



Policy costing

Invest in public transport, while making cycling and walking safe and accessible	
Party:	Australian Greens
Summary of proposal: This proposal has two components. <ul style="list-style-type: none">• Component 1: Provide ongoing grant funding of \$2,500 million per year to the states and territories for public transport. This component would also re-allocate existing road toll funding to public transport.<ul style="list-style-type: none">- The re-allocation of road toll funding to public transport represents a redistribution of funds, therefore there are no Commonwealth budget financial implications for this element.• Component 2: Provide ongoing grant funding to the states and territories of \$250 million per year for active transport such as cycling and walking infrastructure. Both components would have effect from 1 July 2019.	

Costing overview

This proposal would be expected to decrease both the fiscal and underlying cash balances by \$11,000 million over the 2019-20 Budget forward estimates period. This impact entirely reflects an increase in administered expenses.

The proposal would be expected to have an ongoing impact that extends beyond the 2019-20 Budget forward estimates period. A breakdown of the financial implications over the period to 2029-30 is provided at [Attachment A](#).

Table 1: Financial implications (\$m)^(a)

	2019–20	2020–21	2021–22	2022–23	Total to 2022–23
Fiscal balance	-2,750	-2,750	-2,750	-2,750	-11,000
Underlying cash balance	-2,750	-2,750	-2,750	-2,750	-11,000

(a) A positive number represents an increase in the relevant budget balance; a negative number represents a decrease.

Methodology

The financial implications represent specified capped amounts of administered funding. The additional administrative workload associated with this proposal is not expected to require additional departmental funding.

Attachment A – Invest in public transport, while making cycling and walking safe and accessible – financial implications

Table A1: Invest in public transport, while making cycling and walking safe and accessible – Fiscal and underlying cash balances (\$m)^(a)

	2019–20	2020–21	2021–22	2022–23	2023–24	2024–25	2025–26	2026–27	2027–28	2028–29	2029–30	Total to 2022–23	Total to 2029–30
Expenses													
<i>Administered</i>													
<i>Component 1 – Increase funding for public transport and move existing funding allocated to toll roads into public transport</i>	-2,500	-2,500	-2,500	-2,500	-2,500	-2,500	-2,500	-2,500	-2,500	-2,500	-2,500	-10,000	-27,500
<i>Component 2 – Increase funding for active transport</i>	-250	-250	-250	-250	-250	-250	-250	-250	-250	-250	-250	-1,000	-2,750
Total – administered	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-11,000	-30,250
Total – expenses	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-2,750	-11,000	-30,250

(a) A positive number for the fiscal balance indicates an increase in revenue or a decrease in expenses or net capital investment in accrual terms. A negative number for the fiscal balance indicates a decrease in revenue or an increase in expenses or net capital investment in accrual terms. A positive number for the underlying cash balance indicates an increase in receipts or a decrease in payments or net capital investment in cash terms. A negative number for the underlying cash balance indicates a decrease in receipts or an increase in payments or net capital investment in cash terms.