

2020 Election Commitment – ACT Greens

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| Name of Commitment: | Light rail to Mawson / Express light rail studies | Reference Number: GRN018 |
| Request Submitted by: | Shane Rattenbury MLA, ACT Greens | |
| Date Request Received: | 08-Oct-20 | |
| Additional Information Requested (details and date) | N/A | |
| Additional Information Received (details and date) | N/A | |

| Financial Implications | | | | | |
|-------------------------------------|-----------------|----------------|----------------|----------------|-----------------|
| Impact On: | 2020-21 | 2021-22 | 2022-23 | 2023-24 | TOTAL |
| | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 |
| Revenues ^(a) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Expenses ^{(a)(b)} | -1,500.0 | 0.0 | 0.0 | 0.0 | -1,500.0 |
| - Employee Expenses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| - Other Expenses | -1,500.0 | 0.0 | 0.0 | 0.0 | -1,500.0 |
| - Cost of Financing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Depreciation | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Net Operating Balance | -1,500.0 | 0.0 | 0.0 | 0.0 | -1,500.0 |
| Capital Requirement | -1,000.0 | 0.0 | 0.0 | 0.0 | -1,000.0 |
| Capital - Offset from Athllon Drive | 2,500.0 | 0.0 | 0.0 | 0.0 | 2,500.0 |
| Net Capital Requirement | 1,500.0 | 0.0 | 0.0 | 0.0 | 1,500.0 |
| Cash Surplus/Deficit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

(a) A negative number indicates a decrease in revenue or an increase in expenses.
(b) Excludes depreciation

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| Other Information |
| Costing Methodology Used: |
| - Costing Technique: |
| Treasury has assessed the proposed funding levels against the costs of similar projects and considers them reasonable for the scope of work proposed. |
| - Proposal Parameters: |
| <ul style="list-style-type: none"> Investigative studies would commence in late 2020 or early 2021 and be completed within six months with the scope to be matched to the identified funding level. The cost of the investigative studies would be offset by the funding currently included in the budget for planning and design works for the duplication of Athllon Drive (\$2.5 million in capital in 2020-21). Any administrative costs associated with implementing the proposal would be absorbed by the agency. |
| Caveats or qualifications to the costing: |
| <ul style="list-style-type: none"> The published commitment for City to Woden Light Rail Express Services makes an explicit commitment that every second service in peak times on that route will be an express service. This may require the construction of 'by-pass' infrastructure at each station and light rail vehicles and depot space to house them. The costs for this commitment may be significant, and have not been estimated or included. The forward estimates contain a provision of \$76.7 million for the duplication of Athllon Drive that may be deferred should these studies be undertaken. The policy document describing this initiative notes that the extension to Mawson would only go ahead if "it is shown to be financially sensible". As the actual construction is conditional and would be subject to future consideration, Treasury has not sought to estimate its cost for the purpose of this costing. |
| Other Comments: |
| The costing request states that any work to duplicate Athllon Drive in the Woden Valley should be put on hold while the light rail extension is considered. |
| - Statistical Data Used: |
| Treasury estimates. |



David Nicol
Under Treasurer
14 October 2020