

## 2023-2026 Traffic Safety Automated Enforcement Reserve Schedule and Detailed Revenue

### Forecast

(in \$ million)

	2023 Estimated	2024 Estimated	2025 Estimated	2026 Estimated
<b>Total Revenue (Estimated)</b>	23.3	20.8	18.7	16.8
<b>Total Funding From the Reserve</b>				
<u>Operating Expenditures</u>				
Edmonton Police Service*	22.3	22.3	22.3	22.3
Safe Mobility Section	13.9	14.0	14.2	14.2
	<u>36.2</u>	<u>36.3</u>	<u>36.5</u>	<u>36.5</u>
<u>Capital Expenditures</u>				
Safe Crossings (CM-66-2585)	3.1	3.1	3.1	3.1
Safe and Livable Community Streets	2.3	2.7	2.6	2.6
Automated Enforcement Asset Renewal	1.3	1.2	1.0	1.0
	<u>6.6</u>	<u>7.0</u>	<u>6.7</u>	<u>6.7</u>
<b>Total Funding From Reserve</b>	<u>42.8</u>	<u>43.3</u>	<u>43.2</u>	<u>43.2</u>
<b>Annual Surplus / (Deficit)</b>	(19.5)	(22.5)	(24.5)	(26.4)
<b>Opening Reserve Balances</b>	(7.3)	(26.8)	(49.3)	(73.8)
<b>Closing Reserve Balance (Cumulative)</b>	(26.8)	(49.3)	(73.8)	(100.2)
<b>Minimum Balance - 5% of Revenues</b>	<u>1.2</u>	<u>1.0</u>	<u>0.9</u>	<u>0.8</u>
<b>Available Funds (Closing less Minimum)</b>	(28.0)	(50.3)	(74.7)	(101.0)
<b>Without Funding to Edmonton Police Service*</b>				
<b>Closing Reserve Balance (Cumulative)</b>	(4.5)	(4.7)	(6.9)	(11.0)
<b>Minimum Balance - 5% of Revenues</b>	<u>1.2</u>	<u>1.0</u>	<u>0.9</u>	<u>0.8</u>
<b>Available Funds (Closing less Minimum)</b>	(5.7)	(5.7)	(7.8)	(11.8)

\* Assuming current funding level of \$22.3M annually

This estimated reserve schedule provides an overview of reserve status based on forecasted revenue, existing Edmonton Police Service funding level, and recommended Safe Mobility funding through 2023-2026. As shown at the bottom of the chart, estimated expenses significantly outweigh forecasted revenue, and at the end of the four year period, TSAER would be in a deficit position of \$101 million.

The bottom section of that chart outlines the reserve schedule with Safe Mobility expenses included only, which would result in an \$11.8 million deficit at the end of 2026.

**Traffic Safety Automated Enforcement Reserve 2023-2026 Detailed**

**Revenue Forecast** (in \$ million)

Year	Mobile Automated Enforcement	Intersection Safety Devices		Total
		Speed	Red Light	
2023	\$7.6	\$11.9	\$3.8	<b>\$23.3</b>
2024	\$7.4	\$10.1	\$3.3	<b>\$20.8</b>
2025	\$7.3	\$8.6	\$2.8	<b>\$18.7</b>
2026	\$7.1	\$7.3	\$2.4	<b>\$16.8</b>
<b>Total</b>	<b>\$29.4</b>	<b>\$37.9</b>	<b>\$12.3</b>	<b>\$79.6</b>

The decreasing trend in TSAER revenues is expected to continue for the 2023-2026 budget cycle. Violation trends since 2012 demonstrate a year over year decline in infractions at previously established sites as driver behaviour improves through the presence of automated enforcement. Annually, mobile automated enforcement sites experience a 10% reduction and intersection safety devices see a 15% reduction. This is a positive outcome and the ultimate purpose of automated enforcement: fewer and less severe violations.