



Parliamentary Budget Office - Election Policy Costing

NSW Parliament • Parliament House, Macquarie Street Sydney NSW 2000

Referred By: Australian Labor Party
Date Referred: 15/03/2019

Proposal No: B477
Date Published: 18/03/2019

Proposal Title: Rail – station upgrades and commuter car parks

Cluster: Transport

General Government Sector Impacts

	2018-19 \$'000	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	4 year Total \$'000
Expenses (ex. depreciation)	-	-	-	-	-
Depreciation	-	-	-	-	-
Less: Offsets	-	-	-	-	-
Revenue	-	-	-	-	-
Net Operating Balance:	-	-	-	-	-

Capital Expenditure	-	50,000	100,000	80,000	230,000
Capital Offsets	-	-	-	-	-
Net Capital Expenditure:	-	50,000	100,000	80,000	230,000

Net Lending/(Borrowing):	-	(50,000)	(100,000)	(80,000)	(230,000)
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Total State Sector Impacts

Net Lending/(Borrowing):	-	(50,000)	(100,000)	(80,000)	(230,000)
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Notes and costing assumptions

The policy proposes to allocate an additional \$450 million of funding (capital) to the Transport Access Program (TAP) from 2019-20 to 2022-23 for the delivery of station upgrades and commuter car parks. This funding is on top of the Government's current budget.

Key assumptions:

- The current capital and recurrent funding profile of the Transport Access Program is outlined in the following table:

2018-19 \$'000	2019-20 \$'000	2020-21 \$'000	2021-22 \$'000	4 year total \$'000
132,883	294,601	272,702	179,909	880,095

- The PBO estimates the cost of the policy to be \$230 million over the forward estimates with an additional \$220 million in 2022-23, which takes the total budget impact to \$450 million.
- The policy assumes that TAP funding would be able to be spent on both upgrades to stations and commuter car parks. The PBO notes that commuter car parks are currently funded through Transport for NSW capital funding, not the TAP.