

CAPITAL FINANCIAL UPDATE

December 31, 2025

Attachment 2
Significant Capital Project Update
As of December 31, 2025

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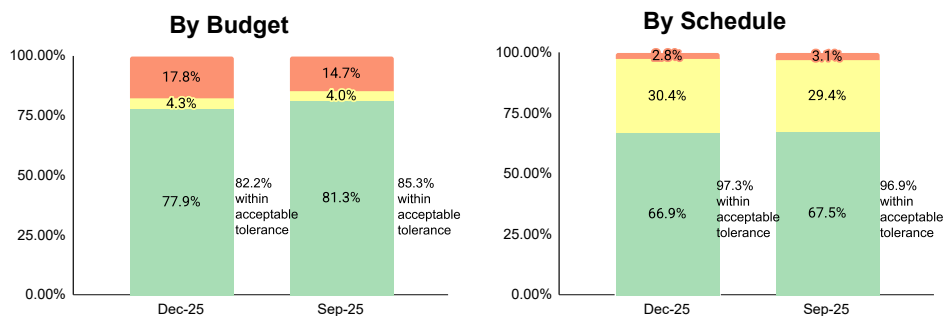
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Summary

Significant Capital Project Update

Budget and Schedule Variance Summary*

	<u>Dec-25</u>	<u>Sep-25</u>
Project Budget Variance		
Within or Under Budget (green)	73	72
Over Budget up to 20% (30% Develop) (yellow)	9	8
Over budget > 20% (30% Develop) (red)	6	5
	<u>88</u>	<u>85</u>
Project Schedule Variance		
On Time or Ahead of Schedule (green)	72	71
Delay up to 20% (30% Develop)(yellow)	9	7
Delay > 20% (30% Develop)(red)	7	7
	<u>88</u>	<u>85</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.

The Budget and Schedule Variance Summary includes the cumulative budget and schedule status of individual projects below the \$20 million significant project threshold that are within composite profiles. Those specific projects are not individually identified in the % Over Budget and % Delay project lists as they are not considered significant capital projects based on the \$20 million threshold.

Budget

Page #	Profile	% Over Budget	
		Dec-25	Sep-25
3	23-30-9321 - Warehouse Park	5%	5%
3	23-40-9032 - McCauley Neighbourhood and Alley Reconstruction	6%	7%
3	23-40-9040 - Garipey Neighborhood and Alley Reconstruction	5%	0%
4	23-40-9041 - Hairsine Neighborhood and Alley Reconstruction	19%	19%
4	23-40-9042 - Meyokumin Neighborhood and Alley Reconstruction	9%	13%
7	21-11-9600 - EPS-Police Headquarters Rehabilitation	13%	13%
7	21-12-0310 - Peter Hemingway Fitness & Leisure Centre Rehabilitation	2%	2%
7	21-12-0330 - Kinsmen Sports Centre Facility Rehabilitation	1%	1%
7	23-22-9704 - Imagine Jasper Avenue (114 Street - 124 Street)	22%	22%
11	16-66-7018 - Capital Line South LRT: Century Park to Ellersie Road	25%	34%
11	21-50-9100 - 103A Avenue Pedway	15%	15%
14	19-16-5055 - Heritage Valley Land Development	59%	59%
14	19-18-1904 - Enterprise Systems Transformation Program	45%	45%
15	25-21-1000 - LRV Replacements	34%	0%

Schedule

Page #	Profile	% Delay	
		Dec-25	Sep-25
6	15-21-5785 - Lewis Farms Community Recreation Centre and Library	9%	9%
7	21-11-9600 - EPS-Police Headquarters Rehabilitation	5%	5%
7	23-22-9704 - Imagine Jasper Avenue (114 Street - 124 Street)	28%	28%
11	16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	4%	4%
12	20-83-9001 - Downtown District Energy Initiative	121%	121%
14	19-16-5055 - Heritage Valley Land Development	14%	14%
14	19-18-1904 - Enterprise Systems Transformation Program	>20%	>20%
15	13-66-1294 - Transit Smart Fare System (Smart Card)	68%	68%
	21-10-9103 - Iron Works Building Rehabilitation	NA	61%

Integrated Infrastructure Services

For the period ending December 31, 2025

(\$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
Building Great Neighbourhoods												
23-30-9321 - Warehouse Park	46,114	46,114	48,614	29,738	48,614	Dec-26	Oct-26	Deliver	5%	0%	PY - 22% 2025 - 39% 2026 - 36% 2027 - 2%	Debt CRL Downtown - 47,629 Pay-As-You-Go - 985
Comments (including funding implications if any)	Construction on the park and pavilion started in summer 2024 and were opened to the public in fall 2025. Roadway construction adjacent to the park is being coordinated with surrounding developments and utility work to avoid rework in the area. Construction on these roads will continue into 2026. A transfer of funds from the "CM-74-4100 Downtown Community Revitalization Levies Deliver" profile was approved in the Fall 2024 Supplementary Capital Budget Adjustment to cover the projected budget variance related to cost escalation that occurred during the tender process.											
23-40-9030 - Balwin and Belvedere Revitalization	22,969	22,969	22,969	11,870	13,075	Dec-26	Dec-25	Deliver	0%	0%	PY - 37% 2025 - 54% 2026 - 9%	Pay-As-You-Go - 969 Tax-Supported Debt - 22,000
Comments (including funding implications if any)	Balwin Park and Zoie Gardiner Park as well as the planned roadway work is now in service. The projected budget variance is primarily attributed to favorable construction tender costs.											
23-40-9031 - Baturyn Neighbourhood and Alley Reconstruction	45,381	45,033	45,633	44,804	45,033	Dec-26	Dec-25	Deliver	0%	0%	PY - 75% 2025 - 25%	Local Improvements Property Share - 4,406 Neighborhood Renewal Reserve - 40,952 Pay-As-You-Go - 275
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is substantially complete and in service. The project has budget allocated after its in-service date to ensure full completion, including seasonal items such as landscaping, and to address any minor deficiencies.											
23-40-9032 - McCauley Neighbourhood and Alley Reconstruction	61,693	60,262	64,545	56,976	63,726	Dec-26	Dec-25	Deliver	6%	0%	PY - 64% 2025 - 26% 2026 - 10%	Local Improvements Property Share - 2,502 Neighborhood Renewal Reserve - 61,643 Pay-As-You-Go - 400
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is in service with some ancillary elements expected to be complete by summer 2026. The budget variance is attributed to higher than anticipated construction tender pricing as well as adjustments to roadway pavement structures resulting in additional material needed during construction. Budget has been transferred from the Transportation: Neighbourhoods - Renewal Composite Profile to cover the increased projection. The project has budget allocated after its in-service date to ensure full completion of all scope elements and to address any minor deficiencies, including seasonal items such as landscaping.											
23-40-9033 - Ottewell Neighbourhood Reconstruction	94,118	89,809	89,809	56,468	89,809	Dec-27	Dec-27	Deliver	0%	0%	PY - 47% 2025 - 16% 2026 - 19% 2027 - 18%	Local Improvements Property Share - 6,750 Neighborhood Renewal Reserve - 82,709 Pay-As-You-Go - 350
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2027. The project has budget allocated after its in-service date to ensure full completion, including seasonal items such as landscaping, and to address any minor deficiencies.											
23-40-9034 - 132 Avenue: 97 to 127 Street Reconstruction	44,392	41,392	38,935	28,471	38,935	Dec-26	Dec-26	Deliver	0%	0%	PY - 49% 2025 - 25% 2026 - 26% 2027 - 1%	Neighborhood Renewal Reserve - 38,035 Pay-As-You-Go - 900
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2026. The budget variance is attributed to lower than anticipated construction tender pricing as well as less material needed during construction. Favourable budget variances have been transferred to the Transportation: Neighbourhoods - Renewal Composite Profile. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
23-40-9039 - Boyle Street Neighborhood Reconstruction	36,232	36,102	34,102	23,174	34,102	Dec-26	Aug-26	Deliver	0%	0%	PY - 30% 2025 - 38% 2026 - 29% 2027 - 1%	Local Improvements Property Share - 2,732 Neighborhood Renewal Reserve - 31,370
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by Fall 2026 with some planned carryover roadway work from the 2025 construction season. The budget variance is attributed to lower than anticipated construction tender pricing as well as less material needed during construction. Favourable budget variances have been transferred to the Transportation: Neighbourhoods - Renewal Composite Profile. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											

Integrated Infrastructure Services

For the period ending December 31, 2025

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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
23-40-9040 - Garipey Neighborhood and Alley Reconstruction	31,837	31,587	33,687	31,532	33,032	Dec-26	Dec-25	Deliver	5%	0%	PY - 40% 2025 - 56% 2026 - 7%	Local Improvements Property Share - 2,088 Neighborhood Renewal Reserve - 30,909 Pay-As-You-Go - 691
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is substantially complete and in service. The budget variance is attributed to adjustments to roadway pavement structures resulting in additional material needed during construction. Budget has been transferred from the Transportation: Neighbourhoods - Renewal Composite Profile to cover the increased projection. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
23-40-9041 - Hairsine Neighborhood and Alley Reconstruction	25,663	24,447	30,147	27,584	29,174	Dec-26	Dec-25	Deliver	19%	0%	PY - 38% 2025 - 57% 2026 - 3% 2027 - 1%	Local Improvements Property Share - 1,660 Neighborhood Renewal Reserve - 28,487
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is substantially complete and in service. The budget variance is attributed to higher than anticipated construction tender pricing as well as adjustments to roadway pavement structures resulting in additional material needed during construction. Budget has been transferred from the Transportation: Neighbourhoods - Renewal Composite Profile to cover the increased projection. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
23-40-9042 - Meyokumin Neighborhood and Alley Reconstruction	35,749	35,664	40,544	21,240	38,840	Dec-26	Dec-26	Deliver	9%	0%	PY - 17% 2025 - 38% 2026 - 44% 2027 - 1%	Local Improvements Property Share - 2,297 Neighborhood Renewal Reserve - 37,817 Pay-As-You-Go - 430
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2026. The budget variance is attributed to higher than anticipated construction tender pricing as well as adjustments to roadway pavement structures resulting in additional material needed during construction. Budget has been transferred from the Transportation: Neighbourhoods - Renewal Composite Profile to cover the increased projection. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
23-40-9043 - 132 Avenue: Fort Road to 97 Street Reconstruction	54,457	51,698	47,560	23,224	47,560	Dec-28	Dec-27	Deliver	0%	0%	PY - 20% 2025 - 29% 2026 - 27% 2027 - 22% 2028 - 1%	Neighborhood Renewal Reserve - 46,961 Pay-As-You-Go - 600
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2027. The budget variance is attributed to lower than anticipated construction tender pricing as well as less material needed during construction. Favourable budget variances have been transferred to the Transportation: Neighbourhoods - Renewal Composite Profile. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
24-40-9047 - Hillview Neighbourhood and Alley Reconstruction	39,274	39,274	39,274	6,110	39,274	Dec-28	Dec-27	Deliver	0%	0%	PY - 5% 2025 - 10% 2026 - 40% 2027 - 40% 2028 - 3%	Local Improvements Property Share - 1,800 Neighborhood Renewal Reserve - 37,174 Pay-As-You-Go - 300
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2027. The project has budget allocated after its in-service date to ensure full completion. Based on the current design, the surface construction can be substantially completed within a 3 year window and 2028 construction will be limited to landscaping and deficiency work.											
24-40-9048 - Glenwood (163 Street West) Neighbourhood and Alley Reconstruction	29,051	29,051	29,051	10,812	29,051	Dec-27	Dec-27	Deliver	0%	0%	PY - 8% 2025 - 29% 2026 - 32% 2027 - 30%	Local Improvements Property Share - 1,800 Neighborhood Renewal Reserve - 27,251
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2027. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
24-40-9049 - Overlanders and Homesteader Neighbourhoods Reconstruction	68,342	68,342	66,341	10,579	66,341	Dec-29	Dec-29	Deliver	0%	0%	PY - 4% 2025 - 12% 2026 - 19% 2027 - 20% 2028 - 22% 2029 - 22%	Local Improvements Property Share - 4,055 Neighborhood Renewal Reserve - 61,976 Pay-As-You-Go - 310
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2029. The budget variance is attributed to lower than anticipated construction tender pricing. Favourable budget variances have been transferred to the Transportation: Neighbourhoods - Renewal Composite Profile. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											

Integrated Infrastructure Services

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25-25-9506 - Dunluce Neighbourhood and Alley Renewal	89,555	89,555	89,555	6,314	89,555	Dec-29	Dec-29	Deliver	0%	0%	PY - 3% 2025 - 4% 2026 - 23% 2027 - 24% 2028 - 24% 2029 - 23%	Local Improvements Property Share - 4,306 Neighborhood Renewal Reserve - 84,519 Pay-As-You-Go - 300 Tax-Supported Debt - 430
Comments (including funding implications if any)	Work on the 2025 scope of work is complete. The overall project is expected to be complete and in service by the end of 2029. The project has budget allocated after its in-service date to ensure full completion and to address any minor deficiencies, including seasonal items such as landscaping.											
25-25-9507 - La Perle Neighbourhood Reconstruction	40,760	40,760	40,760	3,618	40,760	Dec-28	Dec-28	Deliver	0%	0%	PY - 4% 2025 - 5% 2026 - 30% 2027 - 31% 2028 - 30%	Local Improvements Property Share - 3,032 Neighborhood Renewal Reserve - 37,483 Pay-As-You-Go - 244
Comments (including funding implications if any)	The overall project is expected to be complete and in service by the end of 2028. The project has budget allocated 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-25-0000 - Transportation: Neighbourhoods - Renewal	48,522			28,029	48,522	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 88%		24%	PY - 43% 2025 - 15% 2026 - 42%	Local Improvements Prop. Share - 1,393 Neighborhood Renewal Reserve - 47,129
Comments (including funding implications if any)	This funding supports concept planning and preliminary design work through to detailed design and construction work on the Neighbourhood Renewal Program. Budget is in alignment with forecast cash flows. Current work underway includes planning and design work for 2026 Neighbourhood Renewal projects including Withkwētōwin ᐃᐱᐱᐱᐱ (Oliver), Rosssdale, Meyonohk, Belmead, Parkview (east of 142 Street) and Beacon Heights. Delivery work includes Papaschase Industrial pavement renewal and miscellaneous rehabilitation work.											
CM-32-0000 - Open Space: Parks - Renewal	37,030			19,914	37,030	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 88%		31%	PY - 32% 2025 - 21% 2026 - 46%	Local Government Fiscal Framework - 25,073 Munc Sustain. Initiative - MSI - 7,894 Pay-As-You-Go - 4,063
Comments (including funding implications if any)	This program supports concept planning and preliminary design work through to detailed design and construction work on the Parks Renewal Program. Work in this program includes irrigation, artificial turf, sports fields, trail and playground renewals at various locations.											

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Infrastructure Delivery												
15-21-5785 - Lewis Farms Community Recreation Centre and Library	311,397	309,317	309,317	207,244	309,317	Sep-27	Sep-28	Deliver	0%	9%	PY - 36% 2025 - 31% 2026 - 22% 2027 - 11%	Funds-in-Lieu Reserve - 1,386 Partnership Funding - 1,200 Pay-As-You-Go - 1,420 Tax-Supported Debt - 305,311
Comments (including funding implications if any)	Construction for the Lewis Farms Facility and Park Project is approximately 62% complete. All interior concrete slab work is complete. Structural Steel is 90% completed with decking and roofing in progress. Masonry is continuing in the Aquatic Change area. Building envelope continues on the arenas and has moved to the main building. To adhere to the 'Build to Budget' mandate and accommodate planning for a new Edmonton Catholic School Division high school, improvements to the west half of the district park have been deferred. The project is anticipated to be complete and in-service in Q3 2028. [1]											
15-21-5801 - Coronation Park Sports and Recreation Centre	112,260	152,550	152,609	144,486	152,550	Jun-26	Mar-26	Deliver	0%	0%	PY - 90% 2025 - 5% 2026 - 5%	Partnership Funding - 4,000 Pay-As-You-Go - 199 Tax-Supported Debt - 148,410
Comments (including funding implications if any)	The Coronation Park Sports and Recreation Centre is complete ahead of schedule and under budget. It will open together with the linked Peter Hemingway Rehabilitation. Grand opening planned for January 30, 2026. Remaining projection for seasonal and warranty-related work. Overall, the project is expected to be under budget, and approved budget will be released after the outstanding work is complete.											
18-66-6503 - 50 Street CPR Grade Separation	86,600	181,508	181,508	144,281	181,508	Dec-27	Dec-26	Deliver	0%	0%	PY - 66% 2025 - 13% 2026 - 19% 2027 - 2%	Canada Community-Building Fund (CCBF) - 35,313 Federal Grant - 70,600 Partnership Funding - 2,978 Pay-As-You-Go - 18,159 Provincial Grant - 28,300 Tax-Supported Debt - 26,157
Comments (including funding implications if any)	The northbound and southbound bridges are open for the public. The construction of Mechanically Stabilized Earth Wall is completed. The original budget was approved early in project development to take advantage time-sensitive grant funding. The project was then approved after detailed design. This is the primary reason for the change in the adjusted original budget as it incorporated the additional scope and re-costing that was identified in the more comprehensive design and informed by a better understanding of all the elements required for the project.											
19-10-1013 - Ambleside Integrated Site - Phase 1	81,785	83,785	83,785	53,815	83,785	Apr-27	Apr-27	Deliver	0%	0%	PY - 18% 2025 - 46% 2026 - 33% 2027 - 2%	Pay-As-You-Go - 1,500 Tax-Supported Debt - 82,285
Comments (including funding implications if any)	Construction on the Ambleside Integrated Site Phase 1 is 55% complete and remains on schedule. Work on the building envelope is advancing well, with exterior framing, glazing, and insulation nearing completion. Inside the facility, progress continues on the installation of interior finishes as well as mechanical and electrical systems. The project is anticipated to be completed in Spring 2027.											
19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging	102,700	327,220	327,220	209,132	327,220	Dec-28	Dec-28	Deliver	0%	0%	PY - 47% 2025 - 17% 2026 - 18% 2027 - 15% 2028 - 2% 2029 - 2%	Munc Sustain. Initiative - MSI - 1,437 Pay-As-You-Go - 2,262 Provincial Grant - 157,500 Tax-Supported Debt - 166,021
Comments (including funding implications if any)	Construction of Terwillegar Drive continues throughout the corridor. Major work upcoming in 2026 and 2027 will be on the Anthony Henday Drive interchange. The Whitemud Drive interchange area will be completed in 2026. A deferred pavement overlay will be done in 2028 under a separate construction contract. In July 2020 and again in June 2024, the Province of Alberta announced additional funding allowing for the completion of additional stages of the project, which is included in the adjusted original budget.											
21-10-9105 - Fire Station #8 Relocation - Blatchford	23,657	28,801	28,801	22,875	28,801	Dec-25	Nov-25	Deliver	0%	0%	PY - 29% 2025 - 50% 2026 - 21%	Tax-Supported Debt - 28,801
Comments (including funding implications if any)	The Blatchford Station is complete ahead of schedule and under budget. The Firehall grand opening was on November 25, 2025. The original budget, based on 2018 costs, had been updated to reflect current (2024) material and labor expenses. Remaining projection are for seasonal and warranty-related work. Overall, the project is expected to be under budget, and approved budget will be released after the outstanding work is complete.											
21-11-9600 - EPS-Police Headquarters Rehabilitation	23,550	25,448	28,732	22,152	28,732	Dec-25	Apr-26	Deliver	13%	5%	PY - 73% 2025 - 4% 2026 - 23%	Local Government Fiscal Framework - 7,374 Munc Sustain. Initiative - MSI - 13,203 Pay-As-You-Go - 7,418 PAYG Capital Reserve - Police - 738
Comments (including funding implications if any)	Phases 1 and 2 are complete and in service. Construction on Phase 3, which involves the replacement of the Programmable Logic Controller, has advanced to 20% completion. This phase is anticipated to be finished in Spring 2026. The forecasted completion has been extended to Q2 2026 due to long lead times for materials and additional phasing required to accommodate building operations. Project costs have been adjusted to address expanded scope requirements, specifically repairs to the basement level 1 slab and the replacement of the east and west vehicle ramps.											
21-12-0310 - Peter Hemingway Fitness & Leisure Centre Rehabilitation	42,690	48,359	49,446	48,293	49,446	Jun-26	Mar-26	Deliver	2%	0%	PY - 79% 2025 - 19% 2026 - 2%	Canada Community-Building Fund (CCBF) - 6,412 Local Government Fiscal Framework - 18,968 Munc Sustain. Initiative - MSI - 13,744 Pay-As-You-Go - 4,071 Tax-Supported Debt - 6,250

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Comments (including funding implications if any)	The Peter Heminway Fitness & Leisure Centre Rehabilitation is complete ahead of schedule and under budget. It will open together with the linked Coronation Park Sports and Recreation Centre. Grand opening planned for January 30, 2026. The budget variance arises from a request for the design and construction of a cold plunge pool, which is an addition to the original scope of work.											
21-12-0330 - Kinsmen Sports Centre Facility Rehabilitation	25,960	31,375	31,610	5,581	31,610	Jun-27	Jun-27	Deliver	1%	0%	PY - 14% 2025 - 3% 2026 - 46% 2027 - 33% 2028 - 4%	Federal Gas Tax Fund - 1,817 Local Government Fiscal Framework - 11,934 Munc Sustain. Initiative - MSI - 1,034 Pay-As-You-Go - 2,725 Tax-Supported Debt - 14,100
Comments (including funding implications if any)	With Phases 1 and 2 of the Kinsmen Sports Centre Rehabilitation now complete, the project is proceeding with Phase 3 however costs are slightly higher than anticipated. The project has now entered the detailed design and pre-construction stage. This next phase will replace critical end-of-life systems and hazardous flooring and is forecasted for completion in Q2 2027.											
21-32-9101 - William Hawrelak Park Rehabilitation	134,591	134,591	134,591	124,325	134,591	Dec-25	Mar-26	Deliver	0%	5%	PY - 66% 2025 - 27% 2026 - 6%	Munc Sustain. Initiative - MSI - 6,696 Pay-As-You-Go - 995 Tax-Supported Debt - 126,900
Comments (including funding implications if any)	Construction for the William Hawrelak Park Rehabilitation Project is in its final stages. Significant milestones have been achieved, including the reopening of the Regional Trail to the public and the turnover of the Service Yard to Operations. Work continues within the facilities, where the City network is now live and the Main Pavilion kitchen and washrooms are nearing completion. Exterior improvements are progressing well; the playground rubber surfacing is finished, and crews are focusing on the Amphitheater feature walls and final landscaping. The park is scheduled to reopen to the public in March, with a grand reopening celebration being planned for Q2 2026.											
23-22-9704 - Imagine Jasper Avenue (114 Street - 124 Street)	36,000	36,000	44,000	13,582	44,000	Dec-26	Dec-27	Deliver	22%	28%	PY - 4% 2025 - 27% 2026 - 32% 2027 - 31% 2028 - 5% 2029 - 2%	Federal - Active Transportation Fund - 8,700 Local Government Fiscal Framework - 20,959 Pay-As-You-Go - 14,341
Comments (including funding implications if any)	This profile represents the design and delivery for Imagine Jasper Avenue improvements from 114 Street to 124 Street. Year 1 of 3 for construction of Jasper Avenue from 114 St to 124 St is complete. Work will be done in 3 stages, with full opening to traffic over the winter shutdown periods. Construction on Phase 1 from 114 St to 117 St is complete. Construction on Phase 2 from 117 St to 121 St will begin in spring 2026. Revalidation of the design resulted in the higher cost due to cost escalation which needed Council approval to amend the existing standalone profile. The increase in design required additional funding to be added to the project which delayed project scheduling.											
24-10-9412 - Canora Supportive Housing	27,700	27,700	27,700	20,033	27,700	Apr-26	Apr-26	Deliver	0%	0%	PY - 18% 2025 - 54% 2026 - 27% 2027 - 1%	Hable Housing Partnership Program - Provincial - 4,249 Financial Stabilization Resrv. - 12,573 Pay-As-You-Go - 2,082 Rapid Housing Initiative (Federal) - 8,796
Comments (including funding implications if any)	Construction at the Canora Supportive Housing is progressing and is currently 87% complete. The project remains on schedule and on budget, projected to be in service by Q2 2026. The project involves the design and construction of up to 63 units of supportive housing development at 154 Street between 102 Avenue and Stony Plain Road in the Canora neighbourhood.											
24-10-9430 - Poundmaker Snow Storage Site Upgrades	28,793	28,793	28,793	1,006	28,793	Dec-26	Dec-26	Deliver	0%	0%	PY - 1% 2025 - 2% 2026 - 77% 2027 - 16% 2028 - 4%	Local Government Fiscal Framework - 25,831 Pay-As-You-Go - 2,963
Comments (including funding implications if any)	The objectives of this project will help achieve improved drainage, environmental protection, reduce future maintenance costs and build climate change resiliency. Preliminary design was reviewed and signed in January 2025. Early works has been completed to clean contaminated soils in 2025 to prepare the site for construction in 2026. Detailed design of site development is complete and tender is planned for January 2026.											
24-24-9423 - Wellington Bridge Replacement	30,093	30,093	26,864	6,190	26,864	Dec-26	Oct-26	Deliver	0%	0%	PY - 8% 2025 - 15% 2026 - 73% 2027 - 4%	Canada Community-Building Fund (CCBF) - 12,878 Local Government Fiscal Framework - 9,693 Munc Sustain. Initiative - MSI - 1,027 Pay-As-You-Go - 3,266
Comments (including funding implications if any)	The Wellington Bridge Replacement (B03) project began construction on September 15 2025, and will be completed in Q4 2026. The bridge will be completely closed to traffic for the duration of construction. Work has begun with bridge demolition and is on schedule for opening in fall 2026. Construction is estimated to be lower than originally estimated.											
25-10-9540 - Public Event Park	250,000	250,000	250,000	8	250,000	Dec-29	Dec-29	Deliver	0%	0%	2026 - 25% 2027 - 35% 2028 - 34% 2029 - 6%	Debt CRL Downtown - 85,500 Partnership Funding - 22,000 Provincial Grant - 80,500 Self Supporting-Tax Guaranteed - 62,000
Comments (including funding implications if any)	The ICE District Event Park project is progressing through the planning and procurement phase. The Project Management team has mobilized, and a Market Gap Analysis has been completed to validate the project's direction. The Functional Program is currently 85% complete, and Requests for Proposals (RFPs) have been issued for the Prime Consultant and Fairness Advisor. Designed to support downtown revitalization, the facility will accommodate 6,000 outdoor and 2,500 indoor guests. Over the next quarter, focus will shift to awarding the Prime Consultant contract to initiate design and procuring a Construction Manager.											
25-10-9550 - Coliseum Demolition and Site Improvements	55,000	55,000	55,000	309	55,000	Dec-30	Dec-30	Deliver	0%	0%	2025 - 1% 2026 - 22% 2027 - 69% 2028 - 7%	Provincial Grant - 54,838

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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
Comments (including funding implications if any)	Procurement of the Progressive Design Build contractor team is complete and awarded in mid-January. The project has transitioned to the pre-construction phase, focusing on environmental assessments, early abatement, selective demolition, destructive testing and finalizing the project governance model. This phase is essential to define the fixed scope and schedule for the subsequent Phase 2 contract, which covers the physical abatement and demolition and adaptive reuse to create a future outdoor civic event space. Demolition activities are planned to commence in early 2026 with the project complete in Q4 2027.											
25-10-9560 - Walker Fire Station #32	37,500	37,500	37,500	967	37,500	Sep-28	Sep-28	Deliver	0%	0%	PY - 1% 2025 - 1% 2026 - 2% 2027 - 29% 2028 - 67%	Munc Sustain. Initiative - MSI - 56 Pay-As-You-Go - 37,444
Comments (including funding implications if any)	Design is progressing for Walker Fire Station with construction targeted for Q1 2027.											
25-10-9570 - Athlone Fire Station #33	29,500	29,500	29,500	817	29,500	Sep-28	Sep-26	Deliver	0%	0%	PY - 1% 2025 - 2% 2026 - 12% 2027 - 54% 2028 - 31%	Pay-As-You-Go - 29,500
Comments (including funding implications if any)	Design is progressing for Athlone Fire Station with construction targeted for Q3 2026.											
25-24-9435 - 17 Street Bridges Over Yellowhead Trail (B142/B133) Replacement	35,000	35,000	35,000	4,173	35,000	Dec-27	Oct-27	Deliver	0%	0%	PY - 3% 2025 - 9% 2026 - 23% 2027 - 57% 2028 - 7%	Local Government Fiscal Framework - 29,759 Munc Sustain. Initiative - MSI - 222 Pay-As-You-Go - 5,016
Comments (including funding implications if any)	Detailed design for the 17 Street Bridges Over Yellowhead Trail (B142/B133) Replacement is complete. The tender process has begun in two stages. Exact construction schedule is currently being planned based on progression of the Beverly Bridge rehabilitation, which is planned to be completed in the Fall of 2026. Roadway crossover construction were completed in fall 2025, with main construction in 2026. Main construction will span 2 years.											
25-24-9436 - Mill Creek Trestle Bridge (B034) and 76 Avenue Culvert (B038)	22,801	22,801	22,801	2,796	22,801	Sep-27	Oct-26	Deliver	0%	0%	PY - 6% 2025 - 6% 2026 - 86% 2027 - 3%	Local Government Fiscal Framework - 20,332 Munc Sustain. Initiative - MSI - 794 Pay-As-You-Go - 1,675
Comments (including funding implications if any)	Mill Creek Trestle Bridge (B034) and 76 Avenue Culvert (B038) construction began with the trestle bridge removal in the fall of 2025 with a closure of 76 Avenue for road bridge construction and culvert removal in 2026 construction season. Projecy is on schedule for Fall 2026 completion.											
Infrastructure Delivery: Yellowhead Trail												
24-20-9350 - Yellowhead Trail - St Albert Trail to 97 Street	636,725	635,037	635,037	327,325	635,037	Dec-27	Dec-27	Deliver	0%	0%	PY - 27% 2025 - 25% 2026 - 30% 2027 - 15% 2028 - 3%	Developer Financing - 558 Federal Bldg Canada Fund - 137,926 Local Government Fiscal Framework - 12,200 Provincial BCF - matching - 137,927 Tax-Supported Debt - 346,426
Comments (including funding implications if any)	The Yellowhead Trail: St Albert Trail to 97 Street project includes the removal of the at-grade signalized intersections at 127 Street, 124 Street, 121 Street, and 107 Street as well as construction of two new interchanges at 127 Street and 118 Street. Additionally, the scope of the project includes significant upgrades to above and below ground drainage infrastructure and construction of a new shared use pathway in conjunction with the replacement of the noise wall on the south side of Yellowhead Trail. Notable construction activities in 2025 include; tunnelling for the new 2 km drainage storm trunk is nearly complete, the concrete substructures for the 127 Street and 118 Street interchanges are completed. The precast concrete girders for the interchanges have been placed. Installation of the mechanically stabilized earth (MSE) wall supporting the new 118 Street interchange is nearly complete, with more than 90 per cent of panels installed. Significant progress on the construction and installation of the drainage infrastructure was made. The installation of approximately 9,000m of storm and sanitary sewer infrastructure has been installed.											
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	35,883			14,506	35,883	Budget Status - % within acceptable tolerance: 100%	Schedule Status - % within acceptable tolerance: 100%	100%	PY - 39% 2025 - 1% 2026 - 12% 2027 - 42% 2028 - 6%	Developer Financing - 30 Federal Bldg Canada Fund - 7,264 Pay-As-You-Go - 1,128 Provincial BCF - matching - 7,264 Tax-Supported Debt - 20,197		
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.											

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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
Infrastructure Planning & Design												
20-20-2022 - New Transit Bus Garage	367,000	367,000	367,000	43,681	367,000	Dec-28	Dec-28	Develop	0%	0%	PY - 11% 2025 - 1% 2026 - 3% 2027 - 19% 2028 - 58% 2029 - 8%	Tax-Supported Debt - 367,000
Comments (including funding implications if any)	This profile supports the planning and delivery of a new transit garage that will support a zero emission bus fleet. The project is in design development with the objective to maximize core services within the budget. Indigenous consultation is ongoing and administration is currently working with other levels of government to finalize grant funding for this project.											
23-24-0300 - High Level Bridge Rehabilitation	200,000	200,000	200,000	4,635	200,000	Dec-28	Dec-28	Develop	0%	0%	PY - 2% 2027 - 11% 2028 - 36% 2029 - 46% 2030+ - 5%	Tax-Supported Debt - 200,000
Comments (including funding implications if any)	This project includes the planning, design and delivery of the rehabilitation and sidewalk enhancements for the High Level Bridge. The rehabilitation preliminary design is ongoing. Design work is taking longer than planned as the rehabilitation required is more extensive than previously anticipated. The project team continues to advance design efforts and examine options. The High Level Bridge is safe for use. Delivery timelines will be confirmed as further work is completed. An update will be provided on this project at Infrastructure Committee in June 2026.											
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-10-0001 - Climate Resilient City Facility Upgrades	22,330			1,215	22,330	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 50%		8%	2025 - 5% 2026 - 85% 2027 - 10%	Tax-Supported Debt - 22,330
Comments (including funding implications if any)	This profile provides funding to complete deep energy retrofits and specific climate adaptation renewal work to enable emissions neutrality in City-owned buildings. Currently there are a number of active projects in the profile. These are at various stages of planning and construction.											
CM-10-1010 - Facility: Planning and Design - Growth	22,065			9,579	22,065	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 33%		7%	PY - 15% 2025 - 29% 2026 - 56%	Munc Sustain. Initiative - MSI - 2,980 Pay-As-You-Go - 16,165 Canada Public Transit Fund (CPTF) - 2,920
Comments (including funding implications if any)	This profile supports the planning and design of various facility growth projects. Planning is progressing for the program of work contained in the profile. The bulk of the projects within this profile will be transferred into standalone profiles as they progress. Snow storage site upgrades, sand and salt facility improvements and new fire stations are examples of projects funded under this profile.											
CM-12-0000 - Facility: Service Delivery - Renewal	26,759			15,781	26,759	Budget Status - % within acceptable tolerance: 0%		Schedule Status - % within acceptable tolerance: 50%		20%	PY - 47% 2025 - 12% 2026 - 40%	Heritage Resources Reserve - 200 Local Government Fiscal Framework - 12,294 Munc Sustain. Initiative - MSI - 6,722 Other Grants - Federal - 100 Pay-As-You-Go - 7,443
Comments (including funding implications if any)	Work is progressing for the program of work contained in the profile, which is mainly related to community and recreation facilities. Renewals of Fort Edmonton Park, Kinsmen Centre and City Arts Centre are underway.											
CM-12-0300 - Valley Zoo Animal Enclosure Renewal and Enhancement	35,380			5,103	35,380	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%		17%	PY - 5% 2025 - 10% 2026 - 17% 2027 - 64% 2028 - 5%	Pay-As-You-Go - 10,380 Tax-Supported Debt - 25,000
Comments (including funding implications if any)	Design development is being finalized in January 2026 and procurement of the IPD team is underway. The replacement of the heating and ventilation systems in the main elephant building and elephant exercise facility were accelerated and work is now completed. Additional accelerated scope includes the fire alarm replacement. This work is substantially complete. Given the time spent determining scope priorities and alignment with the future plan, this project is anticipated to extend another year beyond the 4 year budget cycle.											
CM-13-0000 - Facility: Service Support - Renewal	29,549			4,669	29,549	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%		38%	PY - 9% 2025 - 7% 2026 - 83%	Local Government Fiscal Framework - 20,852 Pay-As-You-Go - 6,897 Tax-Supported Debt - 1,800
Comments (including funding implications if any)	This profile provides funding for the rehabilitation work associated with service support facilities within the city, which include fleet garages, armouries, office buildings and other support administrative and park facilities. The scope of work will include replacement of major components within the mechanical, electrical, architectural and structural systems, and will address structural deficiencies and roofing systems. The renewals of Westwood Central Services and Borden Service Yard have transitioned to delivery and construction will be completed in 2026.											

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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-19-0000 - Facilities - Minor Renewal Program	40,703	11,183	40,703	Budget Status - % within acceptable tolerance: 91%	Schedule Status - % within acceptable tolerance: 68%	39%	PY - 11% 2025 - 17% 2026 - 72%	City's St. Francis Xavier Reserve - 657 Local Government Fiscal Framework - 32,660 Partnership Funding - 186 Pay-As-You-Go - 7,200
Comments (including funding implications if any)	This profile is supplemental to all other facility renewal profiles and supports addressing emergent issues to ensure assets are operational through the current budget cycle until more significant planned activities, such as rehabilitation or replacement, can be planned for in the next or future budget cycles. 54 projects has been initiated since the start of this budget cycle.							
CM-20-0330 - Active Transportation Implementation Acceleration - Approach 3	99,570	39,984	99,570	Budget Status - % within acceptable tolerance: 100%	Schedule Status - % within acceptable tolerance: 100%	7%	PY - 11% 2025 - 29% 2026 - 39% 2027 - 20%	Tax-Supported Debt - 99,570
Comments (including funding implications if any)	This profile enables planning, design and construction of active transportation infrastructure, supporting the outcomes of the Bike Plan and Bike Plan implementation. In 2024, approximately 17 kilometres of the network began construction; 9 km were completed and the remaining have been completed in 2025. An additional 23 kilometers of routes were under construction in 2025 with construction on approximately 6km of these routes carrying over into 2026. The 17 routes, approximately 29 km, planned for 2026/27 are in the design phase. Project information, including routes planned, will continue to be shared primarily through bulletins and project website. The project is being planned, designed and constructed to meet the available budget.							
CM-22-0000 - Transportation: Goods Movement - Arterial Renewal	29,492	16,841	29,492	Budget Status - % within acceptable tolerance: 100%	Schedule Status - % within acceptable tolerance: 100%	31%	PY - 25% 2025 - 32% 2026 - 43%	Local Government Fiscal Framework - 14,460 Munc Sustain. Initiative - MSI - 5,304 Pay-As-You-Go - 9,728
Comments (including funding implications if any)	This profile supports the planning, design and delivery of arterial renewal projects. The projects are in various stages of progress. Major 2026 work will be focused on repaving projects, including Victoria Trail: Yellowhead Trail - 153 Ave, 167 Avenue: 66 St. - 97 St., 91 Street: Whitemud Dr. - 34 Ave/91 Street: TUC - Ellerslie Rd/50 Street: 137 Ave - 153 Ave., and 91 Street.							
CM-24-0000 - Transportation: Bridges & Auxiliary Structures - Renewal	56,078	26,360	56,078	Budget Status - % within acceptable tolerance: 85%	Schedule Status - % within acceptable tolerance: 69%	38%	PY - 22% 2025 - 25% 2026 - 52%	Local Government Fiscal Framework - 39,818 Munc Sustain. Initiative - MSI - 2,522 Pay-As-You-Go - 13,738
Comments (including funding implications if any)	This profile supports the planning, design and delivery of bridge renewal projects. Upcoming work will include a variety of design and construction for projects such as 112 Avenue over Wayne Gretzky Drive Bridge Rehabilitation, bridges over Whitemud Drive, guardrail rehabilitation, Low Level Bridge Northbound renewal, and bridge deck renewal. The projects are in various stages of progress.							
CM-34-0000 - Open Space: Landslide and Erosion Management Program	27,307	14,768	27,307	Budget Status - % within acceptable tolerance: 100%	Schedule Status - % within acceptable tolerance: 40%	3%	PY - 37% 2025 - 17% 2026 - 47%	Developer Financing - 6,054 Local Government Fiscal Framework - 9,528 Pay-As-You-Go - 11,725
Comments (including funding implications if any)	The Landslide and Erosion Management Profile provides funding to address public safety, mobility and connectivity risks to City infrastructure arising from emergent geotechnical instability and erosion hazards. In 2025, erosion repairs were completed at the Thorogood Landslide Site in Mill Creek north of 76 Ave, and at Mill Creek Bridges B275 and B082, as well as for Culvert B176 at 119 Avenue NE, with EPCOR. Construction was also completed to stabilize a slope at 104 Avenue and Ada Boulevard NW. In 2026, construction projects are proposed to address hazards at the Whitemud Road Landslide Site, Wolf Willow Bridge B022, Goldbar Creek Structure B220, and the Ainsworth Dyer Memorial Bridge Northeast Abutment. The Ainsworth Dyer Project may not proceed to construction in this budget cycle, pending the review of available funding.							
CM-35-0000 - Open Space: Soft Landscaping: Renewal	25,330	18,920	25,330	Budget Status - % within acceptable tolerance: 100%	Schedule Status - % within acceptable tolerance: 0%	1%	PY - 46% 2025 - 29% 2026 - 24%	Pay-As-You-Go - 25,241 Other Grants - Provincial - 89
Comments (including funding implications if any)	This profile continues to fund the renewal of the urban and neighbourhood forest canopy and tree grates within the city in 2026. The work will be spread evenly across the City over the capital budget cycle.							
CM-99-9000 - Infrastructure Delivery - Growth	71,831	11,815	71,831	Budget Status - % within acceptable tolerance: 100%	Schedule Status - % within acceptable tolerance: 33%	9%	PY - 6% 2025 - 11% 2026 - 35% 2027 - 48%	Federal - Active Transportation Fund - 50 Federal Bldg Canada Fund - 1,000 Land Fund Retained Earnings - 19,250 Canada Community-Building Fund - 2,848 Munc Sustain. Initiative - MSI - 607 Partnership Funding - 2,000 Pay-As-You-Go - 44,453 Other Grants - Provincial - 509 New School Playground Fund - Prov - 250 Developer Financing - 864
Comments (including funding implications if any)	This profile supports the delivery of a variety of growth projects. Notable projects under construction in 2025 include demolition of the Coliseum, Petrolia Housing Complex, demolition of the Golden Homes Complex and construction of the Snow and Ice Control Sand/Salt Pile Storage. Notable projects advancing to construction in 2026 include the 137 Avenue/Anthony Henday Drive ramps, Walker and Athlone Fire Stations.							

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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
LRT Expansion & Renewal												
16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension	351,350	291,350	286,029	225,076	286,029	Dec-25	Jan-24	Deliver	0%	0%	PY - 78% 2025 - 1% 2026 - 3% 2027 - 2% 2028 - 4% 2029 - 4% 2030+ - 8%	Federal - Investing in Canada Infrastructure Prgrm (ICIP) - 97,200 Federal - Public Transit Infrastructure Fund - 10,868 Munc Sustain. Initiative - MSI - 5,619 Other Grants - Provincial - 5,743 Pay-As-You-Go - 1,518 Provincial ICIP - matching - 97,200 Tax-Supported Debt - 67,881
Comments (including funding implications if any)	6 light-rail vehicles (LRVs) are to be procured through the Capital Line South LRV procurement. LRV procurement is underway.											
16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	2,610,329	2,610,329	2,606,332	1,536,347	2,606,332	Dec-27	Jun-28	Deliver	0%	4%	PY - 37% 2025 - 22% 2026 - 24% 2027 - 13% 2028 - 4%	Developer Financing - 159 Federal - Investing in Canada Infrastructure Prgrm (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 - 860 Provincial ICIP - matching - 1,007,760 Tax-Supported Debt - 621,280
Comments (including funding implications if any)	Marigold Infrastructure Partners (MIP) completed the 2025 accelerated work plan. Other works continue to progress along the alignment, including trackwork, signals, systems, stops and stations, the Lewis Farms storage facility, and Gerry Wright Operations and Maintenance Facility. MIP has achieved 61% progress, as of the end of December 2025, as measured by the Independent Certifier. Marigold has adjusted their completion date based on progress achieved to the end of December 2024, which has resulted in the projected schedule variance. The first LRV manufactured by Hyundai Rotem Company (HRC) was shipped from Korea and arrived in Edmonton on July 30, 2025. The LRV is currently stored in Gerry Wright Operations and Maintenance Facility A, awaiting further testing and commissioning. Manufacturing of the remainder of the LRV fleet is continuing in Korea with the next set of vehicles will continue over the next 24 months.											
16-66-7018 - Capital Line South LRT: Century Park to Ellerslie Road	1,040,041	1,135,041	1,417,106	395,819	1,417,106	Aug-29	Aug-29	Deliver	25%	0%	PY - 14% 2025 - 14% 2026 - 33% 2027 - 23% 2028 - 11% 2029 - 2% 2030+ - 2%	Federal - Investing in Canada Infrastructure Prgrm (ICIP) - 424,240 Federal - Public Transit Infrastructure Fund - 6,656 Land Fund Retained Earnings - 653 Munc Sustain. Initiative - MSI - 3,700 Other Grants - Provincial - 3,328 Pay-As-You-Go - 879 Provincial ICIP - matching - 365,040 Tax-Supported Debt - 612,811
Comments (including funding implications if any)	The City and Capital Line Design-Builder Ltd. formally entered into agreement in May 2024. Detailed design and construction work is underway. Major lane shift at 23 Avenue/111 Street intersection occurred in November 2024 in order to accommodate Stage 1 of LRT underpass construction; piling at the south portal is complete and excavation work is ongoing. At the Operations & Maintenance Facility, piling and foundational work is complete and staircase installation is underway. At the Anthony Henday Drive bridge crossing location, work on north and south embankments and pier construction are underway. At Blackmud Creek bridge crossing, piling is mostly complete and pier construction is underway. Along 111 Street, CLSE related EPCOR Water relocation work near Blackmud Creek began in early January, resulting in a single northbound lane and a single southbound lane between 12 Avenue and 19 Avenue. The procurement of LRVs (Light Rail Vehicles) is underway. Hyundai Rotem Company (HRC) was announced as the preferred proponent in Dec 2025. The City will work with the contractor(s) to communicate the timing, duration and impact of construction to affected businesses and neighbourhoods, and mitigate impacts as much as possible. As part of FCS02852 Spring 2025 Supplemental Capital Budget Adjustment on June 10, 2025, City Council approved an updated completion date. This schedule update better aligns with the schedule expectations outlined in the updated ICIP funding agreement executed in June 2024. The budget variance is due to the original budget being based on early preliminary design instead of at the time of Project Development and Delivery Model (PDDM) Checkpoint 3. In order to confirm the City's contribution to the project and secure grant funding from other orders of government, capital budgets and schedules for LRT projects are brought forward for Council approval much earlier in the process than other projects delivered under the PDDM.											
16-66-7020 - LRT Prelim Design: Metro Line: Blatchford to Campbell Rd	44,318	44,318	44,318	28,377	44,318	Dec-26	Dec-26	Develop	0%	0%	PY - 60% 2025 - 4% 2026 - 5% 2027 - 12% 2028 - 19%	Federal - Public Transit Infrastructure Fund - 12,075 Munc Sustain. Initiative - MSI - 5,833 Other Grants - Provincial - 5,562 Pay-As-You-Go - 848 Tax-Supported Debt - 20,000
Comments (including funding implications if any)	Land requirements and access management reviews are ongoing. Outreach to impacted property owners is underway and will continue through 2026. Ongoing coordination with interface projects.											
21-50-9100 - 103A Avenue Pedway	26,500	36,515	42,075	25,694	42,075	Dec-26	Dec-26	Deliver	15%	0%	PY - 32% 2025 - 29% 2026 - 38%	Debt CRL Downtown - 26,315 Local Improvements Property Share - 15,860 Pay-As-You-Go - 100
Comments (including funding implications if any)	Underground pedway construction continues to progress. Excavation in the remaining 2 phases has begun; Masonry and ducting has begun in the select phases where excavation is completed. Unforeseen underground site conditions led to design adjustment to tunnel with a higher construction complexity. This extended the construction duration as well as increased efforts for pushing the excavation works into the winter construction season. Refinements to project details, as the design was finalized, resulted in higher than anticipated local sub-trade costs during the tender process. If additional funding is required, this will be covered through the Local Improvement process. 2025 construction progress included adding mechanical, electrical and architectural elements to the tunnel section north of 103A Avenue; completing all excavation and erecting a winter hoarding structure at the future "pop-up" entrance near the CN Tower bus loop to ensure work can progress through winter 2026. The project reached a major milestone in the fall when the final pile was installed for the pedway. Excavation work has started immediately south of 103A Avenue which represents the final phase of excavation for the pedway project and another major milestone that the project is approaching.											
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-21-0000 - Transportation: Public Transit - Renewal	27,297			14,226	27,297	Budget Status - % within acceptable tolerance: 75%		Schedule Status - % within acceptable tolerance: 50%		23%	PY - 31% 2025 - 21% 2026 - 47%	Canada's Rail Safety Improvement Program (RSIP) - 99 Local Government Fiscal Framework - 15,815 Munc Sustain. Initiative - MSI - 1,889 Pay-As-You-Go - 8,054 Canada Public Transit Fund (CPTF) - 1,440
Comments (including funding implications if any)	Light Rail Transit (LRT) Renewal Projects are ongoing for both the design and construction phases. Corona Switchgear Replacement has moved into the detailed design phase. Detailed design for the Uninterrupted Power Supply (UPS) Replacement at University of Alberta has been completed however is awaiting Land acquisition negotiations with the University of Alberta. 51 Avenue / 111 Street intersection has been added to the At-Grade Rehabilitation Project.											

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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
Blatchford Redevelopment Project												
14-02-2106 - Blatchford Redevelopment Implementation	631,925	631,925	631,925	264,546	631,925	Dec-40	Dec-40	Legacy	0%	0%	PY - 38% 2024 - 4% 2025 - 8% 2026 - 7% 2027 - 2% 2028 - 10% 2029+ - 29%	Blatchford Lands Retained Earnings - 551,383 Self-Liquidating Debentures - 80,542
Comments (including funding implications if any)	Blatchford East Stage 6 underground and surface construction has been substantially completed in 2025. Power and landscaping installation will be ongoing. Blatchford stage 7, 8 and 9 are planned to be serviced in 2026. Builder construction of the townhomes, both fee simple and multi-family parcels, continues to progress. Blatchford's first multi-storey apartment style building has commenced construction.											
Downtown District Energy Utility												
20-83-9001 - Downtown District Energy Initiative	27,900	54,283	54,283	36,653	54,283	Jun-25	Mar-30	Deliver	0%	121%	PY - 47% 2025 - 20% 2026 - 2% 2027 - 4% 2028 - 10%	Financial Stabilization Resrv. - 329 Pay-As-You-Go - 14,215 Tax-Supported Debt - 39,738
Comments (including funding implications if any)	Downtown District Energy (DDE) is an initiative involving the Winspear Centre and EPCOR. Design and construction are underway and completion and commissioning are expected to be on schedule. Since the project commenced the scope changed to heat only infrastructure, updated electrical design, design advancements, and structural changes to the building. The scope was expanded in 2025 to include design in Phases 1A and 2 and construction works in Phase 1A. This work is meant to expand the heating services provided by the DDE system and to be able to connect the next three City-owned anchor loads in Phase 1A, which are City Hall, Citadel, and Stanley Milner Library. Design and construction are complete for Phase 1 and substantial completion and operations was achieved on September 8 2025. Council approved a motion on July 2, 2025 to increase the scope of work to include Phase 1A and 2. Due to the increase in scope the project timelines have changed to an estimated completion date of 2030. A request to Council to formally change the end date to match the new scope will be made in June 2026 as part of the SCBA process.											
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
Blatchford Renewable Energy												
CM-83-9000 - Blatchford Renewable Energy Utility Delivery - Growth	55,185			0	55,185	Budget Status - % within acceptable tolerance: 100%		Schedule Status - % within acceptable tolerance: 100%		0%	2026 - 4% 2027 - 36% 2028 - 46%	NRCan SREPs Grant - Fed - 16,555 Self Supporting-Tax Guaranteed - 38,630
Comments (including funding implications if any)	This composite program holds the budget for the planning, design and construction of the Sewer Heat Exchange Energy Centre in the Blatchford Market area. These are planned for the 2027-2030 budget cycle although some of the early work may start in 2026 as this project is 30% funded by grant money that ends in March 2029 and we want to maximize using those funds.											

Financial & Corporate Services

For the period ending December 31, 2025

(\$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
Open City & Techonology											
19-18-1901 - Information Security and Disaster Recovery Enhancements	1,685	1,685	1,685	807	1,685	Dec-26	Dec-26	0%	0%	PY - 40% 2025 - 8% 2026 - 53%	Pay-As-You-Go - 2,222
Comments (including funding implications if any)	This profile aims at enhancing and maturing the cyber security controls. Projects are proceeding as planned to create a more robust and resilient security posture across the city. Further security initiatives are planned for implementation in 2026. Due to changes in the Enterprise Commons (EC) project, efforts are underway to confirm the impact to scope, cost and schedule for integrating EC and SuccessFactors with Enterprise Identity Access Management (EIAM).										
19-51-1904 - Next Generation 9-1-1 (NG911) IP Call Handling	4,293	5,431	5,431	3,853	5,431	Dec-26	Dec-26	0%	0%	PY - 67% 2025 - 4% 2026 - 30%	Pay-As-You-Go - 5,431
Comments (including funding implications if any)	Next Generation 9-1-1 (NG911) initiative is currently in progress, focused on modernizing the City's 9-1-1 capabilities. Despite an extended deadline from the Canadian Radio-television and Telecommunications Commission (CRTC), the City of Edmonton is well-prepared to deliver the project, although an extension to the project schedule may be necessary. Currently, Telus is still conducting application testing for the Emergency Services IP Network (ESInet) with the Edmonton Police Service (EPS) and Edmonton Fire Rescue Services (EFRS). This testing phase is anticipated to extend into Q2 2026 due to a testing period freeze imposed by Telus. All readiness workstreams for EFRS have been successfully implemented. Additionally, the Edmonton Police Service, as the primary public-safety answering point (PSAP), will lead the ESInet Onboarding process.										
23-51-1905 - Taxation Assessment Collections System (TACS) Transformation	3,816	3,788	3,788	1,325	3,788	Dec-26	Dec-26	0%	0%	PY - 14% 2025 - 21% 2026 - 66%	Pay-As-You-Go - 3,788
Comments (including funding implications if any)	The Taxation, Assessment and Collections System (TACS) Transformation program is progressing according to plan. The Monthly Payment Plan (MPP) Customer Self Service project was successfully completed in November 2025, and the MPP Automated Services project kicked off in December 2025. The TACS to IMPACT project has finalized its infrastructure setup and is now moving into the business discovery and design phase. Currently, the program is projected to complete at the end of 2026. Progress will be continually monitored throughout the year. Should additional funding or time be required, the appropriate processes will be followed as necessary.										
CM-18-1510 - Technology Applications - Renewal	11,357	11,357	11,357	6,460	11,357	Dec-26	Dec-26	0%	0%	PY - 26% 2025 - 31% 2026 - 44%	Pay-As-You-Go - 11,042 Financial Stabilization Resrv. - 75 Canada Public Transit Fund (CPTF) - 240
Comments (including funding implications if any)	This profile ensures the continuous management and sustainment of the City's essential technology applications. The Edmonton Transit Service (ETS) OnCall Dispatch project remains on track, alongside ongoing improvements to the land management platform and customer experience. The Rapid Development Service (RDS) continues to deliver applications according to the schedule, including the successful and ongoing replacement of legacy Microsoft Access databases. Additionally, Transit and Finance application upgrades have reached completion, with all further application updates progressing as planned.										
CM-18-1514 - Technology Implementation - Growth	2,276	2,276	2,276	2,247	2,276	Dec-26	Dec-26	0%	0%	PY - 59% 2025 - 39% 2026 - 1%	Pay-As-You-Go - 2,276
Comments (including funding implications if any)	The overall Technology Implementation profile is progressing as planned. The OnCall Dispatch system for Community Standards Peace Officers and Municipal Enforcement Officers Project is progressing with improvements to enhance stability and ensure system reliability. The Legal Practice and File Management System (PFMS) project was successfully concluded in Q4 of 2025 and has achieved its modernization objectives.										
CM-18-1515 - Technology Infrastructure - Renewal	22,469	22,469	22,469	16,978	22,469	Dec-26	Dec-26	0%	0%	PY - 44% 2025 - 32% 2026 - 24%	Pay-As-You-Go - 18,249 LRT Reserve - 4,700
Comments (including funding implications if any)	This profile continues to oversee the management and sustainment of the City's physical technology infrastructure. Significant progress is being made on key initiatives. Overall, infrastructure maintenance is moving forward as planned, with a consistent focus on modernizing systems to enhance the City's existing technical capabilities. The expansion of wireless and communication services into Light Rail Transit (LRT) tunnels via the Distributed Antenna System (DAS) is on schedule for 2026, and the transition to the Cisco Webex Calling cloud platform remains on track for completion this year. While civil construction dependencies have shifted the timeline for Asymmetric Digital Subscriber Line (ADSL) service upgrades at facilities such as arenas and pools, these remain projected for 2026 completion. Additionally, Fibre optic installations at fire stations and leisure centers are progressing as scheduled.										

Financial & Corporate Services

For the period ending December 31, 2025

(\$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
Real Estate											
19-16-5055 - Heritage Valley Land Development	8,800	22,300	35,470	29,384	35,470	Dec-25	Dec-26	59%	14%	PY - 83% 2025 - -1% 2026 - 16% 2027 - 2%	Land Fund Retained Earnings - 35,470
Comments (including funding implications if any)	Due to the complexity of getting services and access to the Heritage Valley school, construction costs were much higher than expected. There has been unexpected cost and schedule impacts due to a non participating land owner and obtaining agreements for crossing the pipeline right of way. The profile was originally approved to design public roadways and servicing infrastructure required to support future municipal developments and development of remnant surplus city lands consistent with the approved statutory plan direction. The scope was subsequently increased to fund the construction of servicing infrastructure for the Heritage Valley Town Centre. Construction is complete and the project is now within the warranty period.										
CM-16-2010 - Industrial-Commercial-Investment Land Development	40,915	40,915	40,915	3,554	40,915	Dec-26	Dec-26	0%	0%	PY - 7% 2025 - 2% 2026 - 91%	Land Fund Retained Earnings - 40,915
Comments (including funding implications if any)	This profile is intended for Industrial Commercial Investment lot development. Development timing and staging of lot development is influenced by market conditions and absorption of existing inventory. Due to increased industrial and commercial investment more recoveries are coming in than anticipated. The industrial commercial neighbourhoods that were planned for construction in 2025 had to be pushed to 2026 due to an environmental encumbrance (blue heron nest) and working with the neighbouring owners to come up with an amicable road alignment. These issues have been resolved and construction is anticipated to begin in 2026.										
CM-16-2020 - Residential/Mixed-Use Land Development	35,488	35,488	35,488	15,344	35,488	Dec-26	Dec-26	0%	0%	PY - 35% 2025 - 8% 2026 - 57%	Land Fund Retained Earnings - 35,488
Comments (including funding implications if any)	This profile is intended for Residential lot development. Development timing and staging of lot development is influenced by market conditions and absorption of existing inventory. The development construction at Goodridge Corners commenced in early 2024 and stages will be brought on each year. In 2025, 112 lots were sold as part of phase 3. Construction is complete and maintenance is occurring. Phase 4A & 4B detailed design has started. Construction is anticipated to be complete in 2026 for Phase 4A and 2027 for Phase 4B. Planning for Stage 5 and an amendment for future states on the western half of Goodridge Corners are both underway and will continue through 2026.										
CM-17-5046 - Edmonton Exhibition Lands	53,119	53,119	53,119	7,899	53,119	Dec-26	Dec-26	0%	0%	PY - 3% 2025 - 11% 2026 - 86%	Land Fund Retained Earnings - 53,119
Comments (including funding implications if any)	Development related construction commenced in Q4 2025 to facilitate development of Phase One. The large majority of capital spend related to this will be spent in 2026 as construction & demolition schedules have now pushed these capital spends into 2026. Urban Farm relocation, Spectrum demolition and Phase 1 servicing will all see large capital spends this upcoming year										
Financial Services											
19-18-1904 - Enterprise Systems Transformation Program	78,300	78,300	113,300	94,223	113,300	Dec-22	TBD	45%	>20%	PY - 69% 2025 - 14% 2026 - 17%	Pay-As-You-Go - 113,300
Comments (including funding implications if any)	The Enterprise Commons (EC) project is replanning the final phases to ensure that the system performance is meeting quality expectations. Ensuring that the financial, human resource and payroll systems are functioning and accurate is of the utmost care for the project. These final testing phases are critical to preventing major discrepancies in terms of process and pay outcomes. Due to the number of systems involved and the complex nature of the project, the timeline has extended. A recent budget increase was approved in June 2025. Increased funding will support personnel, licensing and contractor costs related to the project extension for the City of Edmonton, Edmonton Police Services and Edmonton Public Library.										

City Operations

For the period ending December 31, 2025

(\$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
Parks & Roads Services											
CM-35-1000 - Greener As We Grow Tree Planting Program	114,574	114,574	114,574	36,975	114,574	Dec-30	Dec-30	0%	0%	PY - 19% 2025 - 13% 2026 - 14% 2027 - 13% 2028 - 13% 2029 - 13% 2030+ - 14%	Corporate Tree Reserve - 9,860 Pay-As-You-Go - 56,177 Trees for Life Grant - 750 Two Billion Trees Grant - 47,787
Comments (including funding implications if any)	This profile includes funding to continue existing tree planting service levels and provide enhanced tree planting levels required in order to meet the City Plan Greener as We Grow 2 million tree planting goal by 2050, as well as work towards the larger goal of growing Edmonton's urban forest canopy to 20% canopy coverage by 2071 city-wide. Annual tree planting targets were met for 2023 to 2025 and it is forecasted that the annual goals from 2026 to 2030 can be met and the forecasted budget spend per year reflects currently planned projects. Spending in 2026 is forecasted to increase compared to 2025 due to Jan Reimer restoration coming on board.										
CM-66-2585 - Safe Crossings	26,569	26,569	26,569	17,897	26,569	Dec-26	Dec-26	0%	0%	PY - 45% 2025 - 22% 2026 - 33%	Traffic Safety Automated Enfmt Resrv - 26,569
Comments (including funding implications if any)	This profile funds implementing safety upgrades at approximately 400 locations over 2023-2026. Locations have already been identified for the entire 4 years with 284 locations upgraded since 2023. 12 locations are under-construction and expected to be completed by spring 2026. Another 102 locations are planned to be upgraded by the end of 2026. This profile will also fund purchasing of a number of Traffic Field Operations equipment to deliver Safe Crossings projects. The procurement process has already started and is expected to be completed in early 2026.										
Edmonton Transit											
13-66-1294 - Transit Smart Fare System (Smart Card)	53,536	54,522	54,522	49,056	53,010	Dec-20	Nov-25	0%	68%	PY - 90% 2025 - 3% 2026 - 7%	Alberta Community Partnership - ACP - 5,519 Green-trip - 29,016 Munc Sustain. Initiative - MSI - 11,212 Partnership Funding - 5,991 Pay-As-You-Go - 2,784
Comments (including funding implications if any)	The Regional Smart Fare System now has been fully implemented and all rider groups integrated. Open payment functionality is now fully operational. The delay from the original budgeted end date is due to a change in the implementation to do a phased approach for transit rider groups to better support change management and the transition to Arc. The projected favorable budget variance is primarily due to the project team's effective planning of capital equipment purchases (validators, smartfare vending machines etc) in order to secure economies of scale.										
25-21-1000 - LRV Replacements	240,500	240,500	321,296	0	321,296	Dec-29	Dec-29	34%	0%	2026 - 14% 2027 - 7% 2028 - 22% 2029 - 56%	Tax-Supported Debt - 321,296
Comments (including funding implications if any)	The supply agreement is anticipated to be awarded to the successful bidder by the end of Q1 2026. Due to cost inflation on Light Rail Vehicles (LRVs) the cost per LRV has exceeded the original budgeted amount.										
27-61-3624 - Growth Buses	25,223	25,223	25,223	0	25,223	Dec-27	Jul-27	0%	0%	2027 - 100%	Tax-Supported Debt - 25,223
Comments (including funding implications if any)	Purchase 25 additional buses as growth units for the Edmonton Transit fleet in order to transition On Demand Transit zones with the highest ridership to conventional fixed route bus service. These three zones include six neighbourhoods that are experiencing rapid growth, have the highest On Demand ridership and are rapidly outgrowing the On Demand service model.										
CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement	98,233	98,233	98,233	41,696	98,233	Dec-26	Dec-26	0%	0%	PY - 38% 2025 - 4% 2026 - 49% 2027 - 8%	Canada Community-Building Fund - 31,631 Munc Sustain. Initiative - MSI - 5,350 Partnership Funding - 343 Pay-As-You-Go - 14,941 Local Government Fiscal Framework - 44,784 Canada Public Transit Fund (CPTF) - 1,184
Comments (including funding implications if any)	Midlife refurbishment will continue throughout the budget cycle. 2025/2026 bus orders have been placed in Q1 2025 and the Dedicated Accessible Transit Service (DATS) bus order has been placed in Q3 2025. Remaining funds are expected to be committed to a final bus order prior to the end of the cycle. Of the most recent 41 diesel buses and 4 DATS buses, the first is expected to arrive March 2026 and the last by August 2026.										
Fleet & Facility Services											
CM-25-1001 - Vehicle and Equipment Replacement	119,594	119,594	119,594	84,966	119,594	Dec-26	Dec-26	0%	0%	PY - 43% 2025 - 28% 2026 - 29%	Fleet Services Replacement Rsv - 117,570 Vehicle for Hire - 446 Pay-As-You-Go - 1,503 Financial Stabilization Resrv. - 75
Comments (including funding implications if any)	This profile utilizes the Fleet Replacement Reserve (Policy C617) for the sustainable replacement of fleet assets and equipment. This profile has been on track in terms of yearly spending, and it is expected to have its remaining balance fully committed by the end of the budget cycle. Actual spending is based on the timing of deliveries which are dependant on supplier production/allocations and delivery schedules.										

Urban Planning and Economy

For the period ending December 31, 2025

(\$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
Urban Planning and Economy											
25-74-4106 - Village at ICE District Site Servicing	68,200	68,200	68,200	0	68,200	Dec-36	Dec-36	0%	0%	2026 - 8% 2027 - 25% 2028 - 9% 2029 - 17% 2030+ - 41%	Debt CRL Downtown - 42,300 Partnership Funding - 3,000 Provincial Grant - 22,900
Comments (including funding implications if any)	This profile will fund design and delivery of remediation and infrastructure improvements associated with the development known as the Village at Ice District. Funding will be on a reimbursement basis in accordance with the Master Agreement and term sheets approved by City Council.										
CM-17-1001 - River Valley Land Acquisition	33,918	33,918	33,918	24,448	33,918	Dec-26	Dec-26	0%	0%	PY - 71% 2025 - 1% 2026 - 28%	Parkland Purchase Reserve - 22,945 Pay-As-You-Go - 10,973
Comments (including funding implications if any)	Administration relies on this profile to support ongoing acquisition efforts of identified river valley and ravine properties. Acquisition is both strategic and opportunity driven to support broader objectives in alignment with the Ribbon of Green and the City Plan. Administration is exploring potential acquisition elsewhere in the river valley including river valley land just outside of the Windermere neighbourhood south of the Anthony Henday and opportunities within the southwest in support of identified long term capital projects, including trail extension from Anthony Henday south to Ellerslie. Additionally, there are several demolition projects that were not completed in 2025 and will continue into 2026. Acquisition efforts associated with two properties south of Anthony Henday were not secured in 2025. Negotiations ongoing into Q1 2026.										
CM-74-4100 - Downtown Community Revitalization Levies Delivery	25,534	25,534	25,534	1,793	25,534	Dec-26	Dec-26	0%	0%	PY - 5% 2025 - 2% 2026 - 2% 2027 - 47%	Debt CRL Downtown - 25,534
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.										

Boards & Commissions

For the period ending December 31, 2025

(\$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
Police Services											
CM-60-1765 - Vehicle Replacements	39,988	39,988	39,988	31,261	39,988	Dec-26	Dec-26	0%	0%	PY - 46% 2025 - 32% 2026 - 22%	Financial Stabilization Resrv. - 1,223 PAYG Capital Reserve - Police - 36,510 Other Grants - Provincial - 600 Police Recruitment Support Grant - 1,633 AB Mental Health and Addiction Prov Grant - 22
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. Supply chain issues have improved with vehicle orders being shipped and delivered and projection that the profile will be on budget at the end of the 4 year budget cycle.										

Community Services

For the period ending December 31, 2025

(\$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
Social Development											
23-90-4101 - Social Housing Capital Renewal Project (City-Owned Sites)	20,300	23,300	23,300	20,970	23,300	Dec-26	Feb-26	0%	0%	PY - 35% 2025 - 55% 2026 - 10%	Local Government Fiscal Framework - 5,500 National Housing Co-Investment Fund Contribution - 12,800 Pay-As-You-Go - 5,000
Comments (including funding implications if any)	This profile is for the renewal of 882 Social Housing Units owned by the City of Edmonton and operated by Cividia. The renewal will extend the lifespan of these assets and mitigate the significant risk to the supply and sustainability of Edmonton's social housing inventory. In addition, this renewal will improve tenant experience through new accessibility features, updated suites (new carpets, countertops, better lighting etc.), building life-cycle performance, sustainability and energy efficiency. The agreement between the City of Edmonton and Cividia includes 3 installment payments over 4 years with the last payment expected in February 2026. Council approved a scope increase which includes accessibility improvements and building envelope renewal and site improvements on nearly 400 of the 882 City of Edmonton-owned affordable housing units on July 3rd, 2024.										
CM-90-1000 - Housing Accelerator Fund Initiatives and Related Projects	170,336	170,336	170,336	467	170,336	Nov-27	Nov-27	0%	0%	2026 - 70% 2027 - 29%	Housing Accelerator Fund - 170,336
Comments (including funding implications if any)	The Housing Action Team (HAT) continues to implement the Housing Accelerator Fund initiatives outlined in the City's agreement with the Canada Mortgage and Housing Corporation (CMHC). HAT commenced signing funding agreements for the Surplus School Sites (SSS) development in 2025. The first tranche of cash funding towards SSS is expected to begin in Q1 2026. Funding for Jasper Place Wellness Center (JPWC) towards affordable housing capacity initiative is equally expected to commence in Q1 2026. Funds from agreements supporting the Infill Infrastructure Fund are expected to be paid out substantially within 2026 and 2027. Work on the pre-approved missing middle housing and fast-track approval process is progressing; contracts with architecture firms are currently being finalized, and the design work is expected to be completed by Q3 2026. The internal development of the available fire flow tool was completed in December 2025 in line with CMHC requirements. However, an upgrade to the fire flow tool will be done in 2026.										

Utilities

For the period ending December 31, 2025
(\$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
Waste Services											
CM-81-2048 - Waste Services Fleet Assets	55,579	55,579	55,579	40,932	55,579	Dec-26	Dec-26	0%	0%	PY - 42% 2025 - 31% 2026 - 26%	Waste Mgt Retained Earnings - 55,579
Comments (including funding implications if any)	This profile supports the growth and replacement of Waste Services vehicles and equipment. Several collection vehicle units and walking floor units were delivered/completed earlier than anticipated. In the 2025 Fall Supplementary Budget Adjustment (SCBA), the Utility added funding in the current budget cycle due to increased contract costs related to loader vehicles and trailers. Another budget adjustment may be required in the spring to pre-approve funds for 2027 units to be ordered in 2026. Waste and Fleet have conducted a thorough review of required purchases and are initiating procurement of equipment years in advance to ensure timely deliveries of growth and replacement units that can meet operational requirements and emission and fuel efficiency standards										

Definitions

Significant Capital Project - Project that has an approved budget greater than or equal to \$20 million over the 2023-2026 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.

Develop - The phase of a capital project when design activities occur, which includes the Concept, Development Design, and Detailed Design phases identified in the Project Development and Deliver Model.

Deliver - The construction or build phase of a capital project.

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.