

Information Report



Service Area	Corporate Services
Date	Friday, November 26, 2021
Subject	Third Quarter 2021 Budget Monitoring Report

Executive Summary

Purpose of Report

The purpose of this report is to provide Council notice of any financial risks that could affect the 2021 year-end position and provide a year-end forecast based on actual financial information as of September 30, 2021, which is the end of the third quarter. Budget monitoring will now be following the [Strategic Plan](#), reporting on strategic plan priorities and initiatives. This report will include both operating and capital budget monitoring.

Key Findings

The City is in the second year of operating under the difficult conditions of the COVID-19 global pandemic. The ongoing pandemic still poses the greatest risk to the City's finances, despite continued support from other levels of government.

Overall, from an operating perspective, the City is projecting a year-end deficit of \$9.9 million before applying any Safe Restart grant funding. Budget pressures are primarily being experienced in Parking, Culture and Recreation, Information Technology, Legal, Realty and Court Services, and Guelph Transit. Some service areas such as Guelph Transit, and Guelph-Wellington Paramedic Service are projecting increased COVID-related operating expenses due to enhanced cleaning and sanitization, increased staffing costs, and increased use of medical and protective equipment supplies. Staff continue to work within Wellington Dufferin Guelph Public Health (Public Health) guidelines and adjust service to adhere to the ever-changing situation.

Facilities and Energy Management, Environmental Services, Operations, Parks, Finance, Guelph Police Service, Water Services, and Wastewater Services are projecting favourable year-end positions mainly due to COVID-19-related expenditure savings related to compensation and associated staff operating and training budgets.

Financial Implications

Forecasting these financial impacts to year-end, the City will likely experience deficits in both the tax supported and non-tax supported operating budgets. The current year-end projection is a \$9.9 million deficit total for both the tax supported and non-tax supported budgets before applying any Safe Restart grant funding.

Due to current conditions within supply chains, there is significant volatility in pricing for capital projects, this has caused a number of final project costs to come

in as much as 30 to 40 per cent over approved budgets. Where appropriate, additional budget has been added through budget reallocations identified in Attachment-2, to allow for projects to proceed. Some projects have been paused to reevaluate the scope of the project in order to determine if costs can be reduced through changes to scope and/or schedule. All in-year capital budget increases will come before Council in the 2021 Year-end Budget Monitoring Report for Council's approval.

Report

Background

The City, as a frontline service provider, continues to grapple with the COVID-19 pandemic as we work our way through the second fiscal year dealing with an unprecedented public health crisis, impacting our City and the economy alike.

City departments were provided financial information as of September 30, 2021. Actual expenditures, revenues and related commentary were analyzed and any significant budget deviations, challenges, and risks that are expected to have an impact on the year-end financial position were identified with Finance staff support. In addition, departments were asked to assess the impact of the pandemic on their operations and provide commentary. It is, however, too early to quantify the full impact without knowing the timelines for a full re-opening of the economy. Staff are collectively monitoring and assessing the financial impact to the City and will continue to update Council as more information becomes available. Staff have provided a preliminary projection for the year-end operating position based on the current Public Health guidelines.

Budget Monitoring Highlights

Overall, from an operating perspective, the City is projecting a year-end deficit of \$9.9 million, as shown in Table 1: Projected Year-end Position before Safe Restart Grant below. Budget pressures are mainly being seen in Parking, Culture and Recreation, Information Technology, Legal, Realty and Court Services and Guelph Transit. Many services such as Guelph Transit, Operations, and Guelph-Wellington Paramedic Service are projecting increased COVID-related operating expenses due to enhanced cleaning, increased staffing costs, increased personal protection equipment costs such as plexi-glass, COVID-19 screening application, and increased use of medical supplies. Staff have been tracking COVID-related costs and the 2021 year-end projected estimates are \$2.6 million. Staff continue to work within Wellington Dufferin Guelph Public Health guidelines and adjust service to adhere to the ever-changing situation. As the re-opening happens over the fall months, more staff will be brought back to start providing services. The City has available \$17.2 million of Safe Restart grant funds to offset this projected deficit in 2021.

Table 1: Projected Year-end Position before Safe Restart Grant

Revenue and Expenditure Impact	Projected Year-end Position \$
Lost Revenue	18,337,000
Other Revenue Impacts	1,354,000
Expenditure Savings	(12,435,900)
COVID-19 Expenditure Increase	2,613,100
Total City Forecasted Year-end Deficit	9,868,200

Based on the year-end projection the City will transfer \$1.2 million Safe Restart Grant to reserves to help offset deficits in 2022, and \$291 thousand will be recorded as deferred revenue related to the Safe Restart Transit Stream to offset deficits in 2022.

From a capital budget perspective, a summary of which can be found in Attachment-1, total capital budget approved to date is \$516.3 million which includes \$263.3 million approved in the 2021 capital budget, \$233.6 million carried over from 2020, and in-year additional approved of \$19.5 million (as detailed in Attachment-2). Year-to-date (YTD) capital spending and purchase order (PO) commitments totaled \$110 million as of September 30, 2021 and continue to increase as construction season is well underway and the City moves forward on several large infrastructure projects. YTD spending is within the pre-COVID range and is on target to meet the pre-COVID average annual spending in the range of \$100 million. YTD uncommitted approved budget remains high at \$406.3 million however with the recently approved [Capital Program Resourcing Strategy](#), the City will increase project delivery capacity and see increased annual spending, drawing down the uncommitted budget over the implementation of the strategy. The 2022/23 capital budget takes into account this capital project backlog, as staff focus on completing previously approved projects as a priority, demonstrated in the lower than past average proposed capital budget.

Powering our future

The [powering our future](#) priority includes Economic Development and Tourism, Culture, Smart Cities Office, and Strategy Innovation and Intergovernmental Services. From an operating budget perspective, the main pressures are being felt in Culture with a projected year-end revenue deficit of \$3.3 million due to the closure of facilities, partially offset through reduced compensation. As facilities re-open and programming resumes capacities are still controlled by COVID-19 restrictions leading to further financial impacts through 2021.

This priority area includes two capital projects, one being the Citywide fibre optic network and the other being the Hanlon Creek Business Park (HCBP). YTD spending and current PO commitments total \$1.3 million.

The Citywide fibre optic network is underway with design and engineering work being undertaken. The project is anticipated to move into the construction stage by the end of the year. Where possible, opportunities are being leveraged to complete conduit work during ongoing road reconstruction to provide efficiencies and cost savings. This project will see fibre optic networking connect City-owned facilities and traffic controllers over the next five years removing the City's reliance on third-party providers and reducing network operating costs substantially.

Work at the HCBP to prepare lots for sale as well as the required environmental monitoring is ongoing. Sale of the Phase 3 lands in the future will replenish the Industrial Land Reserve.

Sustaining our future

The [sustaining our future](#) priority includes Environmental Services, Planning and Building Services, Stormwater, Parks Operations, and Energy Management.

At this point in time, all the areas in this priority are projecting favourable year-end positions.

- Parks Operations is seeing signs that show they are gradually returning to pre-2020 practices while continuing to observe provincial guidelines and regulations. They are currently projecting a year-end revenue loss of 62 thousand, partially offset by expense savings due to Public Health measures, and staff hiring challenges.
- Environmental Services Water and Wastewater are projecting increased revenue of \$290 thousand mainly due to agreements revenue. In-person learning at the University of Guelph and community presence of associated rental populations has normalized consumption revenue.
- Environmental Services Solid Waste is projecting a favourable year-end position mainly due to higher than anticipated commodity prices, and savings from lower training and consulting services.
- Overall energy and water expenditures corporately are projected to be in a \$1 million surplus due to facility closures and reduced consumption. Staff will continue to monitor and update accordingly. The 2022 proposed budget includes right-sizing of the overall City utilities budget.

The sustaining our future capital budget is the largest of the strategic plan and YTD capital spending on projects within this priority was \$23.2 million with another \$30.4 million in PO commitments as of September 30, 2021. This leaves \$156.8 million of budget to be executed. The majority of this unspent budget relates to work at the water and wastewater plants as well as underground watermain and sanitary sewer infrastructure as part of road reconstruction works.

Water Services is undertaking several large multi-year capital projects including the FM Woods Station Upgrade (\$25.8 million uncommitted), Paisley Pump Upgrades (\$7.0 million uncommitted), and the replacement of Clythe Water Treatment Plant (\$6.4 million uncommitted), all of which are in the initial planning stages.

At the Wastewater Treatment Plant, work is being completed in the multi-year program to upgrade/replace all of the aeration blowers to support energy efficiency initiatives. This work is anticipated to be tendered by year-end (\$6.7 million uncommitted). In addition, two standby generators have been installed and will provide backup power for Plant #4 and process control (located in the

administration building). With the installation of these two generators the whole facility now has emergency backup power to allow the treatment process to continue and to meet environmental compliance approval limits in all circumstances.

In Planning and Building Services, work continues on the Clair/Maltby Secondary Plan. The Draft Master Environmental Servicing Plan and Secondary Plan have been released and a series of virtual open houses and office hours took place in June and July.

Navigating our future

The [navigating our future](#) priority includes Transportation Services, Parking Services, and Guelph Transit.

From an operating perspective, both Parking Services and Guelph Transit are projecting significant revenue shortfalls by year-end.

- Guelph Transit is projecting ending 2021 with a significant revenue loss of \$8.7 million mainly due to the cancellation of the University Contract (U-pass) of \$6.6 million, reduced ridership and loss of advertising revenue. Guelph Transit has also experienced higher than anticipated expenditures mainly due to enhanced cleaning, on-demand service-related expenses and other measures to support physical distancing. The loss is partially offset by lower compensation costs with projected year-end savings of \$1.9 million. To further offset these revenue challenges, Guelph Transit has introduced new services to promote ridership such as the On-demand mobile app. The U-pass contract will be re-instated in January 2022 as the University student body voted in favour of the U-pass. Guelph Transit can allocate up to \$7.4 million in Safe Restart Grant Funding to their operating budget to offset the overall year-end deficit.
- Parking Services is projecting a year-end revenue loss of \$1.7 million due to COVID-19 and the stay-at-home order.

From a capital budget perspective, navigating our future priority includes most transportation-related projects including road reconstruction, the active transportation network, and transit. YTD spending and PO commitments for projects totaled \$19.1 million, leaving \$48.0 million of budget to be executed. Projects in the procurement stage include \$5.7 million for the Transit Operations Facility (including electrical upgrades), as well as projects to be tendered in early 2022 such as \$2.9 million for Speedvale Road (Elmira Road to Imperial Road) and \$5.0 million for York Road (Stevenson Street South to Victoria Road South).

The Request For Proposal (RFP) for electrical infrastructure upgrades and electric bus chargers as part of the Transit Operations Facility work was awarded at the end of the second quarter. This work will allow the City to move forward with the electrification of the transit fleet, a key initiative of the navigating our future priority. The RFP for the replacement of four diesel buses with electric buses has been awarded and marked the first milestone in the City's commitment to electrification of the transit fleet in support of the 100RE strategy.

As discussed in the [2020 Year-end Capital Budget Monitoring Report 2021-138](#), the City has begun to see additional costs related to the introduction of [O. Reg 406/19 On-site and Excess Soil Management](#) on some projects in progress (York Road Reconstruction Phase 2, Metcalfe Street Reconstruction, and Stevenson Street

North Reconstruction). As part of the planning process, geotechnical investigations and soil management plans were completed to industry standards in place at the time, however, as these projects have progressed additional soil analysis have indicated further disposal requirements under the new regulation. As a reminder, Staff will look to mitigate these costs with in-year project savings however, any remaining unfunded budget increases will come to Council in the year-end budget monitoring report for approval.

In addition, the City has begun to experience supply delays and price increases on key construction materials beyond what would normally be experienced as part of annual inflation. Industry associations and municipal peers are estimating some price increases to be in the range of 10-15 per cent for materials such as PVC piping and fabricated steel products. Staff have adapted their 2022 capital budget requests to include additional contingencies for these price increases as they are anticipated to continue beyond the COVID-19 recovery period as infrastructure projects are expected to continue being a key driver in stimulus spending and will keep the demand for these materials strong.

Staff were successful in their application for Investing in Canada Infrastructure Program COVID-19 Resilience Infrastructure Stream grants for two active transportation projects. A pedestrian crossing on College Avenue will be relocated to align with the City's active transportation network (\$99,400), and the Hanlon Creek Boulevard Multi Use Path will be paved with the funding received (\$698,300).

Working together for our future

The [working together for our future](#) priority includes many of the internal facing services like Finance, Corporate Fleet, Human Resources, Legal, Realty, and Court Services, Information Technology, Strategic Communication and Community Engagement, and the City Clerk's Office. It also includes Executive Team, City Council and Internal Audit.

- Court Services is projecting an estimated overall revenue loss of \$800 thousand due to mandated closure of courts, reduced charge base, and reduced enforcement or collection activities taking place for Provincial Offences Act. The revenue loss is partially offset by lower court expenses including adjudication, interpreters, and witness fees due to courts not operating at full capacity and virtual court proceedings. Court services is projecting an overall year-end deficit and due to the shared service nature of this service, a portion of any year-end deficit is the responsibility of the County of Wellington.
- Legal and Realty is projecting a year-end deficit mainly due to a YTD unfavourable non-insurable claim variance of \$850 thousand, and consulting for legal matters. Amounts are partially offset by savings in compensation. The actual year-end deficit related to external legal counsel and insurance costs may be funded from the Legal and Insurance Reserve 193.
- Finance is projecting a favourable year-end position mainly due to higher than anticipated user fees in taxation, and savings in operating and training expenses due to COVID-19.
- Information Technology is projecting a year-end deficit due to higher expenses in compensation due to COVID-19 service levels. Additional contract employees have been needed to meet demand related to digitizing forms and processes

across the City. This is was partially offset with savings in operating and training costs due to work-from-home and online training courses.

Corporately, a projected fuel savings of \$380 thousand is expected due to lower consumption mainly for transit service because of the pandemic. However, if the current increasing fuel market trend continues, the actual savings may be lower than currently projected.

Overall, since the beginning of the pandemic the City has experienced a savings in compensation and benefits, and the trend has continued in the third quarter. The reasons for this are varied. The City has taken action to mitigate costs by temporarily laying off some seasonal and part-time staff due to closures and reduced demand for services, and some permanent positions have remained vacant longer due to recruitment challenges in a competitive market. The current year-end projection is a compensation savings of \$6.9 million inclusive of benefits. Staff levels are increasing through the last quarter of the year, and more City services have opened, and capacity limits are being lifted and facilities are returning to normal operations.

Loss of investment income is projected at \$1 million for the year due to the COVID-impacted market and limited options for higher returns.

Capital projects that align with working together for our future include projects to leverage technology to improve how the City communicates with residents and delivers service. YTD capital spending and PO commitments as of September 30, 2021 were \$4.6 million, which relates primarily to investments in software applications to support digitization of services and IT lifecycle replacement. Total budget left to execute for this priority was \$3.5 million at the end of the third quarter which includes \$1.9 million for the replacement of the City's current property tax billing software and point-of-sale systems which will support the Service Simplified Strategy. This system acquisition is nearing the end of the procurement process.

Building our future

The [building our future](#) priority includes Recreation Services, Community Investment, Public Works, Corporate and Community Safety, all of the Emergency Services including Fire, Paramedic and Police, Guelph Public Library, Corporate Facilities Maintenance, and Infrastructure Planning and Construction.

For operating budget, the areas with significant variances are:

- Operations is projecting a favourable year-end position mainly due to vacancy savings, lower operating goods savings such as road salt for winter control, savings from residential snow plow out (administered in-house instead of hiring contractors), and lower fleet auto parts. Any year-end surplus related to winter control may be transferred to the Environment and Utility Reserve 198.
- Recreation is projecting a revenue deficit of \$3.1 million due to capacity restrictions and closure of facilities, cancellation of programs, memberships, and events and bookings.
- Guelph Police Service is projecting a favourable year-end mainly due to staff vacancies partially offset by an increase in safety supplies, equipment and overtime expenses related to COVID-19 pandemic.

This is the second largest Strategic Plan priority from a capital budget perspective with the building of key assets a main driver. Approved budget for Baker Street Development (including the library, open space, and parking), and South End Community Centre account for over 74 per cent of this priority. See the [City's capital projects webpage](#) for quarterly updates on these and other Tier 1 capital projects.

YTD capital spending on projects within the building our future priority was \$8.1 million with another \$31.4 million in PO commitments as of September 30, 2021. The majority of the YTD spending in this priority relates to capital infrastructure renewal for corporate facilities which supports the Corporate Asset Management Plan to maintain the City's assets.

Safe Restart Grants and other Grant Funding Updates

The 2020 unallocated balance from Phase 1 of the Safe Restart Operating Stream grant was \$4.8 million transferred to the Tax Operating Contingency Reserve to help offset deficits resulting from COVID-19. The City also received an additional allocation through Phase 2 and 3 and when combined with remaining Phase 1 funds, the City has a total of \$9.9 million available in 2021 and beyond. Although, the City has forfeited \$5.3 million of Phase 2 Safe Restart Transit Stream funding due to the March 31 spending deadlines, the City has a total of \$7.4 million Safe Restart Transit Stream Phase 1-3 grant available to help offset Guelph Transit over-all year-end deficit in 2021.

On April 16, 2021, the Smart Cities Office also received \$5 million from the Federal Economic Development Agency for Southern Ontario to create the new Circular Opportunity Innovation Launchpad which will function as an accelerator to support businesses in transitioning to circular economy approaches.

Further as noted, the City received \$798 thousand of funding for active transportation projects under the Investing in Canada Infrastructure Program (ICIP) COVID-19 Resilience Stream, and the City also received \$147 thousand to expand our tree canopy.

Staff are working diligently to identify grant funding opportunities, prioritize projects based on eligibility requirements and to prepare high quality applications in time to meet tight application deadlines. Notably, in May 2021, the Ministry of Transportation announced a new intake under the public transit stream of the ICIP. The City has \$23.6 million in unused allocated funding to leverage as part of this intake. Staff are currently prioritizing projects for application. As a first priority, staff are focused on securing Council approval for the Transfer Payment Agreement for the five projects already approved by the upper levels of government which was before Council on November 15, 2021.

City staff are also working diligently to submit applications to Infrastructure Canada's Disaster Mitigation and Adaptation Fund. Applications have been prepared to secure grant funding for Priority Upgrades to the Stormwater Management Network, upgrades to the Wastewater Treatment Facility, and retrofits to the F.M. Woods Water Treatment Plant. The total value of these projects is approximately \$89.3 million. Funding decisions are expected in 2022. If successful, the federal government will cover 40 per cent of eligible costs.

2021 also saw the federal government double the Federal Gas Tax, now renamed the Canada Community-Building Fund. The City received an additional \$8 million for a total of \$16.4 million from this funding stream.

Financial Implications

Ongoing monitoring of operating and capital spending ensures projects and services are delivered as intended and that any financial impacts or risks are addressed proactively.

Current year-end projections indicate both tax and non-tax supported budgets will be in a deficit of \$8.9 million and \$900 thousand respectively before the application of Safe Restart grant funding. Staff will continue to monitor the impact of the pandemic and make necessary changes to mitigate the impact and protect the City's long-term sustainability. The City has financially healthy contingency reserves and has received Safe Restart funding from other levels of government to help mitigate the financial impacts.

The year-end operating position is important in determining the City's overall fitness as assessed by an external credit rating agency. This credit rating affects the price in which the City can issue debt and therefore impacts the affordability of long-term capital projects for the City tax and rate payers.

The pandemic has caused significant issues across the globe which has led to supply chain issues related to supply and movement of goods. This has created significant volatility in pricing for capital projects reliant on the impacted materials. Critical to the City's projects are pricing related to steel, plastics, and other related construction materials. As this uncertainty continues the ability to predict where prices will go is difficult and the focus is on ensuring the best use of City's funds are being made based on the requirements of each project.

The volatility has caused a number of tender submissions to come in as much as 30 to 40 per cent over approved budgets. Where appropriate, additional budget has been added through budget reallocations identified in Attachment-2, to allow for projects to proceed. Some projects have been paused to reevaluate the scope of the project in order to determine if costs can be reduced through changes to scope and/or schedule.

It is expected that this issue will continue into 2022, staff will continue to evaluate each project to determine the best course of action on a project-by-project basis. Where appropriate and feasible reallocation of available budget will be used to enable projects to proceed, with adjustments reported via future quarterly variance reports.

All in-year capital budget increases will come before Council in the 2021 Year-end Budget Monitoring Report for Council's approval.

Consultations

Corporate Management Team

Strategic Plan Alignment

Reporting quarterly on the financial status of the operating and capital budget supports the Strategic Plan's Working Together for our Future pillar through maintaining a fiscally responsible local government.

Attachments

Attachment-1: 2021 Capital Spending

Attachment-2: Q3, 2021 Capital Budget Adjustments

Departmental Approval

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Attachment 1 - 2021 Capital Spending (000s)

	Powering our future	Sustaining our future	Navigating our future	Working together for our future	Building our future	Total Year to Date
2020 carry-over budget	2,145	160,525	33,256	1,677	35,983	233,586
2021 capital budget, approved	1,500	51,435	29,673	6,791	173,871	263,270
2021 additional approved funding	(2)	(1,613)	4,138	(15)	16,975	19,483
Available capital funding for 2021	3,643	210,347	67,067	8,453	226,829	516,339
2021 capital spending	267	23,235	9,840	3,503	13,079	49,924
Open purchase orders (PO)	1,027	30,358	9,213	1,129	18,359	60,086
Projects closed	0	0	0	0	0	0
Total spending and commitments	1,294	53,593	19,053	4,632	31,438	110,010
Uncommitted approved budget	2,349	156,754	48,014	3,821	195,391	406,329

Note: May not add due to rounding. Projects closed throughout the year will be updated at year-end.

Attachment-2 Q3, 2021 Capital Budget Adjustments

Table 1 - Additional Approved Budget

ID	Capital Account	Entry Description	Budget Increase / (Decrease) \$
BR-21CAP-49*	PN0043 Metcalfe-Speedvale / Eramosa-Phase 2-Terry / Eramosa	Additional funding required due to excess soil regulations as well as increased costs mainly for increased costs for PVC pipe as per the attached backup	1,494,300
BR-21CAP-52	FS0083 Station Equipment	To allocate grant funding from the Ontario Fire Marshall for Fire A/V upgrade.	37,100
BR-21CAP-53	PG0079 Baker Street Parkade	Baker Street parkade approved at July 21, 2021 special Council meeting.	15,900,000
BR-21CAP-56*	PN0264 York-GJR Spurline - Stevenson	Additional funding required to cover unforeseen costs related to disposal of excess non-hazardous contaminated soils (per regulation)	1,010,000
BR-21CAP-68	PG0088 Purchase Of New Electrical Vehicle Charging Stations (EVCS)	Adjust account for receipt of federal grant funds and reduce municipal contribution due to grant receipt	60,000
BR-21CAP-75	PN0167 Downtown Servicing Study	Additional budget due to direct developer contribution to the project.	35,400
Grand Total	n/a	n/a	18,536,800

*to be approved by Council as part of Year-end Budget Monitoring Report

Table 2 – Summary of reallocations under \$100,000

Description	Amount \$
To fund project deficit on project completion	\$23,840

Table 3 - Reallocations greater or equal to \$100,000 and under \$500,000

ID	Transfer From	Transfer To	Entry Description	Amount \$
BR-21CAP-54	WC0030 Collection Operations Centre	WC0003 Administration Building Renewal	Additional funds are needed due to need to obtain detailed drawings of existing buildings as well as geo-thermal and snow drift analysis.	100,000
BR-21CAP-55	TC0069 Transit Customer Service kiosks - new	TC0076 Farebox Upgrade Phase 2	Change in priorities due to Covid impacts.	150,000
BR-21CAP-67	FS0054 Facilities Renewal	RF0080 Facilities Renewal	Funding required for Sportsdome turf replacement	450,000
BR-21CAP-69	WC0018 Materials Recovery Facility	WP0006 Public Drop Off Scales and Software Upgrade	Additional funds required for scales upgrade.	400,000
BR-21CAP-70	GG0256 Clearing Account for Reallocations (\$111,200) PN0563 Road Reconstruction Surface Asphalt sealer (\$198,700) PN0046 Niska Road- City Bondary/Downey Road (\$101,300)	GG0256 Clearing Account for Reallocations RD0391 Road Restoration and Resurfacing Program	Additional funding for annual asphalt program, to complete planned work.	69,500 341,700
BR-21CAP-71	WT0009 Groundwater Protection	WT0061 Calico Station Upgrades	Additional funds required for the Calico Well	340,000
Grand Total	n/a	n/a	n/a	1,851,200

Table 4 - Reallocations greater than \$500,000 (based on the total reallocated to one capital account) to be approved by Council as part of the 2021 Year-End Budget Monitoring Report

ID	Transfer From	Transfer To	Entry Description	Amount \$
BR-21CAP-76	ST0003 Biosolids Facility Upgrade	GG0256 Clearing Account for Reallocations ST0001 Plant Generators	Additional funding for work needed to bring generators up to current TSSA code	532,000
				350,000
BR-21CAP-77	PN0025 Bagot Street – Drew to Mercer (\$38,000) PN0060 Wyndham St – Phase 1 – Carden to MacDonell (\$97,000) PN0061 Wyndham St – Phase 3 – Cork to Douglas (\$114,000) PN0004 100 Steps (\$229,000) PN0748 Eramosa – Metcalfe to Glenhill (\$14,000) PN0011 Norwich Pedestrian Bridge (\$163,400) PN0102 Water – Maple to Gordon (\$174,700)	PN0879 Downtown Infrastructure Revitalization Program Coordination	Additional funding to complete necessary work for overall program scoping and preliminary costing	830,100
Grand Total	n/a	n/a	n/a	1,712,100