the additional funding approved by the Council to capitalize on unforeseen opportunity to buy two additional pieces of land and to expand the park. A Toronto developer was going to build a condo tower at the said location but decided against it and offered the City of Edmonton to buy the land, which required additional financing.										
CM-74-4100 - Downtown Community Revitalization Levies Delivery	91,775	91,775	91,775	1,315	91,775	Dec-26	Dec-26	0%	0%	PY - 1% 2022 - 1% 2023 - 7% 2024 - 45% 2025 - 26% 2026 - 20%	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 and 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	4,507	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 was completed 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 December 31, 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	51,265	55,942	Dec-22	Aug-23	0%	17%	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 but will be delivered in 2023 for the remaining commitments.										

**Community Services**

For the period ending December 31, 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	29,019	29,019	29,019	12,787	29,019	Dec-26	Dec-26	0%	0%	PY - 37% 2022 - 7% 2023 - 53% 2024 - 1% 2025 - 1% 2026 - 1%	Pay-As-You-Go - 29,019
Comments (including funding implications if any)	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. Administration is currently working with CMHC on the RHI 3.0 program and how best to leverage City properties, such as Holyrood PSH and Canora PSH, 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 Q1 2023.										

**Utilities**

For the period ending December 31, 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	31,527	31,527	Dec-22	Dec-22	0%	0%	PY - 97% 2022 - 3%	Self-Liquidating Debentures - 35,349 Waste Mgt Retained Earnings - 6,000
Comments (including funding implications if any)	Successful rollout program has been completed, profile savings were achieved due to less residents requesting smaller carts than anticipated. As of Q4 2022, this capital profile has been completed and remaining budget will be released in Q1 2023. Future cart needs in 2023 onwards will be procured under the Waste Containers composite profile.										
23-81-2054 Three-stream Communal Collection	29,011	29,011	29,011	14	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 commence in 2023.										
CM-81-2048 - Waste Services Vehicles & Equipment	46,564	46,564	46,564	32,429	46,564	Dec-24	Dec-24	0%	0%	PY - 46% 2022 - 24% 2023 - 18% 2024 - 12%	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 for purchases expected to be delivered in 2022. Waste and Fleet are actively procuring equipment a year in advance to ensure timely deliveries of growth and replacement units can meet operational requirements.										