

Regional Roads and Transport Recovery Package

Program Guidelines

Jointly funded by the NSW and Australian
Governments under the Disaster Recovery
Funding Arrangements

October 2022



Australian Government



Transport
for NSW





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Message from the Minister



People living in regional NSW have been doing it tough over the past few years, and none more so than those whose homes and livelihoods were affected by the floods across much of northern NSW. Many are still rebuilding their lives, while still dealing with the ongoing impacts of drought, bushfires, floods and COVID-19.

In 2022, repeated flood events wreaked havoc across NSW and caused unimaginable devastation in our communities. Persistent and unprecedented rainfall caused dangerous and widespread flooding across eastern Australia, with northern NSW particularly hard hit.

Tens of thousands of people were forced to evacuate. Rising waters cut off communities, destroyed homes and businesses, and caused trauma for many of our people who bravely endured three major flood events within months.

So too, our state's roads and transport infrastructure bore a significant impact from the unprecedented conditions.

It's clear the complexity, intensity, and economic impact of natural disasters is increasing. Consequently, it's incumbent on government to invest for the future; in prevention, preparedness and capability development initiatives.

This \$312.5 million Regional Roads and Transport Recovery Package (RRTRP) is jointly funded by the Australian and NSW Government to rebuild our transport and road infrastructure network damaged or impacted by floods in 26 flood-affected Local Government Areas (LGAs) across northern NSW. It aims to 'build-back-better' by ensuring infrastructure damaged by the 2022 floods is not just reinstated, but rebuilt stronger, better, and more able to withstand the challenge posed by future natural disasters.

We've seen first-hand the devastating effects of the floods and know affected towns are still recovering. I understand local councils in regional areas are feeling overwhelmed by the amount of paperwork they have had to complete recently as they recover and rebuild. Please be reassured that staff from Transport for NSW are on hand to engage local councils to prioritise the repair and 'betterment' of transport projects which will help communities get back on their feet as soon as possible.

The NSW Government is working in lock-step with local councils in northern NSW to support our regional communities.

We will fund projects that improve the resilience of passenger and freight transport in NSW and build redundancy and resilience into our networks. We will work with local councils to build infrastructure that will make our communities and our nation as strong as possible as quickly as possible. We want to retain and create jobs, reinforce local supply chains and revitalise regional economies and communities.

I encourage local councils to review the RRTRP Guidelines to take every available opportunity to secure the funding needed to improve, enhance and upgrade transport infrastructure to keep communities, families, and businesses connected when they need it most.

Sam Farroway

Minister for Regional Transport and Roads



Introduction

The NSW and Australian Governments are jointly funding the \$312.5M Regional Roads and Transport Recovery Package (RRTRP) under the Disaster Recovery Funding Arrangements to reinforce and upgrade transport networks in northern NSW.

The RRTRP will fund the planning, development and delivery of priority Local and State transport infrastructure resiliency works on Eligible Transport Infrastructure Directly Damaged or Impacted by Australian Government Reference Number (AGRN) 1012 February and March 2022 Severe Weather and Flooding across northern NSW. This event and eligible councils that may make submissions to seek grant funding under the RRTRP are outlined in **Appendix A** of these Guidelines. Definitions used in these Guidelines are defined in **Appendix B**.

Eligible councils across northern NSW and Transport for NSW (see **Appendix A**) are now invited to submit applications for the RRTRP.

The purpose of these Guidelines is to outline the key objectives, eligibility criteria, assessment processes and timeframes for the RRTRP.

Background

The complexity, intensity, and economic impact of natural disasters in NSW is increasing. Greater investment in prevention, preparedness and capability development initiatives is needed to decrease recovery costs. Well-targeted and sustained investment in resilience (referred to as betterment) will enable communities to mitigate and adapt to future risks and also save money in the longer term.

Betterment is repairing or building-back an asset that can better withstand future natural disasters while delivering benefits associated with improved resilience and generating productivity, economic and social outcomes. Betterment is more than reconstructing an asset to its pre-disaster condition.

Betterment rebuilds infrastructure to reduce vulnerability to future disasters, reduce disruptions to the provision of essential services, and lowers the risk of economic impact due to a natural disaster. Betterment also provides intangible social, economic and environmental benefits associated with having more resilient infrastructure, including more connected communities, continuity of essential services for individuals, continuity of business activity in impacted areas, and reduced environmental impact.

The Betterment Vision provides further context on what infrastructure betterment means.

A copy of the Vision is available at:
<https://nswroads.work/rrtrp>.

Complementary Programs

The Australian and NSW governments are delivering two complementary programs that focus on delivering infrastructure betterment in NSW and will be delivered as a consistent, whole of government approach to betterment:

- The \$312.5 million RRTRP (led by Transport for NSW).
- The \$200 million Infrastructure Betterment Fund (led by the Department of Regional NSW).

Both agencies are working together to streamline the application and assessment processes for eligible applicants across both funding streams to maximise convenience for applicants.

Both programs will be delivered in parallel through a single platform to reduce administrative burden on eligible applicants.

The assessment of projects will be undertaken progressively and collaboratively across the Department of Regional NSW and Transport for NSW. The progressive approach will allow for focused support of applications and appropriately balance the need for works now, and the need to adequately scope more complex projects. Both agencies will work to refer applications where a project best-suits one program over another. Announcement of successful projects will be progressive across both programs.

The Infrastructure Betterment Fund (IBF)

The \$200 million IBF will provide funding for NSW government agencies and local government authorities to restore and rebuild directly damaged public assets to a more resilient standard. This includes Essential Public Assets as defined by the Disaster Recovery Funding Arrangements (DRFA), as well as other public assets not usually funded under the DRFA but damaged in the 2019/2020 NSW Bushfires (AGRN 871), February and March 2021 Storm and Floods (AGRN 960 and AGRN 954).

More information about the IBF can be found here
<https://nswroads.work/rrtrp>.

\$312 million Regional Roads and Transport Recovery Package

Led by Transport for NSW



Eligible assets: Transport infrastructure assets

Eligible applicants: Local Councils and Transport for NSW

Relevant disasters: Direct damage or impacted from the AGRN 1012 February and March 2022 Severe Weather and Flooding

Eligible impact area: 26 northern NSW LGAs

Find out more: www.nsw.gov.au

\$200 million Infrastructure Betterment Fund

Led by the Department of Regional NSW



Eligible assets: Transport, Tourism, Water and Sewerage, Telecommunication and other public infrastructure assets

Eligible applicants: Local councils, Local Aboriginal Land Councils and NSW State agencies

Relevant disasters: Direct damage from the 2019/2020 NSW Bushfires (AGRN 871), February and March 2021 Storm and Floods (AGRN 960 and AGRN 954)

Eligible impact area: 90 LGAs across NSW

Find out more: www.nsw.gov.au



Overview

The RRTRP will provide funding to successful projects to plan, develop and deliver works to reinforce and upgrade Local and State Government transport networks in *northern NSW*.

Projects will be prioritised for funding based on the ability to deliver against the following:

- **Strategic** – A project’s alignment with the RRTRP’s objective and relevant government strategies.
- **Resilience** – The extent of risk avoidance/ mitigation expected, and the additional benefit of the betterment activity.
- **Viability** – The deliverability and affordability of the project.
- **Economic** – The quantification and/or qualification of the economic benefit(s) a project will deliver.

Accordingly, it is important for applications to include relevant evidence and information which demonstrates how the projects can deliver the outcomes of the Package. More information can be found in the SmartyGrants application portal (see How to apply below).

These Guidelines will support councils and Transport for NSW in preparing applications by having a strong understanding of the types of projects which will deliver the best community outcomes and value for money and the way in which the applications are evaluated.

Transport for NSW will also give consideration to councils which may be experiencing hardship or choose to nominate projects which connect indigenous communities.

Alignment with Future Transport Strategy 2061

The RRTRP is closely aligned with the Future Transport Strategy 2061, specifically with the actions and outcomes of strategic direction P5 – Transport is resilient and adaptable to shocks and stresses.

The strategy notes that when damaging events occur, we need to reduce the risk and impact on communities and build back to a more resilient standard. Affected assets being renewed or replaced need to be designed to withstand the pressure they may be exposed to over their lifetime, and the changing role they may play in making the entire system more resilient.

The strategy calls out the need for building for resilience in our communities by 2025 as critical to achieving the long-term outcomes of the Future Transport 2061 vision.

The RRTRP will respond to these challenges through well-targeted and sustained investment in resilience, enabling communities to mitigate and adapt to future risks and also save money in the longer term. The RRTRP’s approach to betterment aligns with the NSW State Infrastructure Strategy 2022–2043 and the NSW Critical Infrastructure Resilience Strategy 2018.

Program objective

Severe weather events and other major shocks have an inordinate impact on our large and complex transport networks. While we cannot eliminate disruption, we can improve the resilience of passenger and freight transport, and build resilience into our networks.

The objective of the RRTRP is to support targeted Eligible Transport Infrastructure Directly Damaged or Impacted by AGRN 1012 February and March 2022 Severe Weather and Flooding across northern NSW for the purpose of improved resilience, productivity, social and economic benefits.

Probity and governance

The RRTRP is subject to strict governance and probity with fair and transparent assessment processes. All decisions made under the RRTRP will be made in accordance with the RRTRP Guidelines and the associated Assessment Criteria.

The RRTRP will be administered in accordance with the Department of Premier and Cabinet’s Grant Administration Guide 2022 which outlines requirements and best practice for grants administration. This will help ensure decisions are made with integrity, fairness and accountability, while delivering value for money for NSW.

Consultation

Transport for NSW has worked with NSW Government agencies including the Department of Regional NSW and Resilience NSW on the design of this Package. This ensures alignment across betterment programs’ governance and application processes, streamlining administrative burden for councils.

Funding limits

The minimum grant per application is \$50,000. The maximum grant per application is \$10 million. Councils are limited to three applications under the RRTRP’s initial targeted support. Packaging works will also be considered to leverage economy of scale in delivery.

Applications requiring co-contributions (excluding Category B funding) will not be considered, enabling successful projects to mobilise quickly.

Funding allocations

Under the RRTRP, up to 5 percent of the total funds will be used to administer the delivery of the Fund. Administration costs extend to providing support to applicants, supporting delivery of successful projects, as well as evaluating outcomes.

The RRTRP’s funding is split as a 60:40 notional allocation for Local assets and State assets respectively. This notional allocation model has been adopted given the impact to Local assets as a result of the AGRN 1012 NSW Severe Weather and Flooding February 2022 onwards.

If applications do not fulfil the notional allocation, the Assessment Panel may consider redistributing funding to other projects where there is a demonstrated and direct need for funding beyond what has been notionally allocated. This redistribution is undertaken at the discretion and recommendation of the Assessment Panel (see Application and Assessment Process below) and ensures that the unique recovery needs are met whilst maximising the eligible projects that can be delivered within the program budget. Final approval for any redistribution of funding will be at the discretion of the Minister for Regional Transport and Roads.

The Assessment Panel may also choose to recommend projects above the funding notional allocations in the event that significant meritorious projects are submitted and assessed. Funding projects above the allocation will be at the sole discretion of the NSW Government in line with these Guidelines and the published Assessment Criteria.

Table 1 RRTRP outcomes

Betterment Vision Core Values	RRTRP Outcomes
<p>Resilience – Reduce the risk of impact to an asset over its lifecycle to better withstand natural disasters, and improve the ability to respond, recover and adapt after asset disruption.</p> <p>Productivity – Maintain or improve the level of service and sustainable function that an asset provides.</p> <p>Economic – Achieve net benefits across the asset lifecycle based on the betterment value proposition and provide a return on investment.</p> <p>Social – Maintain or improve a community’s ability to function during and after a disruption to an asset.</p>	<ul style="list-style-type: none"> • The program improves the resiliency of the regional transport network to the continuing impacts of natural disasters by: <ul style="list-style-type: none"> – Strengthening the regional transport network’s capacity to withstand natural disasters (e.g. strengthening road pavement assets). – Improving the reliability of the regional transport network for regional communities during and after natural disaster events (e.g. flood mitigation works such as improved drainage). – Enhancing the adaptability of the regional transport network during and after natural disaster events (e.g. improvements to the secondary road network to reduce the frequency and duration of critical network vulnerabilities and improve freight detour times on critical supply routes). – Improving the regional transport network’s ability to respond and recover when natural disasters do occur (e.g. modular infrastructure for single part replacement).

Eligibility

Funding is available to eligible councils and/or Transport for NSW for the planning, development and delivery of Local and State priority transport infrastructure resiliency works on *Eligible Transport Infrastructure Directly Damaged or Impacted by AGRN 1012 February and March 2022 Severe Weather and Flooding across northern NSW*. This event and eligible councils are defined in **Appendix A** of these Guidelines. Definitions used in these Guidelines are defined in **Appendix B**.

Eligible projects

Projects should meet the following requirements to be eligible for consideration.

Eligible projects must be:

- A local asset managed by council or State asset managed by Transport for NSW that was *Directly Damaged or Impacted by AGRN 1012 February and March 2022 Severe Weather and Flooding across northern NSW* (refer to **Appendix A** and **B**).
- Meet the definition of *Eligible Transport Infrastructure* and/or *re-damaged Eligible Transport Infrastructure* in **Appendix B**, and
- Be for the purpose of the Betterment Vision <https://nswroads.work/rtrtp> of *Eligible Transport Infrastructure Directly Damaged or Impacted by AGRN 1012 February and March 2022 Severe Weather and Flooding across northern NSW* (refer to **Appendix A** and **B**).
- Demonstrate an important role in providing resilience plus one or more core values:
 - **Productivity** – Maintain or improve the level of service and sustainable function that an asset provides.
 - **Economic** – Achieve value net benefit across the lifecycle based on the betterment value proposition and provide a return on investment.
- Align with relevant NSW Government policies and strategies for example the Future Transport Strategy 2061, the NSW State Infrastructure Strategy 2022–2042 and/or the NSW Critical Infrastructure Resilience Strategy 2018.
- Have all physical works and expenditure completed by two years from signing of the funding deed.
- Must be able to commence construction 12 months prior to final expenditure date. Final expenditure date is two years from signing of the funding deed.



Examples of eligible projects

- Mitigation works to address high risk slopes vulnerable during heavy rainfall events.
- Raising the level of key vulnerability points on the road network to mitigate community connection risks due to flood.
- Strengthening road pavements, including hardening, to improve resilience of road assets during flood and fire as a general measure to ensure timely recovery when flood and fire events occur.
- Installing flood mitigation and other resilience infrastructure to mitigate flooding risks impacting transport infrastructure such as improved drainage.
- Upgrades to road corridors to provide improved resilience through enhanced culvert and drainage performance.
- Improvements to the secondary road network to assist in preventing isolation of communities during flood and fire events enhancing continuity of supply for goods and services and freight.
- Low level bridge replacements and upgrades on key corridors where bridge assets are vulnerable to flooding or are ageing.

The above examples are not reflective of every single eligible project and are provided as a guide.

Funding is specific to projects and not transferable.

Eligible grant costs

- Works directly related to damage incurred as a direct result of the Eligible Disaster Declaration Events (refer to **Appendix A**) that have not already been covered through other government funding and/or insurance claims directly related to the betterment activity(s). This does not exclude projects that have received *Essential Public Asset Repair* funding under the DRFA.
- Retrospective works undertaken prior to receiving RRTRP funding.
- Capital works costs directly related to the requested funding activities.
- Project management and administration costs directly related to the requested funding activities.
- Salary/wages and entitlements for employees specifically engaged for the project(s).
- Design costs and planning approval costs including consultancy fees and legislative approval costs associated with the proposed works.
- Contingency costs directly related to the project activities capped at no more than 20 per cent of the total value of the requested funding amount.
- Costs related to buying or upgrading non-fixed equipment or supplies as a small component of a larger fixed project. In this instance a small component is considered as no more than 30 per cent of the overall project expenses and no one item is greater than \$80,000. Exempt non-fixed equipment is vehicles and mobile items that could otherwise be affixed to the asset.



Application and assessment process

Assessment support

Support from Transport for NSW will be made available to assist councils. Refer to Find out more for contact details.

Assessment process

The RRTRP application and assessment process will be delivered through a progressive, rolling approach. This progressive approach aims to reduce the burden on applicants by triaging projects and notifying applicants early in the process as to the level of alignment of their project to the Package and whether further detail is required. The intended outcome to this approach is to minimise waiting periods and enable strong applications that optimise betterment outcomes.

The progressive approach is as follows:

- **Step 1:** Application submission in SmartyGrants up until **2pm Thursday 1 December 2022**.
- **Step 2:** Rolling application review consisting of:
 - Checkpoint review to assess the application for eligibility, suitability and completeness.
 - During the checkpoint review applicant support will be offered to applications requiring further development and supporting documents eligibility, suitability and/or completeness.
 - During the checkpoint review applicants may be offered that their application be referred to the Infrastructure Betterment Fund.
- **Step 3:** Rolling Assessment Panel assessment and recommendations for successful projects are submitted to the Minister for Regional Transport and Roads for approval.
- **Step 4:** Rolling announcements of successful projects. Applicants are notified on the outcome of their application and provided with an offer for feedback.

Where an application is more applicable to the complementary Infrastructure Betterment Fund than has been indicated by the applicant, the applicant will be informed as to the reason for recommendation and offered the option for the project to be considered under the Infrastructure Betterment Fund.

As a capped funding program, betterment funding may be prioritised to shovel ready projects based on the following:

- The vulnerability of the asset which may include damage sustained prior to AGRN 1012 as a result of an earlier natural disaster.
- Criticality of the asset to the stakeholders/ community it serves.
- The project's impact on economic or social factors for the community or state.

Applications must be submitted through the SmartyGrants portal <https://nswroads.work/rrtrp> up until 2pm **Thursday 1 December 2022**.

Once submitted, Transport for NSW will undertake the checkpoint review wherein applications are assessed against the eligibility criteria set out in these Guidelines and reviewed for suitability and completeness. Applications will be assessed by staff within Transport for NSW in the order that they are submitted.

During the checkpoint review, applicant support will be offered if required to meet the requirements of eligibility, suitability and/or completeness and the application will be updated and resubmitted by the applicant. At this point Program referral may also be offered to an applicant. Applicants will be notified of the status of their application within 21 business days from submitting a fully completed application.

Once an application has been completed and has satisfied the requirements of the checkpoint review, Transport for NSW will provide the application to the Assessment Panel for assessment against the Assessment Criteria refer to Assessment Criteria. As part of the assessment, the Assessment Panel may use broader assessment considerations (refer to Broader Assessment Considerations) to consider and rationalise decision making for project funding recommendations.

While Transport for NSW and the members of the Assessment Panel may provide recommendations and advise on eligibility, the final decision maker for the RRTRP is nominated as the Minister for Regional Transport and Roads.

The Assessment Panel will assess applications on a rolling basis. All fully completed applications will be considered by the Assessment Panel. During the assessment process:

- Applicants may be requested by the Assessment Panel to clarify or provide additional information to assist in the assessment process.
- The Assessment Panel may obtain subject matter expert advice on the alignment of the applications with the Assessment Criteria.

The Assessment Panel will recommend the projects for funding. The recommendations will be submitted for funding approval to the Minister for Regional Transport and Roads. Once approved, successful projects will be announced, and applicants will receive a letter of offer. Announcements of projects are likely to be progressive. Unsuccessful and ineligible applications will be notified of the outcome and offered the option for feedback and provided with details on potential support or other funding programs which may be suitable.

Applicants are encouraged to resubmit updated applications based on the feedback provided by Transport for NSW. Resubmission of an application and providing further information does not guarantee funding.

The Assessment Criteria is shown in Table 2.

Assessment panel

An Assessment Panel will be established by Transport for NSW, and the Department of Regional NSW and consist of technical and policy subject matter experts from relevant government agencies. Members of the Assessment Panel will review each project and make recommendations to the Minister for Regional Transport and Roads on those projects that best meet the Package outcomes and objective.

The Assessment Panel may, at their discretion:

- Assess a project as only partially eligible and could therefore recommend for part-funding.
- Recommend a project conditionally on the basis that an external, professional project management service with sufficient capability be engaged for the project to ensure the affordability and deliverability of recommended projects.
- Refer the project to other Australian or NSW Government funding programs for consideration.
- Defer assessment of an application until a later time in the assessment process.

The decision of the NSW Government will be final. The NSW Government may also, in its absolute discretion, choose not to award funding to projects that may have met the criteria.



Table 2 – Assessment Criteria

Assessment Criteria

Assessment Category	Assessment Standard	Required information
Strategic	A project's alignment with the RRTRP's objective and outcomes, Betterment Vision Core Values and relevant government strategies.	<ul style="list-style-type: none"> To what extent the project aligns to the RRTRP's objective and outcomes and Betterment Vision Core Values of resilience, productivity, economic and social. To what extent the project aligns with Australian, NSW and/or local government strategies. To what extent the project is significant for the region and community.
Resilience	The extent of current and future hazard(s) and risk mitigation expected with the additionality of the betterment activity	<ul style="list-style-type: none"> A risk assessment detailing the hazard current risk(s) and any assumptions around data gaps and future risk. To what extent the betterment activity will result in an increased capacity to avoid and/or mitigate those risks. To what extent the betterment activity will improve one or more of the elements of infrastructure resilience: resistance, reliability, redundancy and/or enhancing response and recovery Any value-add for resilience against other hazards.
Viability	The deliverability and affordability of the project.	<ul style="list-style-type: none"> Project costings and quotes, including appropriate contingency, escalation and project management budget line items. Appropriate project designs and approvals required. Applicant has demonstrated skills and capacity to deliver the project through past performance in delivering similar projects (for example, detailing managerial capability to carry out the project). Suitability of the staff or arrangements to deliver the project. Confirmation of asset lifecycle management considerations.
Economic	The quantification and/or qualification of the economic benefit(s) a project will deliver.	<ul style="list-style-type: none"> A cost estimate/budget must be submitted with each application. An economic benefits assessment of the project(s) must be included and include an assessment of the consequences of not undertaking the project (this template is built into the application form).

Broader Assessment Considerations

Other factors summarised below may be considered by the Assessment Panel when making recommendations for successful projects. This may include:

- Applicability to the Infrastructure Betterment Fund.
- Deliverability timeframe of the project(s).
- Quantum of funding available.
- Project distribution by frequency of natural disaster impact per LGA.
- Infrastructure type.
- Safety benefits of the project.
- Level of support provided to the community (community impact and benefit), and/or priority of a project to the local and regional business/industry sector and/or economy.
- Support that the project may provide for vulnerable sections of the community (i.e. such as youth, Aboriginal people and people with disabilities).
- Suitability of projects for other government funding opportunities.
- Broader community recovery context and outlook.
- Alignment with other existing NSW and/or Australian government policies and strategies.
- Market failure, market barriers and the role of government.

Benefit to Cost Ratio (BCR)

The RRTRP will not require projects to meet a threshold BCR for applications to be considered. Projects will still be assessed on a value-for-money basis.

Other supporting information

Applicants are encouraged to provide documentation in support of their application. This documentation may include photographs, engineering reports, road priority hierarchy and reports, maintenance reports or any other supporting evidence.



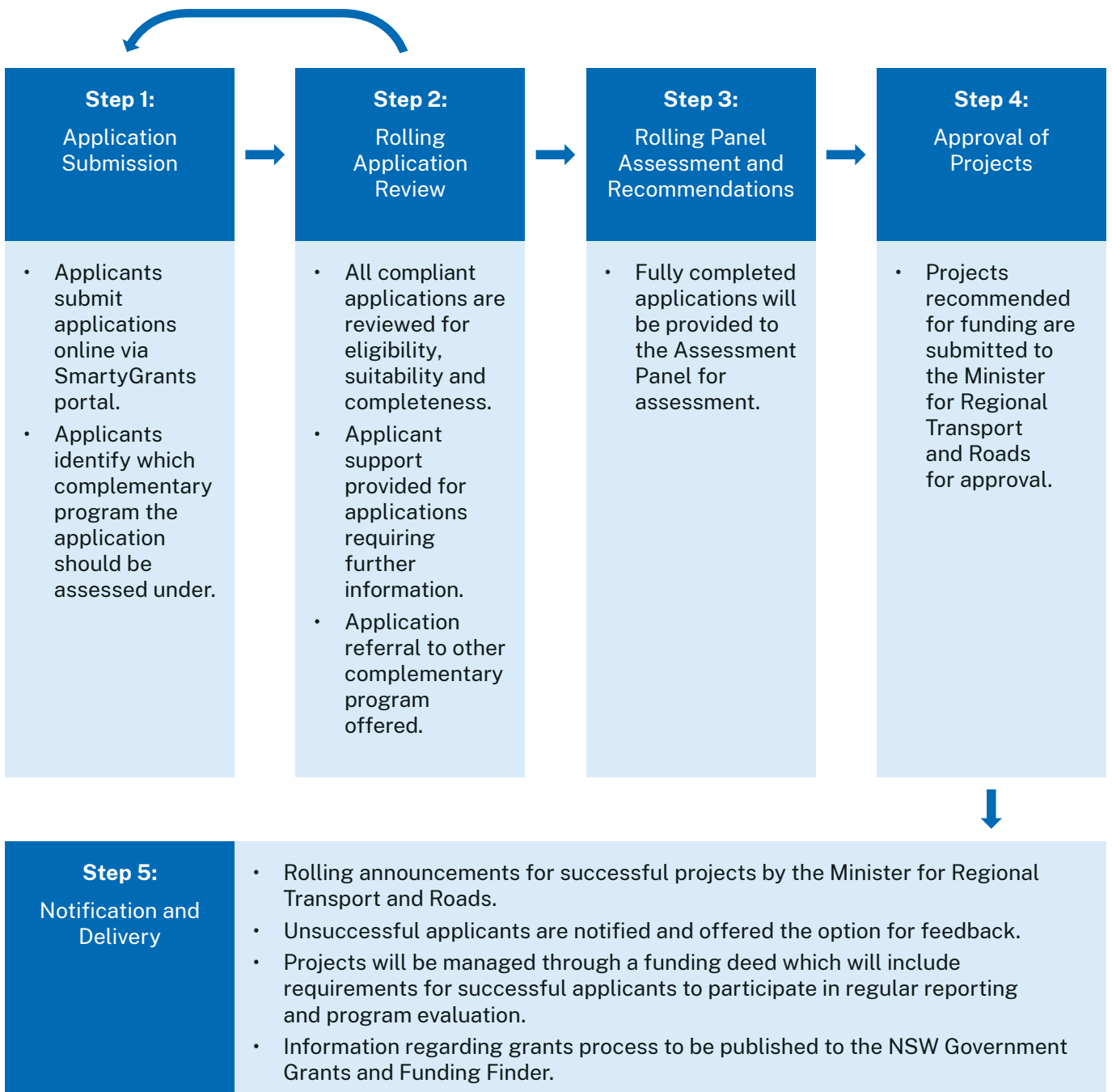
How to apply

Application and assessment process

An overview of the stages of the application and assessment process is shown below.

Table 3 RRTRP and IBF Application and Assessment Process

RRTRP and IBF Application and Process



Key Dates

Phase	Date
RRTRP Launch and application period opens	Thursday 6 October 2022
Application period closes*	2pm Thursday 1 December 2022
Rolling application submission, checkpoint and assessment of applications	October 2022 – January 2023
Rolling approval and announcement of successful projects	From December 2022
Funding Deeds executed and works commenced	From early 2023
Projects completed and funding distributed	From two years of signing of funding deed noting all projects must be completed and funding distributed by 30 May 2025

*In extenuating circumstances, late applications from councils may be accepted at the sole discretion of Transport for NSW.



Successful applicants

Both successful and unsuccessful applicants will be notified in writing of the outcome of their application. Successful applicants will be required to enter into a Funding Deed with Transport for NSW prior to receiving funds.

Successful applicants should note:

- Recipients will be required to participate in regular reporting during the delivery and at the completion of the project(s) for grant acquittal.
- Recipients will be required to participate in an evaluation after the project has commenced to determine the extent to which their projects have contributed to the objectives of the RRTRP. Funding recipients will be required to provide evidence of how projects resulted in measurable benefits consistent with the objectives of the RRTRP.
- Procurement of goods and services must be in accordance with the applicant's procurement policy. When procuring goods or services, local governments must act in accordance with the *Local Government Act 1993 (NSW)* and the *Local Government (General) Regulation 2010 (NSW)* and their own procurement policy. NSW Government agencies must comply with the NSW Procurement Policy Framework.
- The Australian and NSW governments may choose to publicly announce grant funding of projects. Successful applicants may be requested to keep the grant confidential for a period of time if an announcement is to be made by the Australian and NSW governments.
- If successful, the Australian and NSW governments reserve the right to use recipient and project information in media regarding the RRTRP. Information may be used in the form of press releases, case studies, promotional material and in response to media enquires relevant to the RRTRP.
- Under the Funding Deed recipients will be required to provide additional documentation including a copy of all relevant insurances to demonstrate the operation and maintenance of the projects post-RRTRP funding.
- Successful applicants will be required to submit quarterly project progress reports to the NSW Government and audit documentation as outlined in the Funding Deed.
- Grants will be paid via milestone payments set out in the Funding Deed and timing and requirements will vary depending on the scope and timelines of the project. All grantees will be required to provide evidence of prior expenditure and completed works in order to access subsequent milestone payments.
- Requests for variations or changes to the project (including time extensions) will only be considered in limited circumstances pending the approval of the Minister for Regional Transport and Roads.
- Successful applicants will be required to pay back unspent funds or those funds which have not been spent and/or cannot be evidenced as spent in accordance with the Funding Deed.
- Transport for NSW reserves the right to undertake an audit of grant funding within seven years. Funding recipients are required to keep appropriate records for audit and assurance purposes.





How to apply

The RRTRP application form can be accessed by logging into SmartyGrants via the RRTRP website <https://nswroads.work/rrtrp>.

Applicants must provide all of the information required in the application form including the mandatory fields and are encouraged to provide additional materials to support their case in relation to the Assessment Criteria.

Supporting documents will be required to assist in the evaluation process and must be submitted with the application form via the SmartyGrants system.

Only completed applications received by 2pm on the closing day will be accepted and assessed. Late submissions will not be accepted, unless Transport for NSW considers exceptional circumstances beyond the applicants' control.

Applicants may withdraw an application at any time, with written advice of the withdrawal to be provided to Transport for NSW via email to RRTRP@transport.nsw.gov.au.

Requirements of the application form are outlined on the program website: <https://nswroads.work/rrtrp>.

Confidentiality and disclosure

All information submitted by the applicant may be provided to other government agencies for the purposes of eligibility, project proposal appraisal or deed preparation.

Applicants should notify Transport for NSW when including any information of a confidential nature in their application.

Summary information about the project will be posted on Transport for NSW's website unless the applicant advises that they do not agree to its publication.

Information provided may be subject to future project audits and must be correct, including factual information about the road particulars (e.g. road traffic volume).

Further information

Transport for NSW will conduct virtual information sessions with interested applicants early in the application period.

Invitations will be distributed directly to local governments via a local Transport for NSW representative.

If you do not receive an invitation and believe you should attend please contact RRTRP@transport.nsw.gov.au.

Frequently Asked Questions are available on the program website: <https://nswroads.work/rrtrp>.

Find out more

Contact us

Website: <https://nswroads.work/rrtrp>
 Email: RRTRP@transport.nsw.gov.au

Getting support

Frequently asked questions and other resources to assist with applications are available at <https://nswroads.work/rrtrp>.

If you require assistance or advice with your application, please contact <https://nswroads.work/rrtrp>.

Complaints

Any concerns about RRTRP or individual project submissions please write to RRTRP@transport.nsw.gov.au. If you do not agree with the way the Transport for NSW handled the issue, you may wish to contact the NSW Ombudsman via www.ombo.nsw.gov.au.

Public Acknowledgment

Under the Disaster Recovery Funding Arrangements, all projects under the RRTRP must appropriately acknowledge and recognise that it is jointly funded by the NSW Government and the Australian Government under the Disaster Recovery Funding Arrangements. The announcement of assistance must be done jointly by the Australian and NSW governments, unless otherwise agreed.

Prior agreement must be reached with the Australian Government on the nature and content of any subsequent events, announcements, promotional material or publicity relating to DRFA assistance measures. This includes but is not limited to media releases, events, social media, signage and advertising.

To obtain the required agreement, RRTRP grant recipients must contact Transport for NSW at RRTRP@transport.nsw.gov.au, and the Transport for NSW will in turn liaise with Resilience NSW and Australian Government representatives regarding the events, announcements, promotional material or publicity.

Publications must include both the Australian and NSW governments' logos and the following disclaimer: 'Although funding for this product has been provided by both the Australian and NSW Governments, the material contained herein does not necessarily represent the views of either governments.'

Recipients must follow the NSW Government Signage Requirements <https://www.nsw.gov.au/branding/sponsorship-and-funding-acknowledgment-guidelines/signage-guidelines> to acknowledge the funding source on project signage. All signage must include acknowledgement of the co-funded by the Australian and NSW governments.

Transport for NSW will identify and inform Resilience NSW and the Australian Government of media opportunities relating to the RRTRP.

Disclaimer

Before applying for funding under this Fund or making any decision, recipients should seek advice from their legal, business and financial advisers to determine their eligibility for, and the terms of the funding.

Transport for NSW does not guarantee or warrant, and accepts no legal liability whatsoever arising from or connected to, the accuracy, reliability, currency or completeness of any material contained in this publication. Information in this publication is provided as general information only and is not intended as a substitute for advice from a qualified professional.

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The Fund documents are subject to change at any time at the discretion of Transport for NSW, in consultation with Resilience NSW and the NRRRA.

Costs for the administration, monitoring and evaluation of the Fund will be met from the total budget allocated for funding delivery under the RRTRP.

Government Information (Public Access) Act

Recipients should be aware that information submitted in applications and all related correspondence, attachments and other documents may be made publicly available under the *Government Information (Public Access) Act 2009 (NSW)*. Information that is deemed to be commercially sensitive will be withheld. The *Government Information (Public Access) Act 2009 (NSW)* makes government information accessible to the public by:

- Enquiring government agencies to make certain sorts of information freely available.
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- Restricting access to information only when there is an overriding public interest against disclosure.

Guidelines Version 1 dated 6 October 2022.



Appendix A – Eligible event and eligible councils

AGRN 1012 February and March 2022 Severe Weather and Flooding Declaration

The NSW Government declared 60 Local Government Areas (LGAs) as disaster declared with the Australian Government. These declarations are referenced as Australian Government reference number (AGRN) 1012 February and March 2022 Severe Weather and Flooding.

Given the RRTRP's focus on northern NSW, the following 26 LGAs are eligible for RRTRP funding:

- Armidale
- Ballina
- Bellingen
- Byron
- Central Coast
- Cessnock
- Clarence Valley
- Coffs Harbour
- Dungog
- Glen Innes Severn
- Kempsey
- Kyogle
- Lake Macquarie
- Lismore
- Maitland
- Mid-Coast
- Muswellbrook
- Nambucca
- Newcastle
- Port Macquarie-Hastings
- Port Stephens
- Richmond Valley
- Singleton
- Tenterfield
- Tweed
- Upper Hunter

Appendix B – Definitions

Direct Damage / Directly Damaged – physical damage and/or loss of functionality as a direct result of the AGRN 1012 February and March 2022 Severe Weather and Flooding.

Impacted – Betterment works that improve the resiliency of directly damaged infrastructure (i.e. a network approach that demonstrates evidence that the project will improve the resiliency of directly damaged assets).

Eligible Disaster Declaration Events – the disaster declared events listed in Appendix A of these Guidelines.

Eligible Transport Infrastructure –

- Essential Public Assets that have undergone reconstruction works defined as one of the following:
 - Transport assets – a Local or State asset that is an integral part of the State’s and region’s infrastructure and includes Essential Public Assets associated with roads, road infrastructure (including footpaths, bike lanes, and pedestrian bridges), bridges, tunnels and culverts.

Eligible Undertaking – a body that is one of the following:

- Eligible local governments as identified in Appendix A
- Transport for NSW

Essential Public Asset – An asset which must be a transport or public infrastructure asset of an eligible undertaking which, the state considers an integral part of a State’s infrastructure and normal functioning of a community.

Reconstruction cost – The estimated cost of reconstruction of an essential public asset damaged by an eligible disaster and calculated in accordance with the DRFA.

Reconstruction works – Reconstruction works on an Eligible Transport Infrastructure Directly Damaged by an eligible disaster for which an estimated reconstruction cost has been developed. Being the like-for-like or repair to restore the infrastructure to its pre-disaster condition without enhancements other than restoration to current standards.

Re-damaged Eligible Transport Infrastructure – An asset that suffers additional damage from one Eligible Disaster Declaration Events and a subsequent Eligible Disaster Declaration Events which occurs after the development of an estimated reconstruction cost for the preceding eligible disaster.

Re-damaged – an asset is considered to be re-damaged if it is Directly Damaged by an eligible disaster and suffers further damage in the same location from a subsequent eligible disaster prior to the commencement or completion of eligible restoration or replacement activities in response to the first eligible disaster.

Resilience – reducing the risk of impact to an asset over its lifecycle to better withstand natural disasters, while simultaneously improving the ability to respond, recover and adapt after asset disruption.

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