

Total Transport Infrastructure Expenditure including Payments for Specific Purposes to Support State Infrastructure Services in Budget and payments to non-state entities, equity and loans															
Financial Year	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Payments to support state infrastructure services (BP3, Table 2.9)	2,490.82	6,159.62	5,789.48	3,735.02	7,754.40	3,635.73	6,910.29	4,873.52	5,540.34	7,401.00	7,173.93	6,336.41	5,567.29	5,021.05	4,546.28
IP - payments to non-state entities*	46.25	71.34	66.70	54.48	44.30	48.21	54.72	77.05	79.30	109.48	155.52	139.14	167.04	130.32	60.32
FAGs (untied local road grants) (part of BP3, Table 2.12)#	542.73	728.68	600.73	647.77	842.12	663.19	365.50	1,059.07	351.67	1,067.16	761.76	397.75	786.69	817.68	851.45
Support through Alternative Funding and Financing^	0.00	422.00	766.90	558.20	409.30	211.70	18.00	25.00	21.00	740.21	1,362.49	1,734.55	2,139.04	2,241.39	3,036.28
TOTAL	3,079.80	7,381.64	7,223.81	4,995.47	9,050.12	4,558.83	7,348.51	6,034.64	5,992.30	9,317.85	9,453.70	8,607.85	8,660.06	8,210.44	8,494.34

Notes

* Payments to support non-state entities are spread across the Budget Papers, and include: grants for transport infrastructure delivered by Commonwealth-owned Corporations, such as the Australian Rail Track Corporation; Transport Infrastructure Research, Development and Planning works undertaken by Commonwealth agencies; and other minor Commonwealth and non-state grant funding allocations.

Financial Assistance Grants are provided to local governments through State Governments to support local government services. This line includes the component of the FAGs provided on the basis of supporting local roads. Note that these figures include the supplementary Payments for South Australian local roads (detailed in the first half of Table 2.12 on page 64 of BP3) as well as the ongoing grants (detailed in the second half of Table 2.12 on page 65 of BP3).

^ Government support for transport infrastructure through Alternative Funding and Financing includes equity injections to support major project such as Inland Rail and Western Sydney Airport, as well as concessional loan arrangements, such as for WestConnex and Sunshine Coast Airport.

	13-14 to 21-22	18-19 to 21-22	18-19 to 27-28
Funding Allocation			
Grant funding under the Infrastructure Investment Program*			
Funding for continuing projects and programs and unallocated funding	45,907.0	17,676.4	24,545.4
Budget 2018: Funding for new Pipeline Projects (excepting projects under the National Rail Program)	3,027.5	3,027.5	19,670.5
Budget 2018: Funding for works under the National Rail Program	1,267.0	753.7	4,583.8
Grant funding under the Infrastructure Investment Program	50,201.5	21,457.6	48,799.7
Financial Assistance Grants (untied local road grants)	6,418.7	2,833.6	7,942.3
FAGS (untied local road grants)	40.0	20.0	20.0
Additional FAGs funding for South Australia	6,458.7	2,853.6	7,962.3
Total FAGS (untied local road grants)	11,318.0	9,151.3	14,967.1
Equity Allocations and Concessional Loans			
Total Equity Allocations			
Other Infrastructure Programs	0.0	0.0	0.0
Funding for projects under the Asset Recycling Initiative	2,298.4	369.6	369.6
Special payments to WA for Transport Infrastructure	1,215.1	0.0	0.0
Other minor transport infrastructure programs [^]	628.1	140.7	140.7
Total Minor Programs funding	4,141.5	510.3	510.3
Total Transport Infrastructure Investment as at Budget 2018 (without Contingent Liabilities)	72,119.7	33,972.7	72,239.3
Funding for specific projects as recorded as Contingent Liabilities	0.0	0.0	0.0
East West Link	3,000.0	3,000.0	3,000.0
Perth Freight Link	1,160.0	1,160.0	1,160.0
Total allocations held as Contingent Liabilities	4,160.0	4,160.0	4,160.0
Total investment allocation, including Contingent Liabilities	76,279.7	38,132.7	76,399.3

Notes

* Funding under the Infrastructure Investment Program includes: grant funding, including payments and commitments to land transport projects and subprograms delivered by States, Territories, Commonwealth-owned Corporations (such as ARTC) and others through the IP; new initiatives including the Urban Congestion Initiative, the Roads of Strategy Importance Initiative and the Major Project Business Case Fund; and funding for transport infrastructure research, development and planning works undertaken by the Commonwealth. It does not include funding held as Contingent Liabilities and/or within the Contingent Reserve for IP projects.

[^] Other minor programs include a range of allocations for works outside the IP, such as funding for the Western Sydney City Deal. For a full list of additional programs, see BP3 Table 2.9