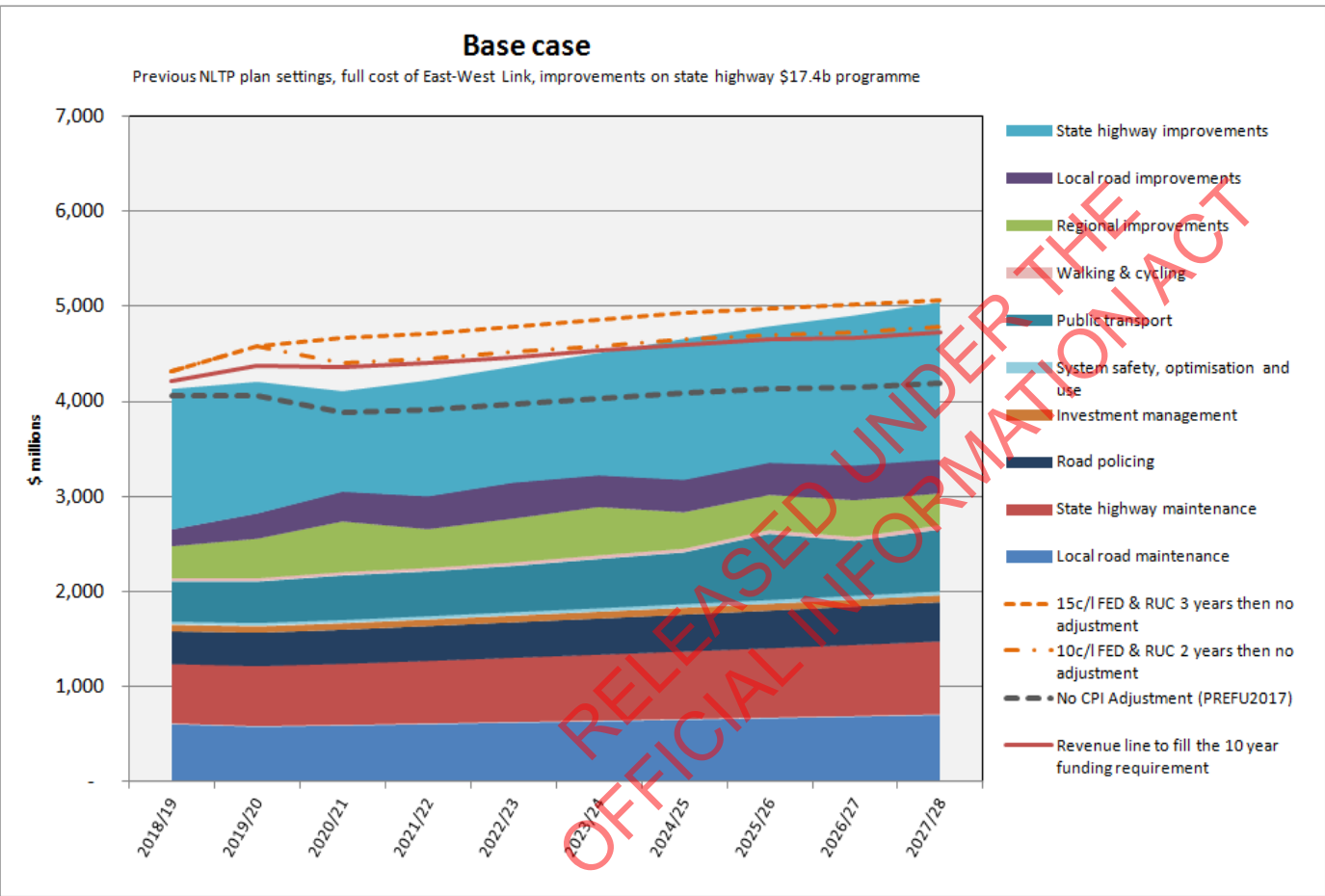


Funding scenarios for GPS 2018

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

February 2018

Base case



Summary

- State highway improvements spending is at levels planned to 2028 under previous settings including ATAP 1.1.
- East-West Link at original full scope.
- Future Regional Improvements activity class based on consistent application of ONRC and location.
- Expenditure in other activity classes is based on current NLTP levels, with increases in line with assumed inflation and growth.
- This scenario has no separate provision for heavy rail or mass transit funding.

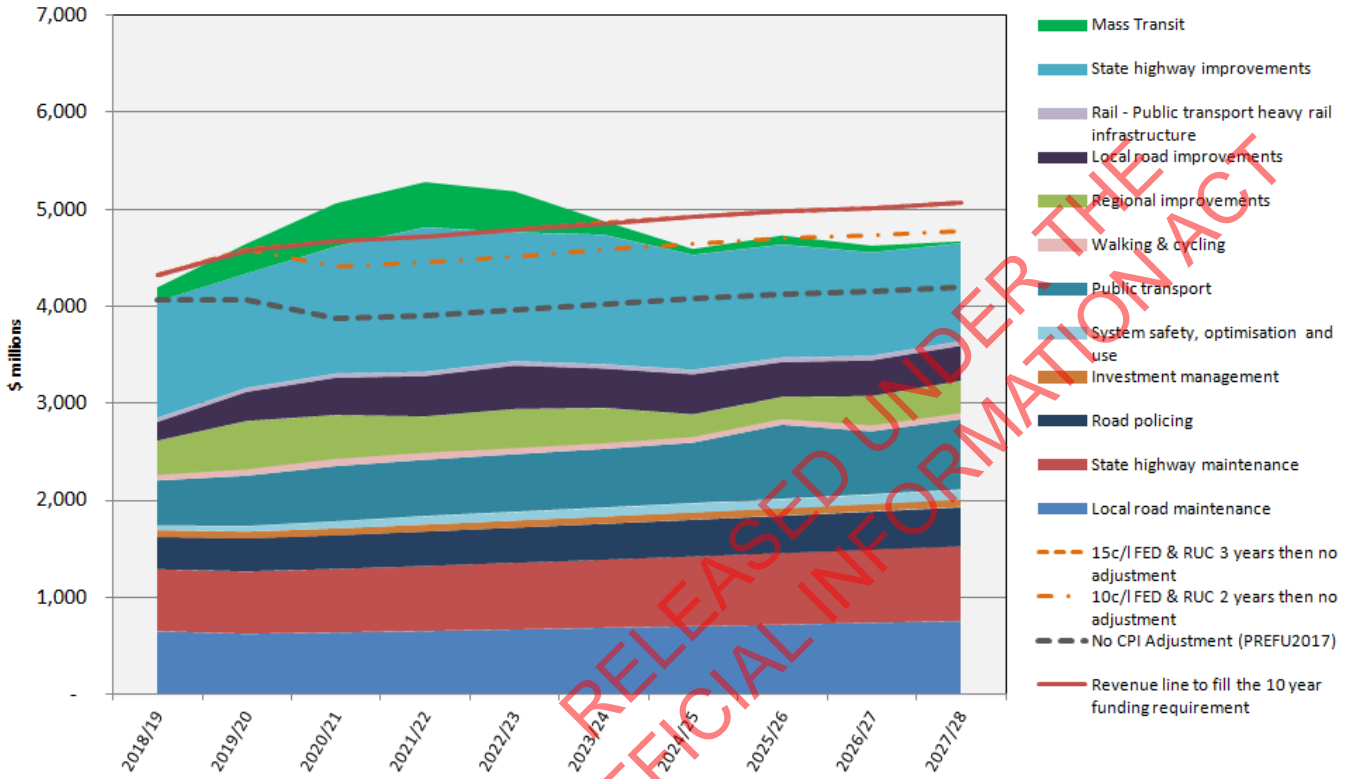
Notes

- The 10 year additional funding requirement (compared to PREFU 2017) is \$4.5 billion which could be filled with 3 equal annual FED/RUC increases of 3.0 cents per litre starting 2018/19 as shown by the red revenue line.

CBD-Airport Mass Transit @ 51%NLTF PAYGO, 15b SH programme

Mass transit PAYGO 51% NLTF, \$15b SH programme

MT (CBD-Airport only), increased PT and system safety optimisation & use, footpath maintenance, 75% FAR local road safety



Summary

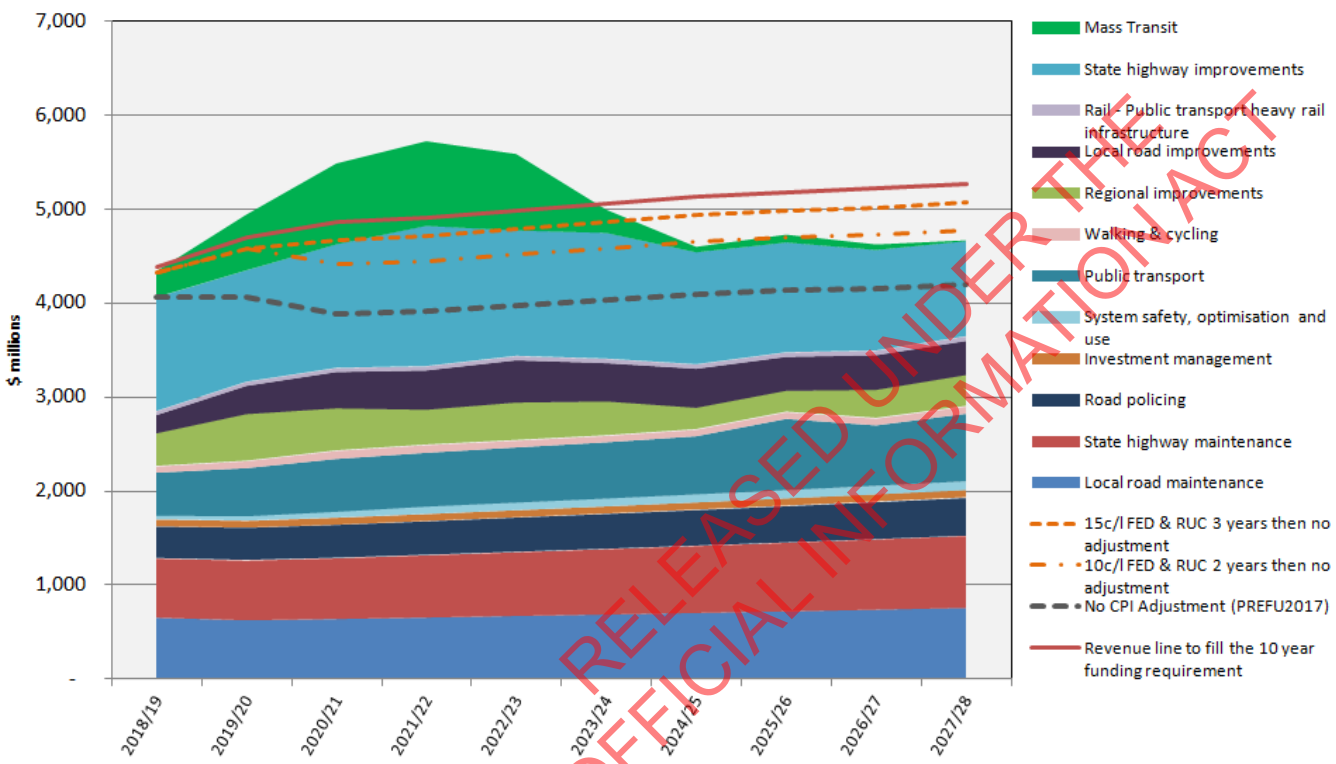
- State highway improvements projects (spread over State highway improvements and Regional improvements activity classes) have a very high, high or medium results alignment or cost-benefit appraisal in their shadow assessment profiles, e.g. HL, MM, LH.
- East-West Link at reduced scope.
- Mass transit programme (CBD to Airport ONLY) funded 51% NLTF on a PAYGO basis, which reflects normal FAR - other mass transit projects assumed not delivered via the NLTF
- Expenditure in a number of other activity classes, including footpath maintenance, is increased in response to the Government's GPS signals.
- Higher FAR for local road safety improvements initiative
- Includes provision for public transport heavy rail, but no rail freight funding.

Notes

- The 10 year additional funding requirement (compared to PREFU 2017) is \$7.4 billion which could be filled with 3 equal annual FED/RUC increases of 5.0 cents per litre starting from 2018/19. Even then, some form of financial arrangement to smooth expenditure over the decade would still be needed.

CBD-Airport Mass Transit @ 100% NLTF PAYGO, \$15b SH programme

Mass transit PAYGO 100% NLTF, \$15b SH programme
 MT (CBD-Airport only), increased PT and system safety optimisation & use, footpath maintenance



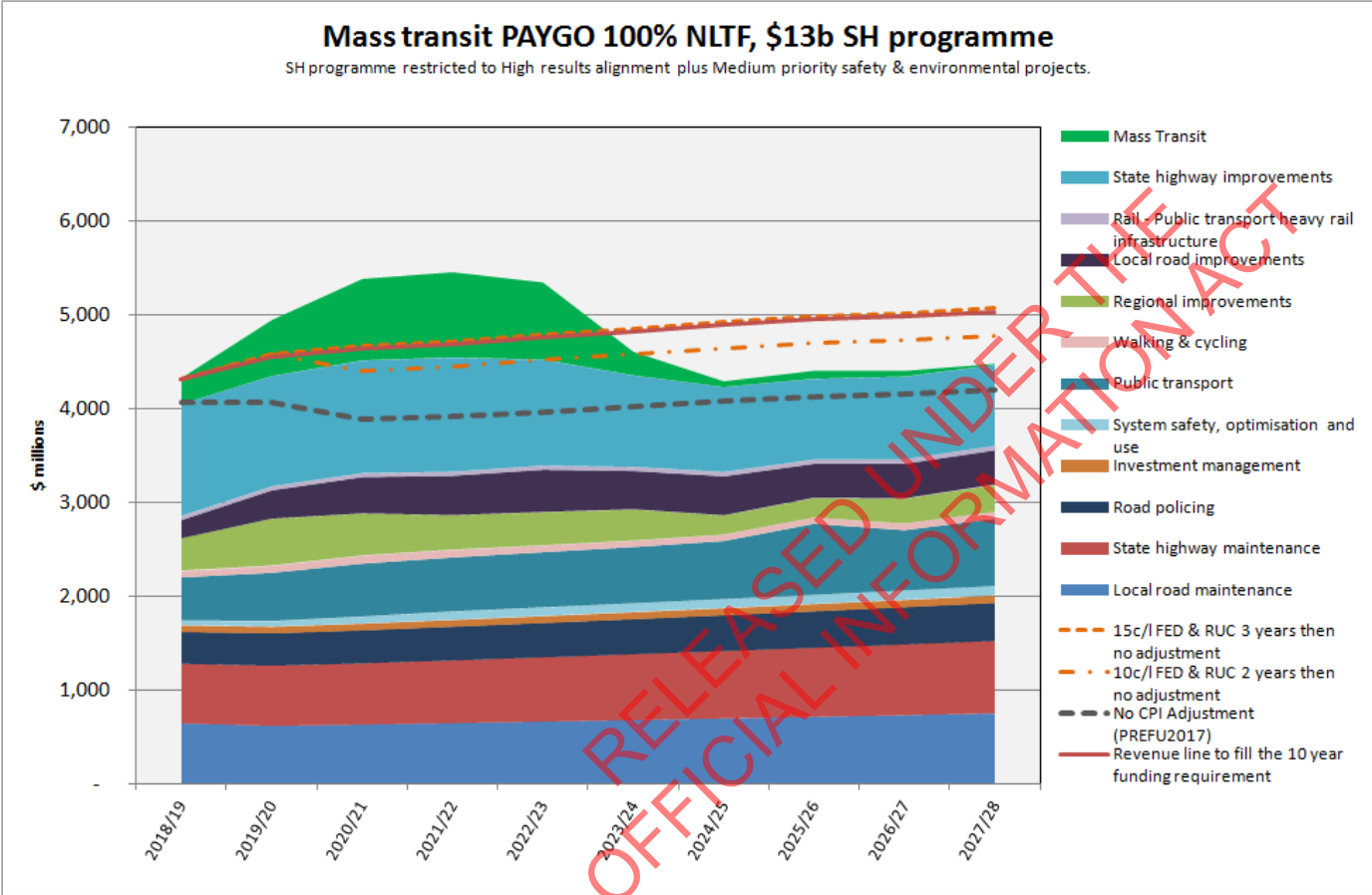
Summary

- State highway improvements projects (spread over State highway improvements and Regional improvements activity classes) have a very high, high or medium results alignment or cost-benefit appraisal in their shadow assessment profiles.
- Mass transit programme (CBD-Airport ONLY) funded **100% NLTF on a PAYGO basis**
- East-West Link at reduced scope.
- Expenditure in a number of other activity classes, including footpath maintenance, is increased in response to the Government's GPS signals.
- Higher FAR for local road safety improvements in this and all except the final scenario
- Includes provision for public transport heavy rail, but no rail freight funding

Notes

- The 10 year additional funding requirement (compared to PREFU 2017) is \$9.2billion which could be filled with 3 equal annual FED/RUC increases of 6.2 cents per litre starting in 2018/19. Even so, some form of financial arrangement to smooth expenditure over the decade would still be needed

CBD-Airport Mass Transit @ 100% NLTF PAYGO, reduced \$13b SH programme



- ### Summary
- State highway improvements expenditure in State Highway Improvements and Regional Improvements activity classes **reduced by constraining the programme to projects with very high or high results alignment other than safety and environmental projects**
 - Mass transit programme (CBD-Airport only) funded 100% NLTF on a PAYGO basis
 - East-West Link at reduced scope.
 - Expenditure in a number of other activity classes, including footpath maintenance, is increased in response to the Government's GPS signals.
 - Higher FAR for local road safety improvements initiative
 - Includes provision for public transport heavy rail, but no rail freight funding

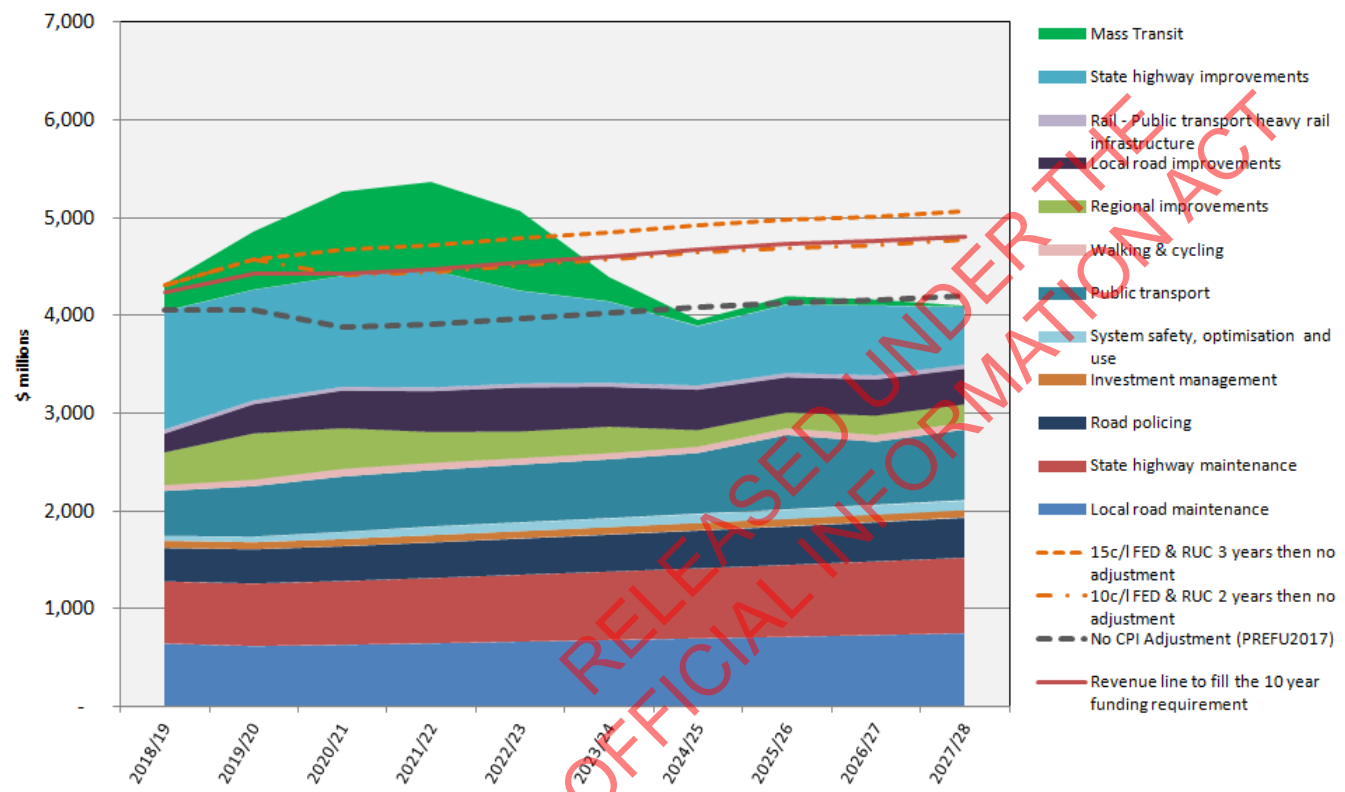
Notes

- The 10 year additional funding requirement (compared to PREFU 2017) is \$7.2billion which could be filled with 3 equal annual FED/RUC increases of 4.8 cents per litre starting 2018/19. Even so, some form of financial arrangement to smooth expenditure over the decade would still be needed.

CBD-Airport Mass Transit @ 100% NLTF PAYGO, further reduced \$11b SH Programme

Mass transit PAYGO 100% NLTF, \$11b SH programme

Further reductions in SH programme to \$11b based on urgency



Summary

- State highway improvements expenditure in State Highway Improvements and Regional Improvements activity classes **further reduced by reprogramming based on project urgency**
- East-West Link at reduced scope.
- Mass transit programme (CBD-Airport only) funded 100% NLTF on a PAYGO basis
- Expenditure in a number of other activity classes, including footpath maintenance, is increased in response to the Government's GPS signals.
- Includes provision for public transport heavy rail, but no rail freight funding.

Notes

- The 10 year additional funding requirement (compared to PREFU 2017) is \$5.2 billion which could be filled with 3 equal annual FED/RUC increases of 3.5 cents per litre starting 2018/19. Even so, some form of financial arrangement to smooth expenditure over the decade would still be needed.