

TRANSPORTATION CAPITAL BUDGET PROJECTIONS 2015-2024

Figures 1.1 and 1.2 show the Transportation Department’s projected funding levels per year from 2015 to 2024, along with the breakdown by funding source. These figures do not include \$167 million in GreenTRIP Phase 2 funding from the Province since the timing of those funds is unknown. The figures also do not include potential Federal Building Canada Fund (BCF) contributions since the amount and timing are unknown.

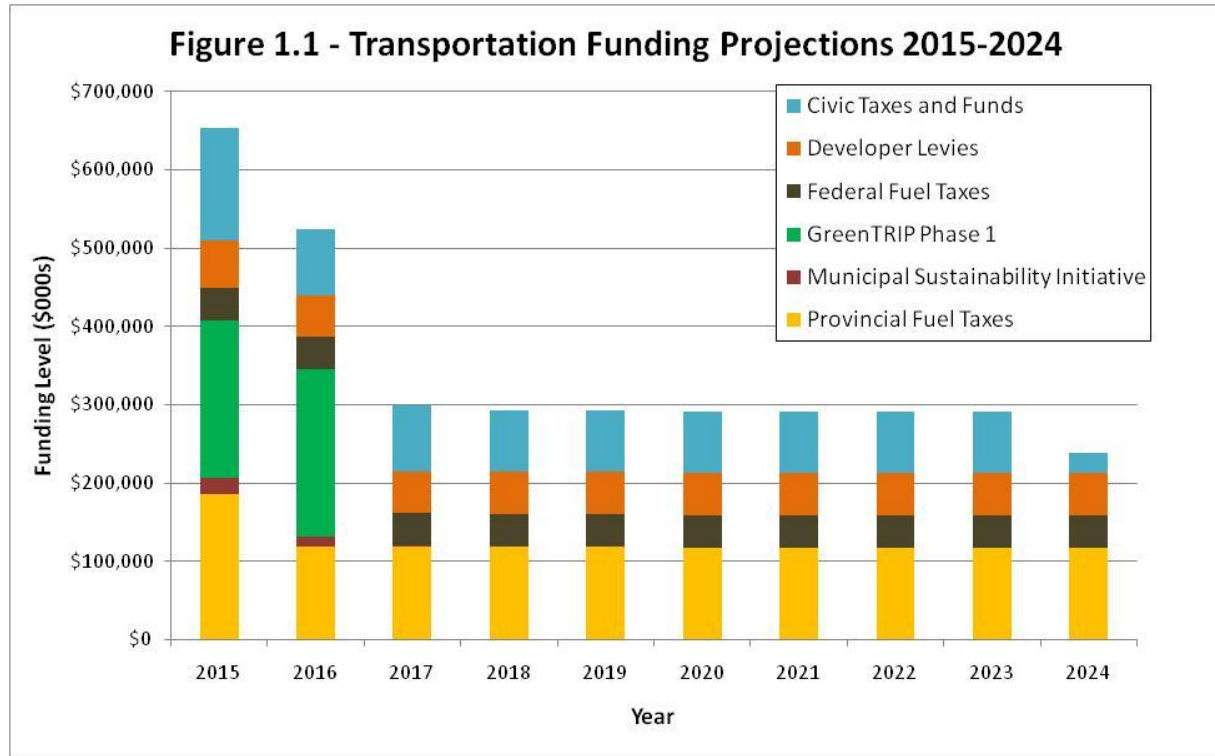


Figure 1.2 – Tabulated Transportation Funding Projections 2015-2024

Funding Source	Annual Funding (\$000s)									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Provincial Fuel Taxes	\$185,400	\$119,000	\$119,000	\$119,000	\$119,000	\$117,000	\$117,000	\$117,000	\$117,000	\$117,000
Municipal Sustainability Initiative	\$21,293	\$12,645	\$810	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GreenTRIP Phase 1	\$200,000	\$213,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Fuel Taxes	\$41,500	\$41,500	\$41,500	\$41,500	\$41,500	\$41,500	\$41,500	\$41,500	\$41,500	\$41,500
Developer Levies	\$60,727	\$53,759	\$53,792	\$53,826	\$53,636	\$53,636	\$53,636	\$53,636	\$53,636	\$53,636
Civic Taxes and Funds	\$144,788	\$83,788	\$83,788	\$78,788	\$78,788	\$78,788	\$78,788	\$78,788	\$78,788	\$26,788
TOTAL	\$653,708	\$523,692	\$298,890	\$293,114	\$292,924	\$290,924	\$290,924	\$290,924	\$290,924	\$238,924

The Transportation Department will have up to \$3.7 billion in capital funding available over the 2015 to 2024 period, when GreenTRIP Phase 2 and potential BCF contributions are added to the totals shown in Figure 1.2. Compared with the identified need of \$5.6 billion in capital funding over the next 10 years, this will result in a \$1.9 billion funding gap.

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FUNDING SOURCE HIGHLIGHTS

- **Fuel Tax – Provincial:**

Due to the revised funding agreement between The City and the Province, funding from Provincial Fuel Taxes has increased from about \$94 million per year in 2010 to \$119 million per year as of 2013. However, fuel efficiency standards for new vehicles that come into effect across North America in 2016 are projected to cause fuel tax revenues to begin to decline by 2020 as efficiencies exceed growth rates in Calgary.
- **Municipal Sustainability Initiative (MSI):**

The funding shown for the MSI in Figures 1.1 and 1.2 reflect financing costs for previous borrowing to accelerate funds from this grant program (for projects such as West LRT and the Airport Tunnel). MSI concludes in 2017, and no replacement grant program has been announced by the Province.
- **GreenTRIP:**

The City began to receive the first phase of GreenTRIP funds in 2013, with the rest of the funds scheduled to arrive in 2015 and 2016. These funds have been allocated to the West LRT, Southeast Transitway pre-design and light rail vehicle purchases. The application period for GreenTRIP Phase 2 falls between 2014 April 15 and 2014 November 30, during which time Administration will submit applications for Council-directed projects.
- **Fuel Tax – Federal:**

In 2013, the Federal government announced that it would begin to index Federal Fuel Taxes against inflation (at an assumed 2% per year). These projections assume Federal Fuel Tax grants for transportation projects will be effectively stable over the 2015 to 2024 period.
- **Developer Levies:**

Projected funding from developer levies has increased significantly when compared to the previous 2013-2022 Investing in Mobility plan. New corporate estimates for the number of suburban hectares that will be developed have nearly tripled since 2012. The majority of this funding must be allocated to infrastructure projects that directly support new suburban growth, with the remainder used to alleviate downstream impacts caused by new growth. Funding is smoothed over the period and will vary annually.
- **Civic Taxes and Funds:**

Unlike Provincial and Federal grants, which are limited to only certain types of capital projects, funding from civic taxes and other funds (such as Calgary Parking Authority revenues) is unconstrained. Civic taxes are therefore a critical part of Transportation's funding, since many programs (particularly lifecycle and asset management programs) are not eligible for grants. This category includes the Green Line Fund that will be used to build the first, bus-based phases of the Green Line Program.