

## **TRANSPORTATION FUNDING MECHANISMS STUDY – REFERRAL REPORT**

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### **EXECUTIVE SUMMARY**

At the 2015 June 15 Combined Meeting of Council, and in relation to Report TT2015-0413, Transportation Capital Funding Mechanisms Study, Council directed Administration to “conduct a stakeholder engagement program” on a shortlist of recommended transportation funding mechanisms and “report back to the SPC on Transportation and Transit no later than 2016 February.”

In 2015 October, the Administrative Leadership Team (ALT) recommended that the task (stakeholder engagement) be deferred in order to coincide with parallel engagement processes identified as part of the Build Calgary program. These parallel engagement processes are now expected to be conducted in 2016 Q2 on a multi-departmental basis.

The process of including public engagement of potential transportation capital infrastructure funding mechanisms under a multi-departmental engagement program is consistent with Build Calgary’s approach to alignment of all of the processes related to capital infrastructure investment. Reporting separately is no longer optimal or efficient. Accordingly, Administration is proposing not to report on transportation funding mechanisms separately and to instead refer the reporting on infrastructure funding to the reporting on related Build Calgary initiatives.

### **ADMINISTRATION RECOMMENDATION(S)**

That the SPC on Transportation & Transit recommend that Council refer the directions (Attachment 1) of report TT2015-0413, Transportation Capital Funding Mechanisms Study, to be addressed, on a multi-departmental basis through related Build Calgary initiatives going forward.

### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 JANUARY 20:**

That the Administration Recommendation contained in Report TT2016-0022 be approved.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

On 2015 June 15 Council approved the recommendations contained in TT2015-0413 directing Administration to:

1. Conduct a public stakeholder engagement program, including coordinating efforts with stakeholders interested in conducting complementary engagement, to obtain and incorporate feedback on the short list of transportation funding mechanisms identified as best suited to fund the future projects and programs listed as “unfunded” in Investing in Mobility; and
2. Incorporate feedback from public stakeholders, finalize a recommended package of funding mechanisms, including implementation proposals for Action Plan consideration, and report back to the SPC on Transportation and Transit no later than 2016 February.

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### **BACKGROUND**

Over the past several years, Transportation has brought forward several reports related to the funding and financing of capital infrastructure projects and programs. Limited funding for infrastructure projects is currently available to The City from traditional sources. Funding amounts from provincial and federal government grants have declined and program cash flows have fluctuated, negatively impacting the delivery of projects and programs. New sources of stable and reliable funding will be required by The City in order to deliver projects and programs on the unfunded lists associated with its various infrastructure investment plans (IIPs).

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

Since the time of Council's direction on TT2015-0413, Build Calgary's corporate approach to alignment of all the processes involved in City infrastructure projects has 'enveloped' the stakeholder engagement component of the Transportation Funding Mechanisms Study. It is anticipated that a multi-departmental stakeholder engagement initiative will proceed in Q2 2016, benefitting from the engagement and communications planning work undertaken already.

Accordingly, Administration is proposing not to report on transportation funding mechanisms separately and to instead refer the reporting on capital infrastructure funding to the reporting on related Build Calgary initiatives.

### **Stakeholder Engagement, Research and Communication**

In light of ALTs recommendation, Transportation did not proceed with conducting engagement activities involving public stakeholders or local special interest organizations (e.g. Van Horne Institute, Manning Centre). However, the Chamber of Commerce's complimentary 'Citizens Commission on Municipal Infrastructure' initiative proceeded on an independent basis.

### **Strategic Alignment**

There are no implications associated with this report.

### **Social, Environmental, Economic (External)**

There are no implications associated with this report.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

None with this report

#### **Current and Future Capital Budget:**

None with this report

### **Risk Assessment**

No risks have been identified in relation to this report.

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**REASONS FOR RECOMMENDATIONS:**

The Transportation Funding Mechanisms Study is part of a broader City approach to alignment of all of the processes related to capital infrastructure investment, warranting a shift of reporting to Build Calgary.

**ATTACHMENT(S)**

Attachment 1: TT2015-0413 – Decision 2015 June 15 (Combined Meeting of Council)