



A Co-operative venture of the municipalities of:
Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

Hon Colin Barnett MLA
Premier; Minister for State Development
24th Floor, Governor Stirling Tower
197 St Georges Terrace
PERTH WA 6000

Dear Colin

2012/16 STATE BUDGET PRIORITIES FOR THE SOUTH WEST CORRIDOR

The South West Corridor of Metropolitan Perth is Western Australia's most productive region with an unmatched intensity of high value manufacturing and economic activity with around \$28 billion gross regional product.

The region is also growing rapidly with almost one third of Perth's residential land development activity. The residential lot final approval figures to the end of June 2011 identify that 774 of Perth's 2,787 lots were created within the South West Corridor.

Employment in the region peaked at 201,531 in June 2011 but still remains volatile and the issue of local content on major resource projects is still very relevant.

It is expected that \$1billion a year will be spent on infrastructure within the region by the three spheres of government and the private sector. The 2012/16 State Budget should continue to invest in this region to support the long term growth of the Western Australian Economy.

The South West Group supports the following projects as priorities for the 2012/16 State Budget. Note that all funding shown is the amount of funding requested from the Western Australian Government.

Yours sincerely

Brad Pettitt
Chair South West Group
19 December 2011

Copy to all South West Corridor Members of Parliament

1. Increase Capacity of Kwinana Freeway and Connecting Links

Ministers: *Minister for Planning and Minister for Transport*

Agencies: *Department of Planning, Department of Transport, Main Roads WA and Public Transport Authority*

It is pleasing to see works commencing on adding a third lane to the section of Kwinana Freeway from Leach Highway to Roe Highway in both directions and improving entry and exit arrangements for heavy vehicles between Leach Highway to Roe Highway.

There is now a need to expand provision of additional lanes for the Kwinana Freeway further south through Berrigan Drive to Armadale Road and Beeliar Drive. The development of Jandakot City, Cockburn Central and the increased traffic between this new centre and Armadale have caused safety and congestion issues on the Kwinana Freeway, Armadale Road, North Lake Road and Beeliar Drive.

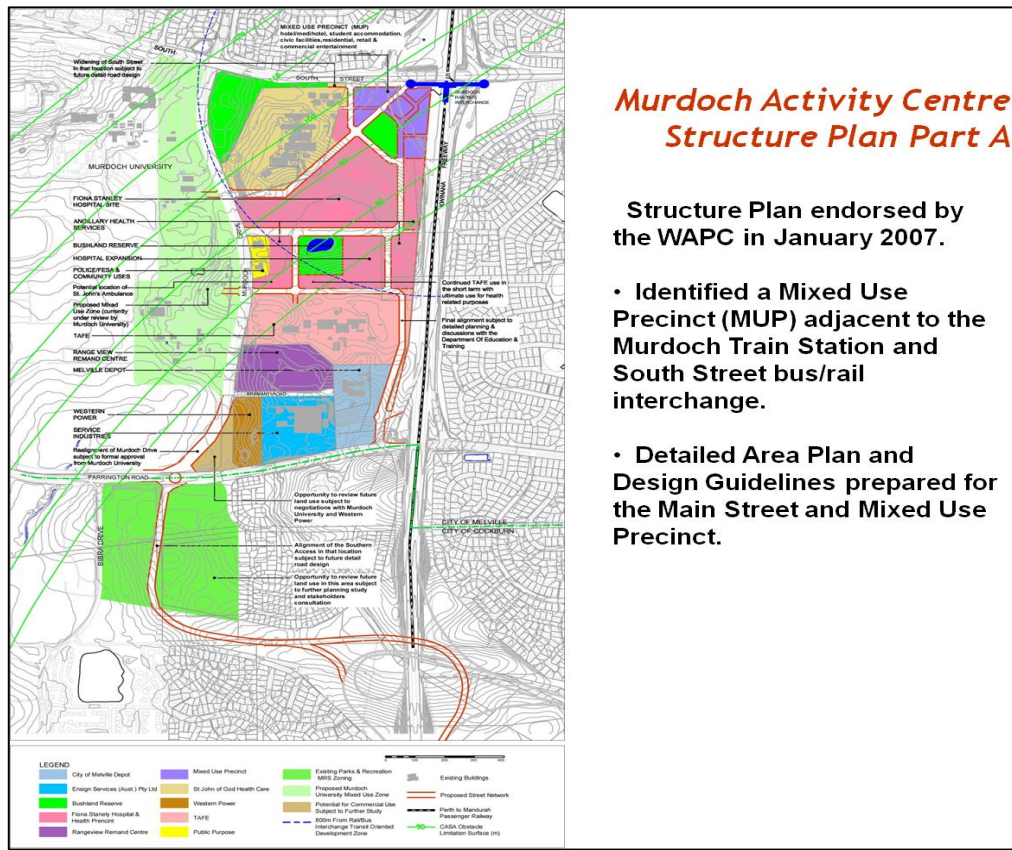
The geometry, adjacent development, operation of heavy vehicles and congestion warrant increased project activity and accelerating investment at the Kwinana Freeway end of Armadale Road.

The South West Group supports commencing dual carriageway extending eastwards along Armadale Road from the Kwinana Freeway for 7.25km to link up with the existing dual carriageway east of the Nicholson Road intersection.

The opening of the Fiona Stanley Hospital, the expansion of St John of God Hospital Murdoch and the expansion of the Challenger Institute of Technology Murdoch Campus necessitate a Southern link from Murdoch Drive to the Kwinana Freeway.

A connection between the southern end of Murdoch Drive and the Kwinana Freeway is essential prior to the opening of the Fiona Stanley Hospital in 2014. Without this link there will be unacceptable traffic congestion at South Street with the addition of 6,000 staff from the combined development of St John of God Murdoch, Fiona Stanley Hospital and the State Rehabilitation Centre (See Figure 1).

Figure 1: Murdoch Activity Centre Showing Southern Murdoch Drive Connection



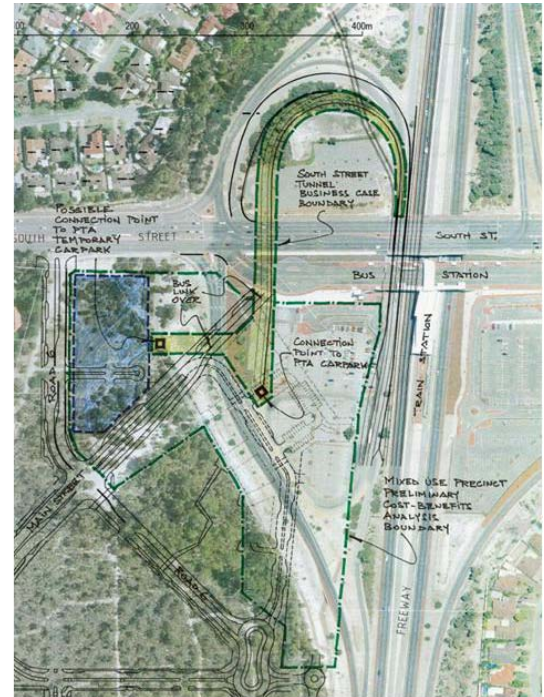
A two way tunnel under South Street at the Murdoch Activity Centre is also required as a result of reconfiguration of roads and the growth in traffic. This will allow the Main Street concept to operate and to provide emergency and service access to Fiona Stanley Hospital, the State Rehabilitation Centre and St John of God Murdoch.

A comprehensive business case has been prepared for the optimal development design incorporating these elements and has shown that there is significant advantage (1 to 3 cost benefit ratio) associated with the optimal design over the sub-optimal design.

The sub-optimal design is currently preferred by Departmental agencies due to relatively lower initial capital costs, but performs poorly regarding cost benefit ratio (1 to less than 2 cost benefit ratio). The Mainstreet design and tunnel concept design are shown on Figures 2 and 3 respectively.

Figure 2: Fiona Stanley Hospital Site Showing "Mainstreet"

Figure 3: Tunnel Connection from Kwinana Freeway under South Street



Another area experiencing severe congestion relates to Cockburn Central at the North Lake Road and Beeliar Drive intersection. The establishment of a direct bridge connection across the Kwinana Freeway as an extension of North Lake Road would separate the main east-west traffic flow from the Cockburn Central users and improve accessibility in the area. Cost estimates for the North Lake Road Freeway overpass would be in the order of \$20 million and could link with the Armadale Road dual carriageway proposal. An allowance for project feasibility is included for 2012/13.

The recommended State Government funding cost estimates for the period 2012/13 to 2015/16 for increasing the capacity of Kwinana Freeway and improving freeway links are provided in the table below.

1. Recommended State Funding - Increase Capacity of Kwinana Freeway and Connecting Links

PROJECT	2012/13	2013/14	2014/15	2015/16	TOTAL
Kwinana Freeway Third Lane	\$5m	\$5m	\$5m	\$5m	\$20m
Armadale Road Dual Carriageway	\$5m	\$5m	\$5m	\$5m	\$20m
North Lake Road Freeway Overpass	\$0.5m	\$2.5m	\$10m	\$7.5m	
Murdoch Drive Southern Link		\$50m	\$50m		\$100m
South Street Tunnel	\$2m	\$28m			\$30m
TOTAL	\$12.5M	\$90.5M	\$70M	\$17.5M	\$170M

2. Underground Power Project

Minister: *Minister for Energy*
Agency: *Office of Energy*

The Underground Power Program was established in 1996 to improve the standard of electricity supply after a report found that 80% of damage to power lines was caused by falling trees.

The Government of Western Australia had a long-term goal to have at least half the houses in Perth supplied by underground power by 2010, with a corresponding improvement in regional areas of the State. By January 2011, 51% of houses in the Perth Metropolitan Area had received underground power.

The program offers two types of projects:

- Major Residential Projects involve the conversion of overhead supply to underground distribution lines in suburban areas; and
- Localised Enhancement Projects aim to beautify urban gateways, scenic routes and tourism/heritage centres, particularly in regional towns.

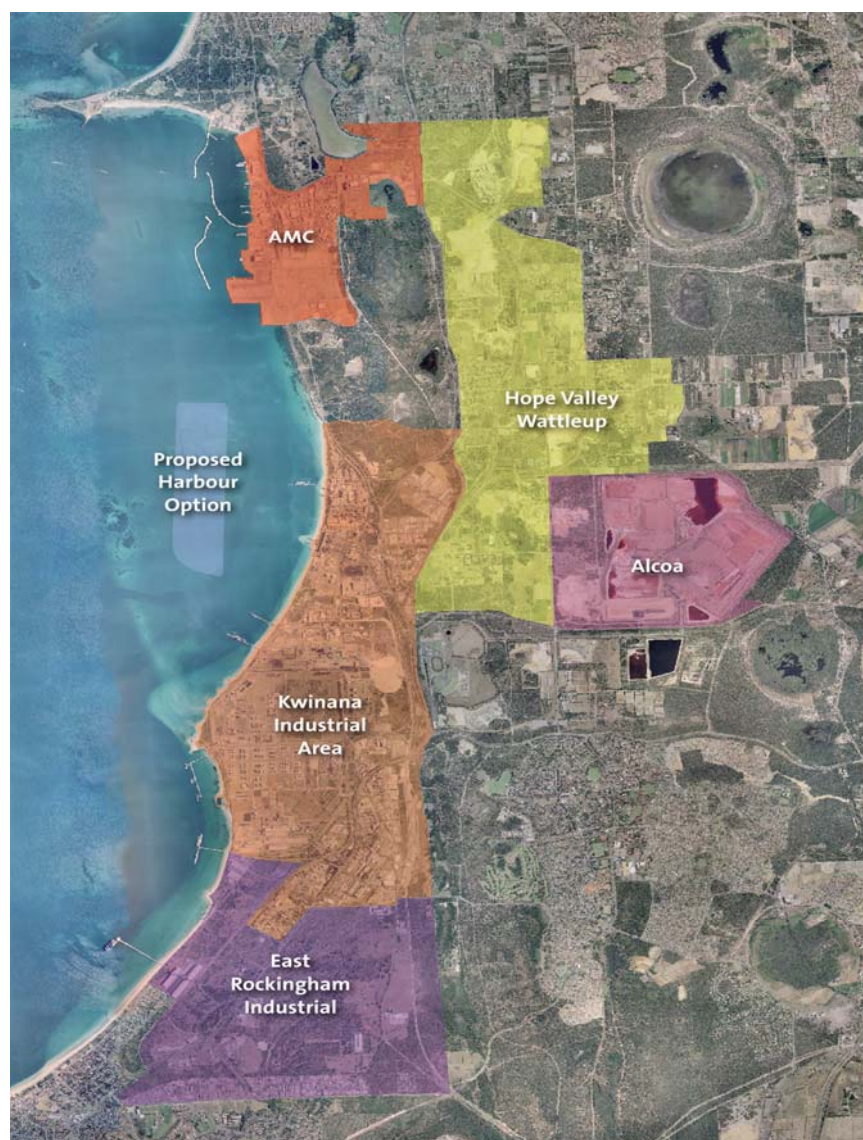
The Underground Power Program is funded 50% by local governments (through ratepayers who directly benefit), 25% by the State Government and 25% by Western Power. A fifth round of the project funding was announced in December 2010 and extends into 2014. Ardross West (City of Melville), Coolbellup and Hamilton Hill (City of Cockburn) and Shoalwater (City of Rockingham) were successful Round 5 projects in the South Metropolitan Area.

Whilst the underground power project has been very successful there are still areas that do not seem able to compete nor provide the 50% contribution. A small program similar to the regional towns enhancement project should be established with a lower level of contribution where communities are adjacent to industrial areas and where providing underground power would dramatically improve amenity as an offset to the contribution of the community to the overall economy.

The Western Trade Coast (see Figure 4) is an example of the type of communities that should be supported.

The 2012/13 WA State Budget should provide for funding at current levels to continue for the sixth and seventh rounds of the Underground Power Program.

Figure 4: Western Trade Coast Industrial Areas



2. Recommended State Funding - Underground Power Program

PROJECT	2012/13	2013/14	2014/15	2015/16	TOTAL
Underground Power Project	\$39.5m	\$39.5m	\$39.5m	\$39.5m	\$158m
Urban Amenity Project	\$2.5m	\$2.5m	\$2.5m	\$2.5m	\$10m
TOTAL	\$42M	\$42M	\$42M	\$42M	\$168M

3. Public Transport

Minister: Minister for Transport

Agencies: Department of Transport and Public Transport Authority

The Department of Transport released the draft Public Transport Plan for Perth 2031 for public comment closing on 14 October 2011. The Plan projects capital expenditure of \$2.9 billion with much of this expenditure being in the northern suburbs. Given that over 50% of population growth in Perth is expected to be accommodated in the south eastern region and South West Corridor, it is considered appropriate for at least 50% of public transport funding to be spent south of the river.

The South West Group estimates that there is a need to expand public transport six fold in the next 20 years compared to a 50% increase in the past 8 years (see Table 2) based on population growth and the level of patronage necessary for Perth to be a more sustainable city. This rate of expansion will necessitate the cooperation of all spheres of government and the private sector.

Table 1: Metropolitan Perth Public Transport 2003 -2011

Year	Total Boardings Transperth Bus Train and Ferry	Annual Growth in Boardings	Perth Population	Perth Population Growth
2010/11	135,975,000	3.30%	1 746 381*	2.60%*
2009/10	131,629,344	2.21%	1 702 125*	2.60%*
2008/09	128,783,714	18.37%	1 658 992	3.23%
2007/08	108,793,703	7.80%	1 606 827	3.01%
2006/07	100,925,805	2.43%	1 559 178	2.70%
2005/06	98,526,382	3.73%	1 518 748	2.27%
2004/05	94,985,709	4.86%	1 485 823	1.71%
2003/04	90,578,121		1 460 329	
2003 to 2011		50.12%		19.59%

* South West Group estimates based on 5 year growth rate

The South West Group believes that a minimum of \$5 billion in capital expenditure is required by 2031 to develop an effective functioning public transport network and to support the goals of Directions 2031. Public transport investment should be proactive in creating productive, engaged communities with high amenity. There needs to be much stronger links between transport planning, metropolitan planning and structure planning.

Specific public transport investments required prior to 2031 for the South West Corridor include:

- Park and Ride carpark at Canning Vale and bus transit shuttle services to Murdoch station (\$5M for detailed design and construction over the next 2 to 3 years in time for the opening of the Fiona Stanley Hospital in 2014).
- Additional stations on the Perth to Mandurah line, including the Karnup Station, the timing of which must coincide with the commencement of development at the Department of Housing's Keralup project. In this regard, it has been recognised for many years

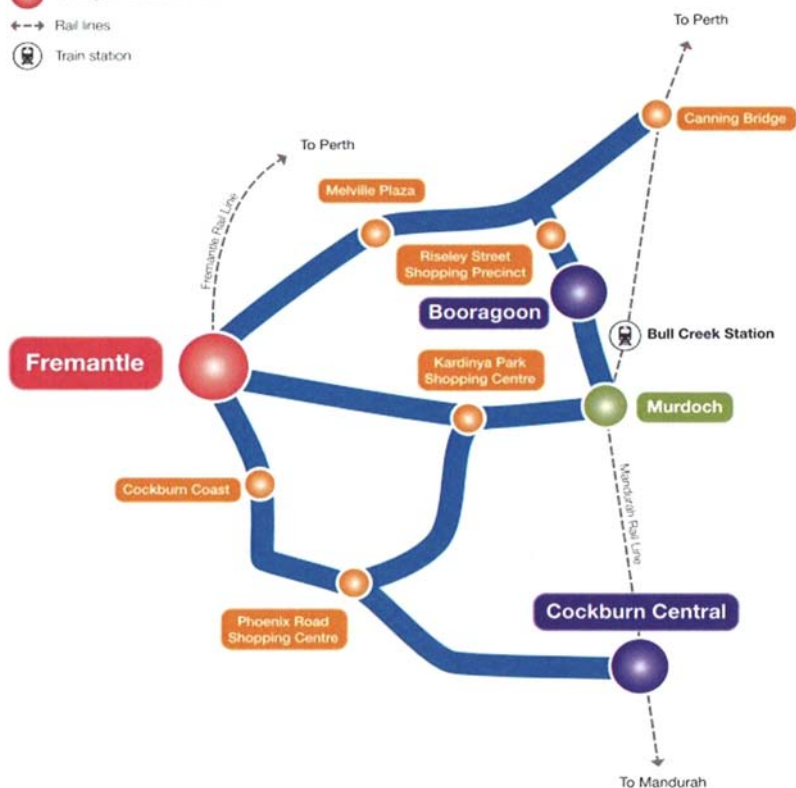
by the Department of Housing and the City of Rockingham that the isolated location of Keralup (a project that could generate a population of more than 90,000 people) demands that it be integrated with regional public transport which the Karnup Station will provide. It is also necessary that a dedicated, high frequency public transit link, preferable light rail, be established along Paganoni Road from Keralup to the Karnup Station.

- Also, a station at Mandogalup completed by 2016 (\$55M each station, including rolling stock) with the other stations (Stakehill) to be constructed prior to 2031.
- Light rail network (see Figure 5) linking Cockburn Coast to Rockingham, Fremantle, Murdoch, Cockburn Central and Canning Bridge as recommended in the Southwest Metro Rapid Transit Network Study undertaken in partnership with LandCorp (\$1B capital cost, with \$100M funding for period 2012 to 2016 related to conceptual design, detailed design and land acquisition).

Figure 5: Southwest Metro Rapid Transit Network

**SOUTHWEST METRO TRANSIT NETWORK
KEY ACTIVITY CENTRES**

- District Centre
- Specialised Centre
- Secondary Centre
- Strategic Metropolitan Centre
- ←→ Rail lines
- Train station



- Investigations into a rapid transit network system for the southern portion of the South West Corridor, including light rail and links to the proposed Keralup townsite and Karnup train station (\$500,000 for required studies in 2012/13 and 2013/14) to coincide with the commencement of Keralup and growth of town centres in Kwinana and Rockingham. The allowance for 2014/15 onwards for Karnup and light rail investigations relates to site specific studies and conceptual design work.
- \$5 million should be allocated in the 2012/13 WA Budget each year to develop advanced plans for the implementation of public transport projects that will address issues of congestion, liveability and sustainability and position Western Australia to take advantage of opportunities for Federal Government funding through the Major Cities Unit and the Building Australia Fund.

3. Recommended State Funding – Public Transport

PROJECT	2012/13	2013/14	2014/15	2015/16	TOTAL
Canning Vale Park & Ride	\$3m	\$2m	-	-	\$5M
Karnup station	\$0.25m	\$0.25m	\$0.5m	\$0.5m	\$1.5M
Mandogalup station	\$5m	\$10m	\$10m	\$30m	\$55M
Light Rail-Northern South West Corridor	\$5m	\$5m	\$30m	\$60m	\$100M
Light Rail investigations-Southern South West Corridor	\$0.25m	\$0.25m	\$0.5m	\$0.5m	\$1.5M
Public Transport Planning	\$5m	\$5m	\$5m	\$5m	\$20M
TOTAL	\$18.5M	\$22.5M	\$46M	\$96M	\$183M

4. Latitude 32 Land Planning and Development

**Ministers: Minister for Regional Development and Minister for Planning,
Agencies: LandCorp**

The development of Latitude 32 is crucial to continue the supply of quality industrial land within the region and is a key industrial site for Western Australia's continuing economic growth.

The recently released Perth and Peel Industrial Land Draft Strategy recommends that the infrastructure requirements for key industrial land be identified under the Capital Works Program.

Latitude 32 should be substantially developed by 2016 to optimise the proposed Kwinana Quay Port development in the adjoining Cockburn Sound. This will require significant funding to be identified in the next four year Capital Works Program.

Recommendations	Actions	Responsibility	When
4. Ensure the timely delivery of development-ready land.	Prepare a detailed implementation plan for referral to cabinet to guide the delivery of future industrial land, in line with the industrial land release program, which will include: <ul style="list-style-type: none"> • Coordinate implementation of the action plans for each of the six priority sites to get them to a project-ready state, including the resolution of land constraints. • Coordinate the timely provision of public and private infrastructure to key industrial sites and locations. • Incorporate the infrastructure requirements for key industrial sites and locations in the urban development program, state infrastructure strategy and the State Government's capital works program. • Expedite the delivery of additional industrial land in the eastern sector in close proximity to the Perth Airport and the Kewdale rail freight terminal. 	DoP (ILST), LandCorp	End 2010
		DoP (ILST)	Ongoing
		ILST, ICC, LandCorp	Ongoing
		ILST, ICC, LandCorp	Ongoing
		DoP (ILST), LandCorp	Ongoing

Extract from Perth and Peel Industrial Land Strategy

Further work on the assembly of the intermodal transport hub within Latitude 32 area is required, including the acquisition and securing of land to support the industrial area and adjacent proposed port facilities. In addition, a detailed business plan also should be progressed to allow it to be able to be prioritised by Infrastructure Australia as essential infrastructure.

4. Suggested level of State Funding – Latitude 32

Project	2012/13	2013/14	2014/15	2015/16	Total
Latitude 32	\$5m	\$20m	\$20m	\$50m	\$95m

5. Fremantle Traffic Bridge

Minister: Minister for Transport

Agencies: Department of Transport and Main Roads WA

The Fremantle Traffic Bridge is at the end of its economic life and a number of options have been canvassed with the community for its replacement. These options include provision of an additional rail bridge as part of the project.

The 1939 Bridge has significant heritage value and it is located at a site where there has been a bridge crossing since 1866. The South West Group supports the project recognising the important heritage of the site through retention of part of the 1939 structure.

The South West Group is involved in the stakeholder engagement activities undertaken by Main Roads to investigate alternative business cases to the “\$210 million asset replacement” base case previously lodged with the State Government. It is expected that the options analysis and value engineering work undertaken through the stakeholder engagement process will result in a superior bridge replacement option that better captures value add benefits and complements broader land use issues strongly connected to the function of the bridge.

The South West Group supports an additional rail crossing either as part of the replacement of the Fremantle Traffic Bridge or as a separate structure.

5. Recommended State Funding – Fremantle Traffic Bridge

Project	2012/13	2013/14	2014/15	2015/16	Total
Fremantle Traffic Bridge Replacement and Rail Bridge	\$10m	\$100m	\$100m	\$40m	\$250m

6. Catalpa Coast Tourist Drive

**Ministers: Minister for Tourism and Minister for Regional Development
Agencies: Tourism WA and Peel Development Commission**

The South West Group is seeking to improve the promotion of the South West Corridor for Domestic and International Tourism.

The Cities of Fremantle and Melville already attract the highest number of international visitors within the Experience Perth Region after the Perth CBD.

The proposed Tourist Drive will link Preston Beach in the Peel Region to Fremantle and will be an adjunct to the Sunset Coast Drive that commences at Fremantle and travels northwards.

The Catalpa Coast Tourist Drive already contains significant tourist attractions and will include the existing Kwinana – Shoalwater Bay – Safety Bay Tourist Drive.

There has been interest from the private sector in supporting the project.

The scope of the project includes developing Catalpa Coast festivals and sporting events, signage, promotional materials and web marketing. A Regional Tourism Forum involving key stakeholders was undertaken in December 2011 and there is strong support to further develop the tourist drive concept.

The total project cost is expected to exceed \$1 million but the first phase can be commenced through the extension of the current business plan into a detailed feasibility study for \$100,000, with further funding beyond this to be sought from grant funds, the private sector and participating local governments.

6. Recommended State Funding – Catalpa Coast Tourist Drive

Project	2012/13	2013/14	2014/15	2015/16	Total
Catalpa Coast Tourist Drive Peel Component	\$0.05m	\$0.10m	\$0.05m	\$0.05m	\$0.25m
Catalpa Coast Tourist Drive South West Corridor Component	\$0.05m	\$0.10m	\$0.05m	\$0.05m	\$0.25m
Catalpa Coast Tourist Drive Total	\$0.10m	\$0.20m	\$0.10m	\$0.10m	\$0.50m

7. Infill Sewerage Program

Ministers: Minister for Water
Agencies: Water Corporation

When the Infill program was launched in 1994 it was estimated that 150,000 Metropolitan Perth properties were serviced by septic tanks and that 100,000 should be connected to deep sewerage.

It is estimated that there is a \$200 million cost to connect the remaining infill properties. Metropolitan locations for these properties include Fremantle, Cockburn, Kwinana and Rockingham.

The announcement by the Minister on 24 June 2011 regarding the \$100 million commitment to the expanded scheme is welcome, and it is noted that it includes Kwinana (Calista) and Rockingham (Shoalwater Bay/Safety Bay). Consideration should also be given to prioritising other areas within these Councils and the region for infill sewerage connection such as Fremantle, Cockburn (additional to Spearwood currently being undertaken) and Melville (Palmyra, Willagee) where aging septic tanks and leach drains in these areas pose a risk to groundwater sources and the wider environment.

In the 2011/12 State Budget \$25 million a year was provided to continue the Infill Sewerage Program for four years making a total of \$100 million.

The South West Group considers that initiatives to promote greater urban density will require upgrading sewer capacity. The South West Group supports having \$5 million available each year through the Water Corporation to encourage greater density for projects that support the aspirations of "Directions 2031 and Beyond".

The South West Group requests that the State Government consider extending the program to capture high priority urban density projects in the region in accordance with Directions 2031 and Beyond.

7. Recommended State Funding – Infill Sewerage Program

Project	2012/13	2013/14	2014/15	2015/16	Total
Infill Sewerage Program	✓	✓	✓	\$25m	\$25m
Urban Density Project	\$5m	\$5m	\$5m	\$5m	\$20m
Total	\$5m	\$5m	\$5m	\$30m	\$45m

✓ Already funded in the 2011/12 State Budget at \$25 million a year

8. Support from the Landfill Levy for Local Governments

Ministers: Minister for Environment

Agencies: Waste Authority

Local Government spending on waste management activities in Western Australia (WA) includes kerbside waste collection and disposal, litter collection and waste education programs. In addition to this, Local Governments and Regional Councils throughout WA are responsible for the development, operation and maintenance of a broad range of waste management infrastructure, including landfill sites, alternative waste treatment (AWT) facilities, material recovery facilities (MRFs) and transfer stations.

The costs incurred by Local Governments and Regional Councils in undertaking these activities are significant. For example, in a survey carried out by MWAC in May/June 2010 regarding the costs of litter collection (including illegal dumping) alone, figures ranged from \$1 million per year for a medium-size Local Government, to approximately \$35,000 for a smaller Local Government. These costs are in addition to the regular kerbside collections and education programs run by these Local Governments.

In addition, the cost of building and operating waste management infrastructure is also considerable. For example, the implementation (including planning, licensing and construction) of AWT facilities and landfills can take between five and seven years, and for AWT facilities may involve contracts for at least 20 years which are required to secure the infrastructure, that could require an investment of at least \$100 million. These costs and time-frames also leave Local Governments and Regional Councils open to significant risk.

Currently there is an absence of baseline funding for Local Government waste management activities. All current schemes focus on new developments and upgrading existing infrastructure.

In Western Australia waste management has been considered to be a service provided on a full cost recovery basis. The reality is that communities have supported higher diversion of waste from landfill by investing in AWT facilities. Despite increasing population, Local Government waste to landfill has decreased by approximately 1% per year since 1999/2000. This decrease is the result of recycling and resource recovery initiatives and operations by Local Governments. There is an opportunity through the Landfill Levy to improve diversion of waste from landfill by providing positive incentives for AWT and high efficiency MRFs. As part of a strategic plan identifying the level of the Landfill Levy for the next ten years there should also be concessions for waste which has been through secondary processing and funding support for the operations of AWT and high efficiency MRFs from income derived from the Landfill Levy.

8. Recommended State Funding – Landfill Levy

Project	2012/13	2013/14	2014/15	2015/16	Total
Support AWT and MRFs	\$5m	\$5m	\$5m	\$5m	\$20m

9. Other Projects

The South West Group supports a range of other projects including:

- ✓ improving Beeliar Regional Park
- ✓ investing in numerous regional scale community sports facilities in the South West Corridor through the Community Sporting and Recreation Facilities Fund (CSRFF), including contributions toward the Folly Road Baldivis District Sporting Complex
- ✓ undertaking detailed planning for the Kwinana Quay Deep Water Port in Cockburn Sound
- ✓ establishing the initiation of the major redevelopment of the Fremantle Fishing Boat Harbour with the Three Harbours concept
- ✓ improving rail handling capability at the Fremantle Inner Harbour through construction of a gantry crane facility serving both stevedores
- ✓ developing two new rail stations on the Southern Suburbs Rail Line and expanding the public transport network to make links with rail stations and major industrial and commercial areas through a local bus service (beyond what is proposed in the Public Transport Plan for Perth 2031)
- ✓ increasing the rolling stock by purchasing a further 6 B series Railcar sets.
- ✓ extending Roe Highway (though this project is not supported by the City of Cockburn)
- ✓ constructing an industry interpretive centre to showcase the technology and opportunities from the Western Trade Coast including the Kwinana Industrial Area
- ✓ committing to the next stage of the floating dock involving LHD lifting capacity to 30,000 tonnes
- ✓ undertaking a study on urban development on the edge of the Jandakot Water Mound
- ✓ providing a second access to the Rockingham Kwinana District Hospital at Woodbridge
- ✓ Street lighting retrofit with energy efficient globes as part of a strategy to offset increased energy costs associated with the proposed carbon tax.

Information on estimated costs for these projects is included in Table 2.

**TABLE 2: SUMMARY OF SOUTH WEST GROUP STATE GOVERNMENT
BUDGET PRIORITIES FOR 2012-2016**

PROJECT	TIMING				COMMENTS
	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	
Kwinana Freeway Third Lane	5	5	5	5	(see Item 1)
Armadale Road Dualling from Kwinana Freeway	5	5	5	5	(see Item 1)
North Lake Road Freeway Overpass	0.5	2.5	10	7.5	(see item 1)
Southern Connection of Murdoch Drive to the Freeway		50	50		Required by 2014 (see Item 1)
South Street Tunnel	2	28			(see item 1)
Underground Power	42	42	42	42	(see Item 2)
Canning Vale Park n Ride	3	2			(see Item 3)
Karnup Rail Station	0.25	0.25	0.5	0.5	(see Item 3)
Mandogalup Rail Station	5	10	10	30	(see Item 3)
Light Rail – Northern SWC	5	5	30	60	(see Item 3)
Light Rail – Southern SWC	0.1	0.2	0.2	5	(see Item 3)
Transport Planning	5	5	5	5	(see Item 3)
Latitude 32	5	20	20	50	(see Item 4)
Fremantle Traffic Bridge	10	100	100	40	(see Item 5)
Catalpa Coast Tourist Drive	0.1	0.2	0.1	0.1	(see Item 6)
Deep Sewerage	5	5	5	30	(see Item 7)
Support AWTs and MRFs	5	5	5	5	(See Item 8) Funded from Landfill Levy
Beeliar Regional Park	1	1	1	1	Weed control, fencing, facilities
CSRFF funding, Folly Road Baldvis District Sporting Complex	2	2	7	7	30 hectares of playing fields, hard courts and club houses
Kwinana Quay Deep Water Port	5	50	100	100	Connecting road and rail infrastructure
Three Harbours Project	20	20	20	20	Fremantle
Fremantle Port Container Handling Gantry		10	20	20	Upgrading container handling facilities to assist target of 30% of containers on rail
Expand Rail Link Bus services	5	5	5	5	Fremantle, Booragoon, Rockingham, Cockburn Kwinana
6 Extra B Series Railcar Sets		5	10	5	To service Mandogalup and Karnup
Extension of Roe Highway		50	50		Part funding. Subject to environmental approvals (Note not supported by the City of Cockburn)
Industry Interpretive Centre		10	10		To leverage Federal Funds
AMC Floating Dock Stage 2			50	50	To have capability to lift LHDs the Navy's heaviest vessel
Jandakot Water Mound Urban Development Edge	2				Investigate urban development on the Western Edge of the Jandakot Water Mound
Woodbridge Second Access	6				Second access to the Rockingham Kwinana District Hospital
Street lighting retrofits with energy efficient globes/fittings	2	2	2	2	Progressive program based on priorities determine in consultation with member Councils
Total	140.95	440.15	562.8	495.1	