



SPECIAL MEETING

AGENDA

3 AUGUST 2015

Your attendance is required at a Special meeting of Council to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 3 August 2015 commencing at 1.30pm for transaction of the enclosed business.

A handwritten signature in black ink, appearing to be "C. R.", written in a cursive style.

CHIEF EXECUTIVE OFFICER
29 July 2015

Next Meeting Date: 11.08.15

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

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1 OPENING

2 PRESENT

Members Present:

The Mayor, Councillor M F Strelow (Chairperson)
Councillor C E Smith
Councillor C R Rutherford
Councillor G A Belz
Councillor S J Schwarten
Councillor A P Williams
Councillor R A Swadling
Councillor N K Fisher

In Attendance:

Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

4 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

5 OFFICERS' REPORTS

5.1 CURRENT FUNDING OPPORTUNITIES

File No:	4965
Attachments:	Nil
Authorising Officer:	Evan Pardon - Chief Executive Officer
Author:	Robert Holmes - General Manager Regional Services

SUMMARY

Following the announcement of both the Federal and State Government budgets there are a range of funding opportunities currently open or about to open. The majority of these opportunities do, however, require the Council to have at least matching funding for the projects for which funding is sought. This is submitted for the Council's direction on what projects are to be proposed for funding.

OFFICER'S RECOMMENDATION

THAT funding applications be submitted to the relevant programs for the projects as identified by Council.

COMMENTARY

Through both the Federal and State Budgets there have been a number of funding opportunities identified for local governments and this report outlines those opportunities, provides some suggested projects which could be submitted for funding and seeks direction from the Council on those projects. It should be noted that the majority of funding programs require at least a 50% funding contribution from the Council and that 50% must be in cash contribution and will not be accepted as a in-kind contribution. This does limit the available projects somewhat and the projects that have been suggested under each Grant Program is already in the Council's 10 year capital program and many are within the next few years that could be covered by these programs. The Programs currently under consideration are:

1. Building Our Regions (State)
2. Local Government Grants and Subsidies Program (State)
3. Bridges Renewal Programme (BRP) Round Two (Federal)
4. Community Resilience Fund (State)
5. Transport Infrastructure Development Scheme (State)

The following provides a snapshot of those programs.

BUILDING OUR REGIONS

The State Government has announced the new \$200 million Building our Regions Regional Infrastructure Fund (Building our Regions) will commence in 2016-17 as a targeted infrastructure program for local government projects. The primary purpose of the Building our Regions program is to provide funding for critical infrastructure in regional areas of the state, while also supporting jobs, fostering economic development and improving the liveability of regional communities.

The program forms a key element of the Queensland Government's overarching economic strategy—*Working Queensland*.

The funds

Funding of \$200 million is available for the program over two years from 2016-17 (i.e. \$100 million per annum). There are four focussed infrastructure funds under the program.

The three new funds which are managed by the department, include:

1. Regional Capital Fund (\$70 million over two years)
2. Royalties for Resource Producing Communities Fund (\$55 million over two years)
3. Remote Communities Infrastructure Fund (\$15 million over two years).

The fourth fund is the Transport Infrastructure Development Scheme (TIDS), which includes an additional \$60 million in funding. TIDS will continue to be managed by the Department of Transport and Main Roads and will be allocated through the Regional Roads Groups and is covered later in this report.

Eligible Projects

Projects should be critical to the functioning of a community, where delivery of the project will have a significant impact on the community's prosperity and wellbeing. The project should be 'shovel ready', support jobs, and foster economic development.

Council will be required to provide substantive evidence of the demand or need for the project, including the consequences of not addressing the issue, as well as evidence that the proposed project is an appropriate response to the identified demand or need.

Three main types of infrastructure projects will be eligible for funding:

- transport infrastructure (e.g. airports, transport projects and roads*)
- flood mitigation infrastructure (e.g. levees and drainage works)
- critical community infrastructure (e.g. water, waste water and sewerage, hard economic infrastructure such as commercial and tourism precincts).

*Road projects will be primarily funded by TIDS. Applications for road projects will be accepted under the three other funds, although they will be deemed a lower priority and will need to have been referred to the Regional Roads Group and not accepted for funding under TIDS.

Funding Limits

Councils will need to ensure that funding being sought for projects falls within the following funding limits, relevant to the fund Council has been allocated to:

- Regional Capital Fund—\$250,000 to \$5 million
- Royalties for Resource Producing Communities Fund—\$250,000 to \$5 million
- Remote Communities Infrastructure Fund—\$100,000 to \$500,000.

Co-contributions

Partnerships are key to delivering the program. The following outlines what co-contributions are required for each fund:

- Regional Capital Fund and Royalties for Resource Producing Communities Fund—under these funds, applications must include a matching co-contribution (50/50) from other sources—including councils, industry, the Australian Government or community groups.
- Remote Communities Infrastructure Fund—while not mandatory under this fund, applications with financial contributions from councils, industry, the Australian Government and others (e.g. community groups) will be viewed favourably during assessment.

Timeframes

Key program timeframes include:

- Opening of Round 1 of Building our Regions program: expected August 2015
- Announcement of successful projects: expected February 2016

- Commencement of successful projects under Round 1 of the program: July-December 2016.

As the Building our Regions program has a regional focus, it will be open only to regional Councils, including the non-urban councils of South East Queensland—Lockyer Valley, Scenic Rim and Somerset Regional Councils. Individual Councils have been allocated to one of the three funds and are eligible only under that fund. RRC is only eligible for the Regional Capital Fund.

Regional Capital Fund

The Fund is open to Councils of provincial cities and surrounding rural areas. Eligibility for funding under the Regional Capital Fund has been determined on geographical grounds using the Australian Bureau of Statistics' (ABS) Remoteness Structure. The ABS Remoteness Structure divides each state and territory into several regional categories, providing a measure of the remoteness of each Council. Councils eligible for funding under the Regional Capital Fund are those categorised as predominantly Inner Regional and/or Outer Regional.

Suggested projects:

- 1) Riverbank Smart City Precinct - \$5M project apply \$2.5M
- 2) Cedric Archer Park - RRC Budget \$700K in 2015/16 and \$1.15M in 2016/17.
- 3) Landfill Extension - RRC Budget \$1.22M in 2015/16, \$3.5M in 2016/17, \$3.5M in 2017/18 and \$2M in 2018/19 (Stated with total cost circa \$18M).
- 4) 42nd Battalion Pool Refurbishment and Redevelopment – RRC Budget \$1M in 2015/16.

LOCAL GOVERNMENT GRANTS AND SUBSIDIES PROGRAM (LGGSP)

Introduction and aims

The Queensland Government's 2015-16 Local Government Grants and Subsidies Program (LGGSP) is aimed at supporting local governments in the delivery of community, economic and social infrastructure projects.

The 2015-16 program acknowledges that 80% of the State is currently drought declared and that the impact of this widespread drought presents challenges to many communities, one of which is sustaining local employment.

The 2015-16 program therefore has a strong focus on supporting shovel-ready projects which generate local employment and build economic infrastructure. The program has a total of \$23.553M available in the 2015/16 program.

Funding assistance may be prioritised to applicants able to demonstrate a limited capacity to self-fund a project.

LGGSP Objectives

The objectives of the LGGSP are to support eligible projects that:

- Support State and local government priorities with a particular emphasis on job creation;
- Contribute to building safe, caring and connected communities;
- Protect natural and built environments;
- Reduce the vulnerability of communities to flood, drought and natural disasters, and build community resilience; and
- Encourage collaboration and resource sharing between local governments.

Key dates

Applications open	14 July 2015
Applications close	25 August 2015
Announcement of successful projects	From September 2015

Eligible projects

Examples of types of eligible projects include:

Drought resilience infrastructure

- Works that contribute to improved water quality and reliable water supply in drought declared areas
- Rejuvenation of town centres, streetscaping in drought declared areas
- Works that contribute economic development of communities in drought declared areas
- Watering stations at stock points in drought declared areas
- Sealing of aerodrome surfaces in drought declared areas.

Water infrastructure

- Source of supply
- Treatment works
- Rising mains and delivery mains from source of supply to first service reservoir
- Upgrades to components of water infrastructure that will reduce operating costs and/or extend the life of existing infrastructure

Sewerage infrastructure

- Treatment works
- Nutrient removal works
- Disposal of effluent after treatment
- Beneficial wastewater re-use after treatment
- Disposal and re-use of effluent after treatment
- Upgrades to components of sewerage infrastructure that will reduce operating costs and/or extend the life of existing infrastructure

Social and cultural infrastructure

- Community centres, halls, libraries, heritage sites, museums and cultural centres
- Modifications to public facilities

Crime prevention and community safety infrastructure

- Monitored security cameras
- Lighting in public places
- Emergency contact systems.

Economic development infrastructure

- Business development facilities such as town centres and street scaping
- Technology such as internet kiosks and wireless access

Tourism infrastructure

- Facilities such as camping grounds, heritage or natural attractions, rest areas and foreshore developments

Flood mitigation infrastructure

- Levees
- Detention basins
- Flood gates
- Backflow prevention devices
- Relocating electrical components of treatment plants
- Monitoring instruments/systems (eg flood, river and rain gauges).

Note that these lists should not be interpreted as either prescriptive or comprehensive.

Ineligible projects

Projects deemed ineligible include:

- Work that has already commenced or been completed
- Purchase of an asset or works to an asset that will not be owned and/or controlled by the applicant
- Purchase of land (eg land buy-back schemes)
- Road and drainage works
- Planning studies
- Purchase or leasing of plant, vehicles and equipment.

Eligible costs

Funding is intended only to assist with the direct eligible costs to applicants of an approved project as detailed in the application for funding.

Eligible project costs are the total project costs from the application, less any other funding contributions to the approved project, less any ineligible costs.

Ineligible costs/project components

Ineligible costs/project components include:

- Reservoirs holding treated water
- New or replacement reticulation mains
- Trunk mains transporting treated water
- Water meters
- Balance tanks
- Reticulation or delivery of sewage to a sewerage treatment facility
- Purchase of land
- Furnishings
- Ongoing operation and maintenance costs or items
- Temporary works, except where required as part of the construction of the eligible works
- Remuneration of senior executive officers and technical or professional work up to 100 hours on the planning, designing or construction of approved works

Note: Work time additional to 100 hours may be included as part of the project budget. These hours and costs must be detailed in the project application

- General overhead charges relating to the administration of project costs
- Official opening expenses (excluding project signage)
- Legal expenses.

These lists should not be interpreted as either prescriptive or comprehensive.

Suggested projects:

- 1) Mount Morgan Sewerage Extension – bring forward planned stages RRC Budget circa \$500K pa 2015/16 to 2019/20. (40% over 2 years - \$400k)
- 2) Upgrade of the Gracemere Sewage Treatment Plant and Expansion of the Gracemere Recycled Water Scheme – (40% - \$2.4M)
- 3) Pilbeam Theatre Orchestra Pit and Equipment Replacement/Upgrades – \$475k. (40% - \$190,000)
- 4) Landfill Extension - RRC Budget \$1.22M in 2015/16, \$3.5M in 2016/17, \$3.5M in 2017/18 and \$2M in 2018/19 (Stated with total cost circa \$28M).(40% of Stage 1 \$3.5M)

BRIDGES RENEWAL PROGRAMME (BRP) ROUND TWO

PROGRAMME INFORMATION

The Australian Government has committed \$300 million under the Bridges Renewal Programme (BRP) for road bridge projects that contribute to productivity and/or community access.

Round Two is open to local governments and will provide up to \$100 million in funding. For the purposes of this programme, the ACT Government is considered to be a local government.

Councils can apply for either:

- a discrete single bridge project, or
- a series of bridgeworks that provide benefits along a key route.

Where projects seek to improve access for heavy vehicles, councils must provide assurances that all efforts will be made to ensure regulatory access (through the National Heavy Vehicle Regulator) is also gained.

Councils are encouraged to discuss priorities with local communities, relevant industry stakeholders, Regional Development Australia committees and state road agencies early in the process.

Eligibility

Round two proposals must be well developed.

Proposals must demonstrate that an appropriate level of scoping, planning, costings, design and approvals are in place or underway so that, if the project is successful, construction works can commence within 12 months of agreeing to terms with the Department.

The BRP will contribute a maximum of 50% of the total project cost.

Councils must contribute at least 50% of the total project costs if the proposal is successful.

- Councils must confirm this commitment in their proposal (within the checklist, below) and provide evidence of matching funding within 60 days following the announcement of successful projects.

- Councils can form partnerships with state/territory governments and/or industry to meet the matching funding requirement – third party funding must be identified in the proposal.
- However, councils must confirm in their proposal that they can contribute the full 50% matching funding in the event that third party funding (e.g. through state government programme) is not able to be confirmed within 60 days of announcement.

Council contributions are cash only and in-kind contributions will NOT be considered.

Suggested projects:

- 1) South Yaamba Road Sandy Creek Bridge – RRC Budget \$900K in 2017/18
- 2) Glenroy Road Louisa Creek Bridge – RRC Budget \$300K in 2017/18 and a second project/crossing \$500K in 2020/21

COMMUNITY RESILIENCE FUND

Introduction

The State Government has announced the \$40M Community resilience Fund in the State Budget and it was anticipated that the guidelines would be released prior to this report being prepared; however, they were not available to date. As a guide, the Natural Disaster Resilience Program (NDRP) funding guidelines in 2014-15 were as follows:

The funding priorities of NDRP were to:

- mitigate against or build resilience to Queensland's highest natural hazard risks as identified in the 2012 State-wide Natural Hazard Risk Assessment (in order of highest damage):
 - flooding (including flash flooding)
 - tropical cyclone winds and storm surge
 - thunderstorm wind gusts, downbursts and tornadoes
 - hail storms
 - bushfires
 - landslides, earthquakes and tsunamis.
- enhance community preparedness for natural events through community education and awareness training
- build partnerships between sectors and encourage a regional and catchment area approach to mitigation and resilience
- provide support to emergency management volunteers
- contribute towards the action themes of the National Strategy for Disaster Resilience 2011-2020.

The purpose of NDRP was to:

- make Queensland communities more resilient in relation to natural disasters
- contribute to delivering the strategic priorities under the National Strategy for Disaster Resilience 2011-2020 whilst addressing Queensland natural disaster resilience priorities.

The NDRP objectives were to:

- reduce Queensland communities' vulnerability to natural hazards by supporting local governments and other stakeholders to build community resilience

- build partnerships between sectors and encourage a regional and catchment area approach to mitigation and resilience
- provide support to emergency management volunteers.

Funding

A total of \$40 million in is available in 2015-16 to support delivery of natural disaster resilience projects.

Preliminary discussions with the DILGP have indicated the following timeframes; however, these would be dependent on when the guidelines are released.

Key dates in 2015-16

Applications open

Applications close

23 August 2015

Announcement of successful projects

From September 2015

Applications must be received by the application closing date to be considered for funding.

Suggested projects:

- 1) Debris Deflectors at Rockonia Road and Beasley Street if not funded through NDRRA Betterment – RRC Budget \$70K and \$100K in 2015/16
- 2) McLeod Park Drainage Scheme – RRC Budget \$500K in 2016/17 and \$500K in 2017/18 for Stage 2A
- 3) Park Street Drainage Scheme – RRC Budget \$500K in 2015/16 for Stage 3 Glenmore Rd to Robinson Street and \$300K for Stage 2B from Alick Street to Tung Yeen Street.

Please note that future stages of both the North Rockhampton Flood Mitigation Project and the South Rockhampton Flood Levee have not been included as there is no funding in the budget over the next few years thus they would be ineligible.

TRANSPORT INFRASTRUCTURE DEVELOPMENT SCHEME (TIDS)

What is the Roads and Transport Alliance?

The Roads and Transport Alliance is a cooperative governance arrangement between the Department of Transport and Main Roads, the Local Government Association of Queensland (LGAQ) and local governments to invest in and regionally manage the Queensland transport network. Established in 2002, the Roads and Transport Alliance was formed to jointly address shared road and transport challenges and deliver improved value from all available resources.

The objectives of the Roads and Transport Alliance are to:

- maximise the economic, social and environmental benefits of our joint investments in the state's transport network;
- achieve maximum efficiencies through joint and innovative approaches to road stewardship, network planning, program development, purchasing and resource sharing;
- improve transport infrastructure management and delivery capability through increased training, advanced technology and knowledge transfer;
- optimise safety for all road users; and
- maximise the investment by all parties on the Queensland transport network.

Roads and Transport Alliance TIDS

Each RRTG receives an annual allocation of Roads and Transport Alliance TIDS funds determined by the Roads and Transport Alliance Board. RRTGs are required to allocate their Roads and Transport Alliance TIDS funding to the highest priority projects in their region in a 2-year fixed, 2-year indicative continuous works program consistent with the department's QTRIP development cycle. Projects eligible for Roads and Transport Alliance TIDS include:

- local roads of regional significance (that is, higher order local government-controlled roads and lower order state-controlled roads);
- on and off road cycle ways, shared paths and crossing provisions;
- the provision/upgrade of road and transport infrastructure that improves the safety of children travelling to and from the school; and
- enhancements to the safety and accessibility of regional airports.

Funding

Under the Roads and Transport Alliance, State funding is made available (via the department) to RRTGs each year through the Transport Infrastructure Development Scheme (TIDS). The recent announcement in the State Government's budget has seen an increase in the funding to the Rockhampton Regional Roads Group; however, this will be subject to split up by the RRG between RRC and LSC. This additional funding will allow projects to be brought forward.

Projects listed for TIDS funding over the next few years are:

Project	2015/16	2016/17	2018/19
Quay St/Victoria Pde	161,000		
Stanwell-Waroula Road	200,000		
Boongary Road		100,000	
Stanwell-Waroula Road		200,000	
Malchi-Nine Mile Road		200,000	
Glenroy Road		20,000	
Stanwell-Waroula Road		135,000	
Glenroy Road			225,000
Farm Street			392,680

CONCLUSION

As can be seen from the foregoing, there are a range of funding opportunities available for the Council currently; however, they all are dependent on the Council having a level of matching funding in its budgets. It should also be noted that the application and approval timelines will see the delay to the commencement of some of the projects due to funding conditions not permitting commencement of projects prior to signing of the relevant funding agreement.

6 CLOSURE OF MEETING