

Transport
for NSW

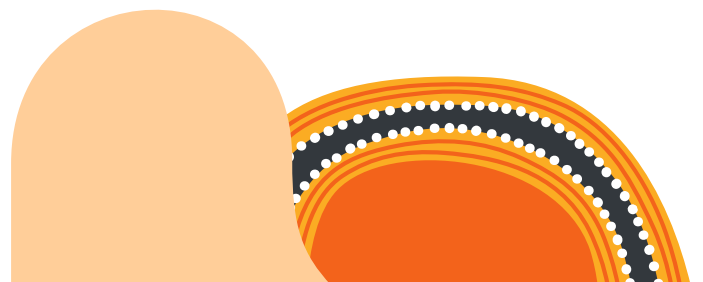
Country Passenger Transport Infrastructure Grants Scheme Guidelines 2023-2024

transport.nsw.gov.au



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Abbreviations

| | |
|--|--------|
| Country Passenger Transport Infrastructure Grants Scheme | CPTIGS |
| Disability Standards for Accessible Passenger Transport | DSAPT |
| Local Government Area | LGA |
| Outer Metropolitan Bus Services Contract | OMBSC |
| Rural & Regional Bus Services Contract | RRBSC |
| Special Infrastructure Programs | SIPs |
| Tactile Ground Surface Indicators | TGSIs |
| Transport for NSW | TfNSW |

1. Purpose

The Country Passenger Transport Infrastructure Grants Scheme (CPTIGS) provides subsidies to support the construction or upgrade of bus stop infrastructure generally owned and maintained by local councils across regional NSW. The subsidies represent Transport for NSW's (TfNSW) financial contribution towards improving the accessibility and quality of kerbside passenger transport infrastructure in regional areas. \$1,626,000 is available in this annual funding round.

2. Benefits

The Scheme aims to maximise benefits to regional passengers through supporting:

- more accessible passenger transport, especially better connections between bus stops and surrounding communities;
- an increase in the use of passenger transport in regional areas through improved awareness of bus stop locations, kerbside information and improved security; and
- the development of minor infrastructure to complement passenger service development.

3. Geographical coverage

The Scheme corresponds with the areas of NSW aligned with RRBSC regions and a limited number of OMBSC regions, as shown at Figure 1. The table at **Appendix A** provides the full list of eligible LGAs.

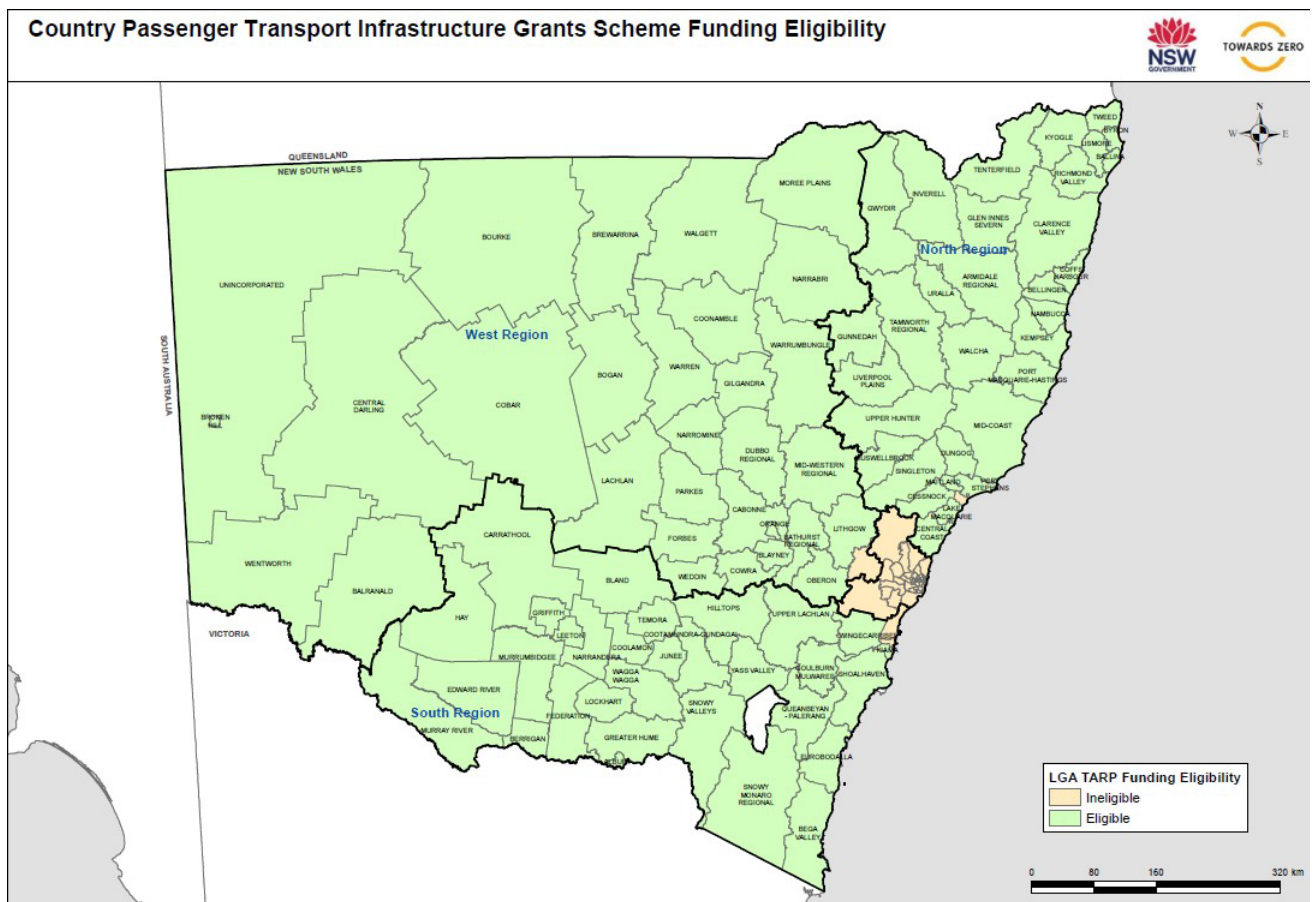


Figure 1. Eligible Areas for CPTIGS

4. Eligibility requirements

4.1 Eligible organisations

The Scheme is open to applications from:

- Local governments (councils and joint regional organisations);
- Incorporated community organisations including, Aboriginal Land Councils.

If schools, transport providers and businesses would like a shelter or upgrade they should contact their local council to make the application on their behalf.

4.2 Eligible infrastructure components

Subsidies can be used for the provision and/or upgrading of bus stop infrastructure components as follows:

- new shelter and associate works; or
- upgrades –
 - boarding areas – especially levelling;
 - basic boarding point;
 - minor boarding point upgrade;
 - connecting footpath;
 - security/lighting;
 - signage;
 - standard bus stop hard stand;
 - street furniture;
 - tactile ground surface indicators (TGSIs).

A new shelter has a maximum total grant value of \$20,000 – which includes the shelter and associated works.

An upgrade has a maximum total grant value of \$4,500 (Funding will be granted as per **Appendix G** of these Guidelines – Subsidy Rates for Standard Projects).

The Program allows for a new shelter or upgrade/s at a location. Application cannot be made for a new shelter and an upgrade/s at the same location.

4.3 Eligible locations

The Scheme provides subsidies for improvements at:

- regular bus stops;
- NSW TrainLink coach stops;
- bus stops adjacent to the entry/exit points of schools; and
- bus stops that support other modes of transport, including flexible transport options.

4.4 Ineligible Funding Items

- research or studies;
- services;
- management;

- conveyances or enhancement to conveyances for use by transport providers;
- projects that benefit conveyances or drivers only, not passengers;
- lifecycle maintenance or recurrent costs;
- sealing or delineation of roads or airstrips;
- road works;
- infrastructure enclosed on private land not accessible by the public;
- infrastructure for exclusive use by taxis services;
- infrastructure for exclusive use by airports; and
- improvements made on private property.

5. Funding allocation priorities and principles

- Proposals that improve safety and accessibility are higher priority than those which enhance passenger comfort.
- Subsidies are to provide direct benefits to customers of passenger transport services contracted by TfNSW.
- Subsidy payments represent TfNSW's financial contribution towards the provision and upgrading of infrastructure to a minimum standard. Where a higher standard is preferred, the subsidy recipient is responsible for funding the additional cost.
- Equitable distribution of subsidy payments across regional areas.
- Applications for subsidies from RRBSC regions take priority over projects for OMBSC areas.

6. Funding model

6.1 Budget cycle

The CPTIGS funding cycle is annual. The CPTIGS rounds will open 1 July and close to applications on 30 September each year.

6.2 Provisional regional allocations

- The allocation of provisional regional subsidy and for special infrastructure projects is based on each region's share of population covered by the Scheme.
- **Appendix B** provides a breakdown of the provisional subsidy budget nominally assigned to each eligible NSW Region.
- In the event that there is an under-subscription in any NSW Region or SIP's, TfNSW reserves the right to reallocate surplus funding to applications approved in other eligible NSW Regions.
- In the event that there is a general under-subscription of funding, TfNSW reserves the right to allocate funds to other suitable CPTIGS projects.

- Local councils are encouraged to coordinate applications at the regional level especially, where possible, with the assistance of joint regional organisations and to prioritise effective use of subsidy.
- Local councils, bus operators, schools, Aboriginal land councils and community transport organisations are encouraged to consult and collaborate to strengthen applications.

7. Processes for a standard application

Transport for NSW will advise when a funding round opens for the submission of a standard application. Such rounds will be opened every year allowing three months for the submission of applications. Applications may be prepared in advance for subsequent rounds. Under-subscription may result in additional rounds.

Applications are to be submitted through the online grants managements system – Smartygrants - <https://www.smartygrants.com.au/>

All proposed projects should be contained within the application. Only one application per organisation is allowed in each funding round. Any duplicate or subsequent applications from the same organisation will not be considered.

7.1 Preparing an application

7.1.1 Scope

Identify the amount of funding available for your area and region. Whilst this is a notional budget, if the pool is fully subscribed, then this would be the funding limit for the round. Please submit realistic applications in what can be achieved within the budget and timeframe.

A list of identified bus stop locations for each LGA is an integral component of the application. This will enable applicants to easily identify each component of the application by the unique stop.

Each location should have the before photo attachment and must use the address of the naming convention of all pictures.

The Geocode of the location should also be attached manually.

Listed stops requiring upgrades to comply with DSAPT requirements will be the priority.

Individual components of each project (stop) within an application can be identified. This enables flexibility in the works required and recognises diversity of locations.

Additional works that may be associated with the proposed transport **infrastructure upgrade, such as complementary road works, are not eligible for a subsidy under this Scheme.** Please refer to **Appendix G** for details of eligible infrastructure components that can be subsidised.

7.1.2 Community and operator consultation

Applicants are encouraged to consult with the local community and transport service providers such as route service operators and NSW TrainLink to identify the transport infrastructure in most need of upgrading or construction.

Whilst it is not a requirement, applications that demonstrate consultation and support will be highly regarded. Applicants can demonstrate community consultation by attaching letters outlining the local consultation and support from the local bus operator and other interested parties.

7.1.3 Eligible Applicants

Applications will be accepted from Local Councils, Local Aboriginal Land Council or TfNSW as the Road Authority in the Unincorporated area.

7.1.4 Calculation of provisional subsidy amount

The subsidy payments made by TfNSW should not be expected to cover the full cost of projects so it is important that applicants undertake adequate costing of the proposed works even though cost estimates are not required as part of the application. However, the subsidy amounts provided by TfNSW should represent a significant contribution and applicants are reminded that they will be required to meet the cost of any shortfall. The application automatically calculates funding requests as you populate the form.

7.1.5 Priority of works within the application

An application requires that each location is numbered **by priority**.

An application can have **only one set of priorities** across new shelters and upgrades. For example

- Priorities #1 and #2 are upgrades, #3 is a new shelter, priority #4 is an upgrade, #5 is a new shelter, etc.

An application **cannot** have a Priority #1 New Shelter **and** a Priority #1 Upgrade. One set of numbers are to run in chronological order -#1 being the highest priority - from your first priority location to your last.

Failure to follow this prioritisation may have an unintended impact for applicants.

7.2 Standards

Applicants should ensure that each proposed project complies with all relevant standards, including but not limited to, the:

Disability Standards for Accessible Public Transport, available from-

- <https://infrastructure.gov.au/transport/disabilities/index.aspx>
- <https://infrastructure.gov.au/transport/disabilities/whole-journey/>
- <https://www.legislation.gov.au/Series/F2005B01059>

Helpful hints for rural bus infrastructure may be found at:

- <https://www.humanrights.gov.au/australian-human-rights-commission-accessible-bus-stops-guidelines>

7.3 Submission of applications

- Applications are to be submitted on-line on the official CPTIGS application form on or before the due date (see **Appendix D** for Terms and Conditions).
- It is the responsibility of the applicant to ensure information entered in the form is accurate.
- Late applications will not be assessed unless there are exceptional circumstances and prior approval for late submission has been obtained from the Program Manager.

7.4 Assessment of applications

7.4.1 Allocation Process

Applications will be assessed by a panel formed by TfNSW. The Assessment Panel will review all applications based on the principles and priorities outlined in these Guidelines. The Assessment Panel's funding recommendations will be submitted to a Local Government NSW representative for endorsement.

7.4.2 Step 1

Applications are grouped by each eligible NSW Region. The Program Manager determines whether there are sufficient subsidies allocated to that region to subsidise all eligible bus stop improvement projects. For details of this round's nominal regional allocation of subsidy – see **Appendix B**.

7.4.3 Step 2

The Program Manager calculates whether there is an under-subscription or oversubscription of the notional funding allocated to each eligible NSW Region.

7.4.4 Step 3

In the event that there are unallocated funds in any given region, said funds will be returned to the general pool for redistribution to other regions where there is an oversubscription. The same principles will be used for allocation of funding for over or undersubscribed local government areas within regions.

7.5 Notification of outcomes

Applicants will be formally advised of the outcome of their application following announcements by the Minister for Regional Transport and Roads and/or local Members of Parliament.

7.6 Project timeframe

All works must be completed within two years from the date on the letter of approval. Recipients are to advise TfNSW immediately of any change or impediments to completing projects according to scope, time and quality expectations. Termination of projects prior to their completion may result in a request to return the initial payment.

7.7 Grant payments

7.7.1 Initial payment

An initial payment of 50% of the total approved subsidy amount will be made upon TfNSW receiving confirmation from the successful applicant of their acceptance of the terms and conditions of the grant in conjunction with uploading financial information and commentary to the TfNSW Grants Program Portal (Salesforce).

7.7.2 Final payment

The remaining 50% will be paid upon all works being finalised, submission of acceptable acquittal report in the Smarty Grants portal, and uploading financial information and commentary to the TfNSW Grants Program Portal (Salesforce).

7.8 Reporting

Both interim and final acquittal reports must be forwarded to TfNSW through the online grants management system – Smartygrants - www.smartygrants.com.au.

Reports must be signed by the delegated officer of the applicant, confirming:

- works have been completed as stated in the original application; and
- a compliance report has been prepared by an accredited access consultant, or suitably qualified staff member, verifying compliance with standards and guidelines. See **Appendix G** for further details.

7.8.1 Interim acquittal reports

Recipients may provide an interim acquittal report for part of the scope of works at any time during the maximum two years approved for the completion of works.

An example of an interim acquittal is provided in **Appendix F**.

Interim acquittal reports must meet the Reporting Requirements in **Appendix F**.

7.8.2 Final acquittal reports

Final acquittal reports must be provided within two years from the date on the letter of approval for the CPTIGS grant and must meet the Reporting Requirements in **Appendix F**.

7.8.3 Verification of reports received

TfNSW reserves the right to audit any completed works to confirm works have been delivered as reported. Misrepresentation of the works completed may result in the applicant repaying any grant funds received and/or exclusion from subsequent CPTIGS funding rounds.

7.8.4 Failure to submit acquittal reports

No final payments will be made without the submission of an acceptable final acquittal report. Failure to complete the works or submit an acceptable acquittal report within the allocated two years may result in the applicant repaying any grant funds received.

8 Processes for Special Infrastructure Projects

Special Infrastructure Projects (SIPs) will be considered from the opening round on 1 July, until the closing date of 30 September as per the applications of the infrastructure projects. Undersubscription of this allocation will have this budget redistributed evenly into the regions. SIPs may be identified by the community in consultation with regional TfNSW staff or directly by TfNSW. Applications are made and received on behalf of a collaborative body through the office of the local Community Partner Team. Refer to **Appendix C**.

Special infrastructure projects require exceptional circumstances that cannot be met within the existing guidelines. To be successful they require collaboration, should be innovative and be a joint approach from councils, bus operators and other interests such as NSW TrainLink.

The Program Manager can be approached to provide advice on eligibility and on structuring a submission for a special infrastructure project.

8.1 Preparation in support of a project

8.1.1 Identify the need

If you have identified a need in your community that you believe could be supported with a special infrastructure project then you should discuss this with the Community Partner. The Community Partner will undertake a preliminary assessment of the concept and its suitability.

8.1.2 Level of support

TfNSW will provide a subsidy for the cost of the project. The level of support will be determined by the quality and scope of the application and the funding available.

8.1.3 Concept and costing

Following this preliminary assessment you may be required to provide a business case detailing:

- the project and its benefit to passengers;
- why it is innovative;
- how it integrates and supports strategies and initiatives under the Future Transport Regional NSW Services and Infrastructure Plan;
- the partners within the joint approach; and
- costing and plans for the project.

Applicants should ensure the project complies with all relevant standards, including but not limited to:

Disability Standards for Accessible Public Transport, available from -

- https://infrastructure.gov.au/transport/disabilities/third_review_tor.aspx
- <https://infrastructure.gov.au/transport/disabilities/index.aspx>
- <https://infrastructure.gov.au/transport/disabilities/whole-journey/>
- <http://www.comlaw.gov.au/Series/F2005B01059>
-

Helpful hints for rural bus infrastructure may be found at The Australian Human Rights Commission Guidelines, available from <https://www.humanrights.gov.au/australian-human-rights-commission-accessible-bus-stops-guidelines>.

8.1.4 Submitting an application

Applications will be submitted through the local Community Partner anytime between 1 July and 30 September each year.

8.1.5 Appraisal of applications

Applications will be approved at the discretion of the Regional Director of the relevant Region, with consideration of their fit and appropriateness for the area and evolving needs in line with strategies and initiatives under the Future Transport Regional NSW Services and Infrastructure Plan.

8.2 Notification of outcomes

Transport for NSW will formally advise applicants of the outcome of their application.

8.3 Project timeframe

All works must be completed within two years from the date on the letter of approval. Recipients are to advise TfNSW immediately of any change or impediments to completing projects according to scope, time and quality expectations. Termination of projects prior to their completion may result in a request to return the initial payment.

8.4 Grant payments

Grant payments will be staged and will vary according to the scope and complexity of the project. The payment schedule will be agreed to within the application process but a percentage of the grant will be withheld as a final payment until a satisfactory acquittal report is received.

8.5 Reporting

A comprehensive acquittal report meeting the requirements for Special Infrastructure Project Reporting (refer **Appendix F**) must be forwarded to TfNSW.

The acquittal report must be signed by the delegated officer of the applicant and an appropriately qualified access consultant, confirming:

works have been completed as stated in the original application; and

a compliance report has been prepared by an accredited access consultant, or suitably qualified staff member, verifying compliance with standards and guidelines. See **Appendix F** for further details.

8.5.1 Verification of reports received

TfNSW reserves the right to audit any completed works to confirm works have been delivered as reported. Misrepresentation of the works completed may result in the applicant repaying any grant funds received and/or exclusion from subsequent CPTIGS funding rounds.

8.5.2 Failure to submit acquittal reports

No final payments will be made without the submission of an acceptable acquittal report. Failure to complete the works or submit an acceptable acquittal report within the allocated two years may result in the applicant repaying any grant funds received.

Appendix A – Eligible Local Government Areas

| North | South | West |
|---|---|--|
| Hunter & Central Coast: Central Coast Cessnock Dungog Lake Macquarie Maitland Mid-Coast Port Stephens | South East Coast Precinct: Bega Valley Eurobodalla Kiama Shoalhaven | East Precinct: Bathurst Lithgow Mid-Western Oberon Blayney |
| New England Precinct: Armidale Glen Innes Severn Gunnedah Gwydir Inverell Liverpool Plains Muswellbrook Singleton Tamworth Upper Hunter Uralla Walcha | South East Tablelands Precinct: Goulburn Mulwaree Hilltops Queanbeyan-Palerang Snowy Monaro Upper Lachlan Wingecarribee Yass Valley | Central West Precinct: Cabonne Cowra Dubbo Forbes Gilgandra Lachlan Narromine Orange Warren Warrumbungle Weddin |
| North Coast Precinct: Ballina Bellingen Byron Clarence Valley Coffs Harbour Kempsey Kyogle Lismore Nambucca Port Macquarie-Hastings Richmond Valley Tenterfield Tweed | Riverina Murray Precinct: Albury Berrigan Bland Carrathool Coolamon Cootamundra-Gundagai Edward River Federation Greater Hume Griffith Hay Junee Leeton Lockhart Murray River Murrumbidgee Narrandera Snowy Valleys Temora Wagga Wagga | Far West Precinct: Balranald Bogan Brewarrina Bourke Broken Hill Central Darling Cobar Moree Plains Narrabri Unincorporated Walgett Wentworth |

Appendix B - 2023/24 Notional Regional Allocations of Subsidy

| Upgrades up to \$4,500 each | |
|--|--|
| New Shelters \$20,000 each | |
| Region | Total Notional Funding Allocation |
| North | \$715,833.34 |
| South | \$408,228.80 |
| West | \$229,270.46 |
| Special Infrastructure Projects | \$238,823.40 |
| | \$1,592,156.00 |

Appendix C - TfNSW Community Partnering Team

| NSW Region | Office Location | Community Partner | Phone | Email |
|------------------------------|-----------------|----------------------|--------------|---|
| North Precinct Team | | | | |
| Hunter Central Coast | Newcastle | Corinne Thompson | 0408 427 015 | corinne.thompson@transport.nsw.gov.au |
| New England | Newcastle | Michael Papadopoulos | 0438 640 685 | michael.papadopoulos@transport.nsw.gov.au |
| North Coast | Grafton | Brad Crispin | 0428 741 088 | bradley.crispin@transport.nsw.gov.au |
| South Precinct Team | | | | |
| South East Coast | Wollongong | Fiona McLauchlan | 0242 212 565 | fiona.mclauchlan@transport.nsw.gov.au |
| South East Tablelands | Wollongong | Vanessa Wilson | 0436 447 547 | vanessa.wilson2@transport.nsw.gov.au |
| Riverina Murray | Wagga Wagga | Joanne Cheshire | 0427 047 121 | joanne.cheshire@transport.nsw.gov.au |
| West Precinct Team | | | | |
| East | Parkes | Sharon Grierson | 0418 440 244 | sharon.m.grierson@transport.nsw.gov.au |
| Central West | Parkes | Jacqueline Anderson | 0417 278 882 | jacqueline.anderson@transport.nsw.gov.au |
| Far West | Dubbo | Belinda Roberts | 0438 203 214 | belinda.roberts@transport.nsw.gov.au |

Appendix D

Terms and Conditions

1. The call for applications does not commit Transport for NSW in any way to the provision of funding or assistance to a proponent. The outcome is subject to the competitive assessment of all applications in accordance with the principles and priorities outlined in the Guidelines at the time and the available funds.
2. If the available funds are not fully subscribed by the completion of the assessment process, the right is reserved to nominate other suitable CPTIGS projects for funding.
3. By submitting financial information and commentary into the TfNSW Grants Program Portal (Salesforce), funding recipients accept any special conditions that Transport for NSW may include in its letter confirming the funding, in addition to plus the following general conditions:
 - a. projects to be completed within two years from the date on the letter of approval;
 - b. no unauthorised changes in the scope and/or location of the project;
 - c. no re-allocation of any part of the funds to other works without prior Transport for NSW approval in writing;
 - d. reporting as required (refer to **Appendix F**);
 - e. Transport for NSW is under no obligation to provide additional funds for subsequent stages of a project; and
 - f. the NSW Government requires public acknowledgment of its funding support for the project.
4. The recipient acknowledges that in accepting grant money, Transport for NSW does not assume any legal obligation for the project. All relevant legal obligations and liabilities are the sole responsibility of the recipient and any sub-contractor. Transport for NSW will not own, control, manage or maintain the infrastructure.
5. The recipient is fully responsible for delivery of the project. The recipient and any sub-contractors are to adhere to all regulatory requirements associated with the planning, design and construction of projects in NSW. In particular, all proposals need to obtain appropriate planning and development approvals from Local Government. The proponent should do this before they submit an application. The following is a typical, but not exhaustive, list of regulations and codes that must be observed:
 - a. Australian Standards;
 - b. Building Code of Australia;
 - c. NSW Government Code of Practice;
 - d. NSW Government Code of Tendering;
 - e. Local Government development guidelines;
 - f. Environmental Planning & Assessment Act 1979; and
 - g. Disability Standards for Accessible Public Transport 2002³;
6. Transport for NSW reserves the right to assess a project's design, development, costing, construction or delivery at any stage and may use its own staff or engage independent contractors to do this. In accepting subsidies, funding recipients agree to make all relevant records available for scrutiny.
7. Transport for NSW may require the development and display of Transport Services Guides and/or project signboards acknowledging NSW Government funding.

Transport for NSW

Failure to comply with these or any additional conditions imposed by letter to recipients may result in the termination of funding, repayment of part or all of the allocated funding and disqualification from future grants under this Scheme.

3

<https://infrastructure.gov.au/transport/disabilities/index.aspx>

<https://infrastructure.gov.au/transport/disabilities/whole-journey/>

<http://www.comlaw.gov.au/Series/F2005B01059>

Appendix E

Assessment Criteria for Standard and Non-Standard Infrastructure

Assessment Criteria

To what degree

| | |
|---|-----|
| does the proposal contribute towards improving the safety and accessibility as described in the Disability Standards for Accessible Public Transport and the Australian Human Rights Commission Guidelines? | 30% |
| does the proposal benefit rural and regional transport passengers? | 20% |
| does the application demonstrate the community and the service operator support the proposal? | 20% |
| does the proposal align with strategic planning? | 15% |
| is the proposal deliverable in the timeframe and reasonable in scope for the location? | 15% |

Appendix F

Reporting Requirements

If the recipient submits financial information and commentary in TfNSW Grants Program Portal (Salesforce) for the initial payment (50%) of the Country Passenger Transport Infrastructure Grant, they are accepting any terms Transport for NSW sets out in the funding confirmation letter, the Terms and Conditions in **Appendix D** and the following Reporting Requirements. **Failure to comply with these arrangements may require repayment of the grant and disqualify the recipient from future Transport for NSW grants.**

The recipient will be required to report to Transport for NSW on the progress of approved projects (e.g., project completion status and forecast final completion date), at intervals required by Transport for NSW.

Submitting Reports

| Acquittal Reports | Due to Transport for NSW |
|--------------------|--|
| Interim acquittals | At any time during the two year project timeframe. |
| Final acquittals | As soon as practical after works have been completed and within two years from the date on the letter of approval. |

Both interim and final acquittal reports must be forwarded to TfNSW through the online grants managements system – Smartygrants - <https://www.smartygrants.com.au/>. With Financial information and commentary added in the TfNSW Grants Program Portal.

Acquittal reports must be signed by the delegated officer of the applicant, confirming:

- works have been completed as stated in the original application; and
- a compliance report has been prepared by an accredited access consultant, or suitably qualified staff member, verifying compliance with standards and guidelines.

Interim acquittal reports

Recipients may provide an interim acquittal report for part of the scope of works at any time during the maximum two years approved for the completion of works.

For example, an application approved for one stop upgrade (\$4,500) and three new shelters (\$64,500) would receive an initial payment of 50% (\$32,250). Following completion of any of the upgrades or shelters, the recipient may submit their acquittal report via the smarty grants portal and add financial information and commentary in the TfNSW Grants Program Portal (Salesforce) for the remaining grant payable for the completed works. For example, the one upgrade is completed within three months and the recipient provides an acquittal report on the one upgrade and adds in the financial information and commentary into the TfNSW Grants Program Portal (Salesforce) for 50% of \$4,500 (\$2,250). TfNSW would pay the \$2,250 leaving an outstanding balance of \$30,000 to be claimed on the completion of the new shelters.

Final acquittal reports

Final acquittal reports must be provided within two years from the date on the letter of approval for the CPTIGS grant.

Special Infrastructure Project Reporting

A comprehensive acquittal report must be forwarded to TfNSW inclusive of:

- a. project start and completion dates;
- b. full project expenditure statement;
- c. photographic evidence of completed works;
- d. advice that a compliance report has been prepared by an accredited access consultant, or suitably qualified staff member, verifying compliance with standards and guidelines;
- e. certification that works have been completed as stated in the original ; and
- f. contain a declaration signed by the Project Supervisor that reconciles all grant funds and certifies that they were expended on the approved project.

Final payments

Receipt of an acceptable final report in conjunction with the financial information and commentary added into the TfNSW Grants Program Portal (Salesforce) will enable the payment of the remaining grant payable.

Appendix G Subsidy Rates for Standard Projects

| Description | Purpose | Quantities Specification | Notes | | Maximum Subsidy |
|--|---|---|--|---|----------------------------------|
| New Shelter | Australian Standard & DSAPT compliant, based on lowest cost steel | | | | \$20,000 |
| Basic boarding point | Improve accessibility | boarding point | Basic boarding point manoeuvring area. min.1540w x 2070d | Maximum subsidy \$2,250 | \$4,500 only per location |
| Connecting footpath | Improve accessibility | 1200mm minimum width | Total area can be accrued at one or more passenger transport stop/s. Maximum 10 metres. | Must connect transport stop with nearest level surface. Maximum subsidy \$150 per square metre capped at \$3,000 total subsidy. | |
| Minor boarding point upgrades | Improve accessibility | firm level boarding | In fill (up to 1.5 m ²) between existing level boarding area and kerb (or surface of the road where there is no kerb) | Maximum subsidy \$750 | |
| Security/ lighting | Improve passenger safety | Lighting (incl. solar) installed | Light level of 150lx is the minimum specification where lighting is installed in a bus shelter | Maximum subsidy \$2,250 | |
| Signage | Improve accessibility | pole with sign | To indicate the location of a designated transport stop | Maximum subsidy \$750 | |
| Standard bus stop hardstand | Improve accessibility | concrete slab | Provides a level surface/basic boarding area that extends to the kerb (or surface of the road where there is no kerb). Minimum width 3.5metres | Maximum subsidy \$3000 | |
| Street furniture | Improve passenger amenity | seat/bench | For installation at passenger transport stops | Maximum subsidy \$1,500 | |
| Tactile ground surface indicators | Improve accessibility | Must comply with relevant codes and standards | Indicate boarding points, access and egress | Maximum subsidy \$2,250 | |

