

From: WOOD2, Lachlan
Sent: Monday, 17 March 2025 11:12 AM
To: s22(1)(a)(ii)
Subject: Fwd: Blitz project scopes [SEC-PROTECTED, CAVEAT-SH:CABINET]

~~PROTECTED//CABINET~~

I will follow this up with s22(1)(a)(ii)

Thanks

From: "s22(1)(a)(ii)" <s22(1)(a)(ii)@mo.infrastructure.gov.au>
Date: Monday 17 March 2025 at 10:40:16 am
To: "WOOD2, Lachlan" <Lachlan.Wood2@infrastructure.gov.au>, "s22(1)(a)(ii)" <s22(1)(a)(ii)@infrastructure.gov.au>
Cc: "s22(1)(a)(ii)" <s22(1)(a)(ii)@MO.infrastructure.gov.au>
Subject: Blitz project scopes [SEC-PROTECTED, CAVEAT-SH:CABINET]

~~PROTECTED, SH:CABINET~~

Morning Lachlan and s22(1)(a)(ii)

Could I ask you to reach out to your counterparts in VIC for some additional detail on the following Road Blitz projects that are likely to be announced later this week. They are:

s22(1)(a)(ii)

- **Nepean Highway and Overton Road Intersection Upgrade**

This \$50 million project will install traffic signals and improve footpath connectivity and links to the existing Kananook Creek Trail. The project will improve road safety for vehicles, pedestrians and cyclists.

These projects are known to the VIC MO, so the VIC Dept. should have details available on these. Let me know if any questions or issues, but some detail by the end of day would be much appreciated.

s22(1)(a)(ii)

s22(1)(a)(ii)

Senior Advisor • Infrastructure

Office of the Hon Catherine King MP

s22(1)(a)(ii)@mo.infrastructure.gov.au

M s22(1)(a)(ii)

Suite MG.46, Parliament House, Canberra ACT 2600

~~PROTECTED, SH:CABINET~~

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From: s22(1)(a)(ii)
Sent: Thursday, 27 March 2025 6:17 PM
To: s22(1)(a)(ii)
Cc: s22(1)(a)(ii); WOOD2, Lachlan; s22(1)(a)(ii); LTID Communications; LTID – VIC Urban
Subject: Road Blitz - Q&As and factsheet [SEC – PROTECTED, CAVEAT – SH.CABINET]
Attachments: Factsheet - VIC - Road Blitz.docx; s22(1)(a)(ii)

~~PROTECTED, SH.CABINET~~

Hi s22(1)(a)(ii)

With big thanks to my team, linked and attached are an updated [factsheet](#) and [Q&As](#) for the Road Blitz.

As the funding splits for the component projects are yet to be confirmed, we've estimated the AG contributions at 83.33% of the total project cost for state-delivered projects, and 100% for projects that we understand will be delivered by councils. s22(1)(a)(ii)

Thanks

s22(1)(a)(ii)

Director • Victoria Urban • Land Transport Infrastructure Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

Ps22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

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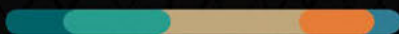
*I would like to acknowledge the traditional custodians of this land on which we meet, work and live.
 I recognise and respect their continuing connection to the land, waters and communities.
 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.*

~~PROTECTED, SH.CABINET~~

~~PROTECTED~~

Australian Government

BUILDING AUSTRALIA



Victoria

Road Blitz

Infrastructure Investment Program



Connecting Australians | Enriching Communities | Empowering Regions
Supporting priority land transport infrastructure projects

Project Scope

This project will create a new package of works to increase capacity and improve efficiency in Melbourne's suburbs and surrounds. Projects will include:

- road sealing and rehabilitation;
- road construction, widening, duplication and extension;
- road resilience upgrades;
- safety improvements;
- intersection upgrades and signalisations;
- planning for future investments.

New Projects

Calder Park Drive and Calder Freeway Interchange Upgrade

This \$300 million project will construct an interchange between the Calder Freeway and Calder Park Drive, Calder Park. Works will complement the removal of the nearby level crossing on the Sunbury line, which is currently underway. The business case is expected to be completed in late 2025, after which delivery timeframes will be confirmed in consultation with the Victorian Government.

Mickleham Road Upgrade – Stage 2

This \$250 million project will duplicate 3.7km of Mickleham Road from Dellamore Boulevard, Greenvale, to Craigieburn Road, Yuroke, and upgrade intersections along the route.

Berwick-Cranbourne Road/Clyde-Five Ways Road/Pattersons Road Intersection Upgrade

This \$100 million project will signalise the intersection of Berwick-Cranbourne, Clyde-Five Ways and Pattersons roads, Clyde North.

Wyndham Ring Road – Stage 2

This \$85 million project will connect Armstrong and Hobbs roads, Wyndham Vale, to Sayers Road, Tarneit, by constructing a new bridge over the Werribee River. It will also upgrade the intersection of Ballan Road and Armstrong Road, Wyndham Vale, and upgrade and duplicate the Ballan Road

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bridge over the railway line. This will deliver a continuous road link from Tarneit to Wyndham Vale and Manor Lakes, making it easier for locals to travel around the area.

5-ways Intersection Safety Improvements

This \$25 million project will upgrade the intersection at Ringwood-Warrandyte Road, Croydon Road, Husseys Lane and Brumbys Road in Warrandyte South (commonly known as '5-ways').

Princes Highway Intersection Upgrades – Brunt Road and McMullen Road

This \$16.5 million project will upgrade the intersection of the Princes Highway and Brunt Road, Beaconsfield. It will also plan for the upgrade of the intersection of the Princes Highway and McMullen Road, Officer.

High Street Road and Mowbray Drive Intersection Upgrade, Wantirna South – Planning

This \$10 million project will plan for the signalisation of the High Street Road and Mowbray Drive intersection, which will improve the safety of vehicles, pedestrians and cyclists turning into High Street Road.

Western Port Highway Safety Upgrade

This \$10 million project will install road barriers and a centre dividing barrier on the Western Port Highway, improving safety on this 100km/h speed limit road.

Princes Highway and Harmer Road Resurfacing

This \$6 million project will complete road resurfacing on the Princes Highway and Harmer Road, Hallam.

Maroondah Highway and Yarra Road Intersection Upgrade – Planning

This \$3.5 million project will develop a business case to improve the intersection of Maroondah Highway and Yarra Road, Croydon North. It will also examine how to improve road safety, congestion and pedestrian accessibility on Kent Avenue.

Drouin and Warragul Arterial Road Network – Planning

This \$3 million project will undertake transport network planning to identify opportunities for future investments in arterial routes in and around Drouin and Warragul.

Existing Road Blitz Projects

Donnybrook Road and Mitchell Street Intersection Upgrade

This \$125 million project will signalise the intersection of Donnybrook Road and Mitchell Street, Kalkallo. It will also construct a new bridge over Kalkallo Creek, deliver two new lanes through the intersection, and install safety barriers around the intersection. These upgrades will enhance safety for both motorists and pedestrians, while alleviating congestion for road users accessing the Hume Freeway.

Central Avenue Upgrade

This \$55 million project will duplicate Central Avenue from two to four lanes between Point Cook Road and Skehan Boulevard, Altona Meadows. It will also upgrade the intersection of Central Avenue and Skehan Boulevard. The project will reduce congestion along Central Avenue and improve road safety.

~~PROTECTED~~

~~PROTECTED~~Nepean Highway and Overton Road Intersection Upgrade

This \$50 million project will install traffic signals and improve footpath connectivity and links to the existing Kananook Creek Trail. The project will improve road safety for vehicles, pedestrians and cyclists.

Old Sydney Road Upgrade

This \$45 million project will seal and upgrade 5.6km of Old Sydney Road from the Mitchell/Hume boundary, Mickleham, to Camerons Lane, Beveridge. The project will be delivered in partnership with Mitchell Shire Council.

Evans Road Upgrade

This \$30 million project will complete the duplication of Evans Road, Cranbourne, between Duff Street and Central Parkway.

Thompsons Road and Mornington Peninsula Freeway Intersection Upgrade

This \$25 million project will upgrade the intersection of Thompsons Road and the Mornington Peninsula Freeway to allow easier access onto the freeway.

Point Cook Road Upgrade (Jamieson Way to Dunnings Road) – Planning

This \$3.5 million project will develop a business case to upgrade Point Cook Road between Jamieson Way and Dunnings Road, Point Cook.

McLeod Road and Station Street Intersection Upgrade

This \$3 million project will deliver further works at the intersection of McLeod Road and Station Street, Carrum, including adjustments to improve signalisation and traffic flow.

This investment matches the the existing near billion dollar Road Blitz campaign by the Victorian Government, which has since committed an additional \$200 million.

Funding

Australian Government Commitment: \$1 billion

Victorian Government Commitment: \$200 million

Benefits

The Road Blitz will fund projects to improve network efficiency, travel times and road safety in key areas of Melbourne and its surrounds. These projects will also enhance liveability by improving access to employment and educational opportunities and increasing connectivity between regional and urban Victoria.

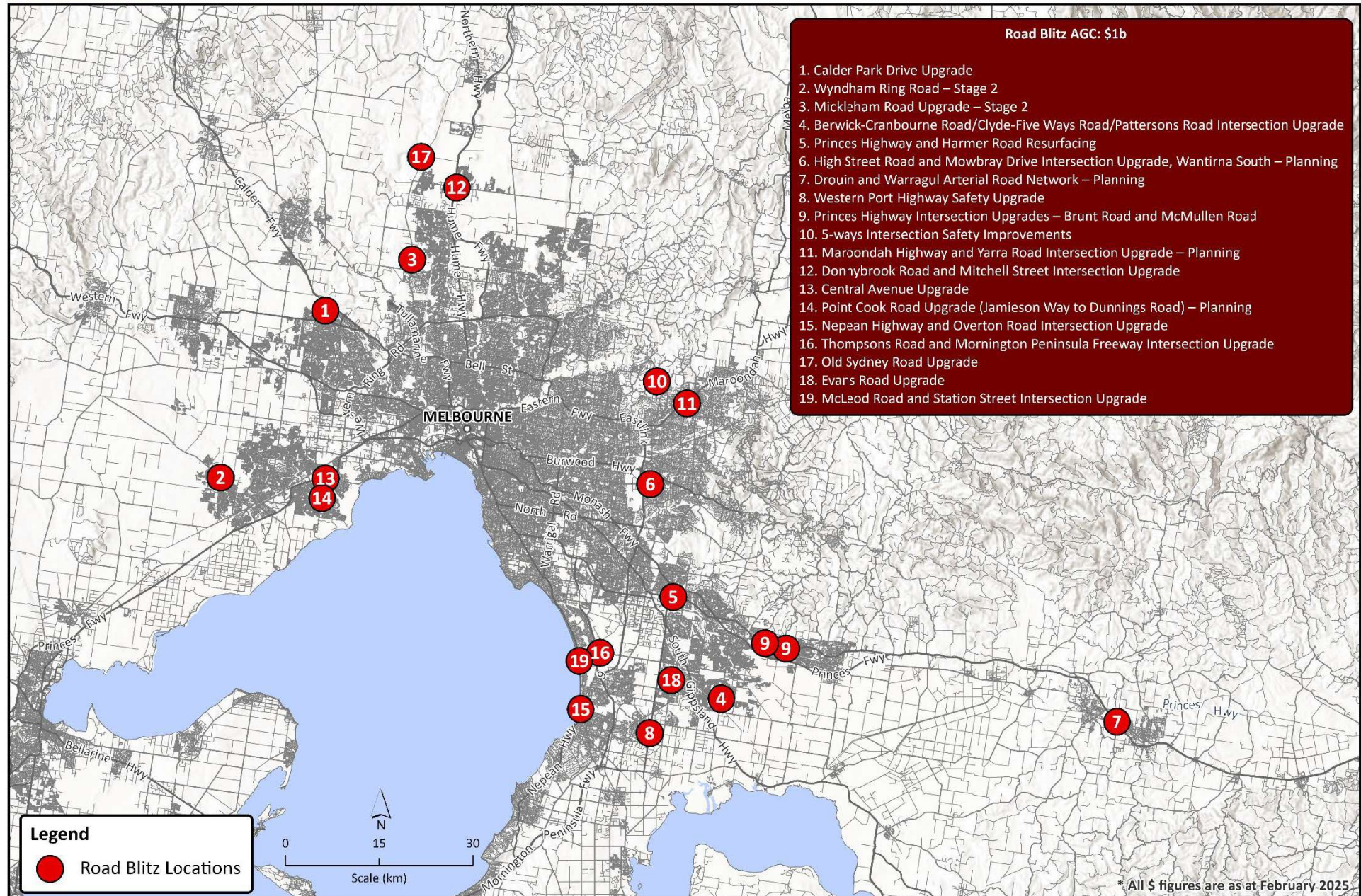
Delivery Timeframes

Delivery timeframes are to be confirmed in consultation with the Victorian Government and relevant councils.

~~PROTECTED~~

INFRASTRUCTURE INVESTMENT PROGRAM

Road Blitz



Reference: A5580029
Enquiries: s22(1)(a)(ii)
Telephone: s22(1)(a)(ii)

1 September 2025

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional
Development and Local Government
Sent to: Catherine.King.MP@aph.gov.au

Dear Minister

**NEPEAN HIGHWAY REVITALISATION – SEEKING SUPPORT FOR COUNCIL'S
DELIVERY APPROACH**

On behalf of Frankston City Council, I thank your advisor, Mr s22(1)(a)(ii), for meeting with our Council delegation on Tuesday, 26 August 2025.

We valued the opportunity to brief your office on the \$50 million Australian Government investment for Nepean Highway and outline how it can achieve more than a single intersection upgrade. Council's Nepean Boulevard Master Plan presents a transformative approach delivering improved road safety, integrated transport connections, and a people-focused boulevard that will strengthen Frankston City's role as a Metropolitan Activity Centre.

The Nepean Highway corridor is a heavily used arterial route within Melbourne's south-east, carrying both commuter and freight movements. Delivering a safer intersection at Overton Road, complemented by upgraded pedestrian and cycling facilities, directly supports objectives of the National Road Safety Strategy 2021–2030 and the National Land Transport Network in improving safety for all road users, reducing congestion, and creating reliable connections between communities.

Further landscaping, gateway treatments, and urban design measures proposed by Council will not only enhance the safety and amenity of the corridor but also align with the Federal Government's Sustainable Transport priorities and commitments to support active travel.

Importantly, Council's independently estimated and validated costings give confidence in our ability to deliver more than a single intersection upgrade within the \$50 million funding envelope. Both our local Federal Member, Ms Jodie Belyea MP, and State Member, Mr Paul Edbrooke MP, are strongly supportive of Council's delivery approach and the broader outcomes it will achieve.

Council is so committed to the success of this project that we have allocated funding in our 2025–26 Budget for a dedicated Program Manager to oversee delivery from start to finish. In addition, Council has committed \$10 million of its own resources, leveraging the Australian Government's \$50 million to achieve a \$60 million total investment in the Nepean Highway precinct.

Council also has a proven track record of delivering major infrastructure in partnership with the Australian Government. The Kananook Commuter Car Park is a recent example where Council's delivery expertise was recognised and commended by Federal Government officials throughout the process. This strong track record positions Council as the most capable delivery partner to achieve maximum benefit from this historic investment.

There are high hopes throughout the Frankston City community that the \$50 million committed for Nepean Highway will deliver multiple projects that transform this strategically vital roadway. It would be a wholly unsatisfactory outcome if a \$5 million intersection upgrade were to be presented as the full \$50 million outcome. This is why it is vital that the Australian Government works hand-in-hand with local and state governments to produce a genuine three-way solution. Council's proposal is exactly that solution.

Council respectfully seeks your support, in the form of a formal written letter, endorsing our proposed project scope and delivery approach, and recognising the broad outcomes this investment can achieve. Your support will strengthen our advocacy with State partners and reinforce the community's expectation that this historic investment will deliver transformative change. For your information, I have attached a project overview brief that details the project scope.

We also seek clarification from your office on the precise funding breakdown. Council's understanding is that the \$50 million investment is a wholly Federal contribution, not a joint funding arrangement with the State Government. We would welcome confirmation of this, as it will help us to ensure consistent messaging with our community and stakeholders.

Frankston City Council is ready to partner with the Australian Government in delivering a flagship infrastructure project that maximises safety, connectivity, and revitalisation benefits for the community, businesses and visitors. We are committed to ensuring the \$50 million investment achieves more than a single intersection upgrade and delivers long-term value consistent with Federal Government strategies.

We would welcome the opportunity to provide further detail or meet with you and your Department to discuss this important investment. Thank you for your consideration and continued support.

Yours faithfully



Cr Kris Bolam JP
MAYOR – FRANKSTON CITY

Encl.

Cc: *Ms Jodie Belyea MP, Federal Member for Dunkley*
Mr Josh Sinclair, CEO, Committee for Frankston and Mornington Peninsula

From: s22(1)(a)(ii)
Sent: Thursday, 16 October 2025 2:18 PM
To: s22(1)(a)(ii)
Cc: WOOD2, Lachlan; s22(1)(a)(ii); s22(1)(a)(ii)
Subject: Road Blitz - indicative delivery timeframes [SEC=OFFICIAL]
Attachments: Road Blitz - Indicative project timeframes.docx

OFFICIAL

OFFICIAL

Hi s22(1)(a)(ii)

To close the loop on some of your earlier requests, attached is our current understanding of the indicative delivery timeframes for Road Blitz.

Please note that the timing supplied by Victorian officials for the Nepean Highway and Overton Road Intersection Upgrade assumes that the project component will be delivered by VIDA Roads (formerly Major Road Projects Victoria).

Thanks

s22(1)(a)(ii)

Director • Victoria Urban • Land Transport Infrastructure Division

s22(1)(a)(ii) @infrastructure.gov.au

Ps22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

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Road Blitz: Indicative project timelines

Project Name	Delivery partner	Planning Start	Planning End	Construction Start	Construction End
s22(1)(a)(ii)					
Nepean Highway and Overton Road Intersection Upgrade	Victorian Government	Q4 2025	Q3 2026	Q4 2027	Q3 2029
s22(1)(a)(ii)					



The Hon Catherine King MP

**Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat**

Ref: MC25-017096

Cr Kris Bolam JP
Mayor
Frankston City Council
PO Box 490
FRANKSTON VIC 3199

via: advocacy@frankston.vic.gov.au

Dear Mayor

Kris

Thank you for your correspondence of 1 September 2025 regarding your Nepean Highway Precinct proposal and the integration of the Overton Road Intersection Upgrade (the project)

The Australian Government recognises the rapid growth of Melbourne's south-east and is committed to delivering the transport infrastructure the region needs. That is why we have committed \$50 million from the jointly funded \$1.2 billion Road Blitz to install traffic signals at the intersection and improve footpath connectivity to the existing Kananook Creek Trail.

While I acknowledge your \$10 million commitment to the proposed precinct alongside the project, planning and delivery for the intersection upgrade is of the responsibility of the Victorian Government. My office has been working with Minister Williams' office to resolve the scope of this project, and I understand that Victorian Department of Transport and Planning officials will be in touch with Council officers soon so that the scope of your proposal can be discussed in the context of this available funding. I am confident a resolution can be reached that delivers the optimum outcome for the community.

Should the Victorian Government request any scope changes, including those being proposed by Frankston, they would need to be considered by the Australian Government and the works eligible under the *National Land Transport Act 2014* for Infrastructure Investment Program (IIP) funding.

I have copied this letter to the Hon Gabrielle Williams MP, Victorian Minister for Transport Infrastructure, Ms Jodie Belyea MP, Member for Dunkley and Mr Josh Sinclair, Chief Executive Officer, Committee for Frankston and Mornington Peninsula.

Thank you for taking the time to write to me on this matter.

Yours sincerely

Catherine King MP

29 10 / 2025

From: ZUBEK, Brandon <Brandon.Zubek@infrastructure.gov.au>
Sent: Thursday, 8 January 2026 11:24 AM
To: s22(1)(a)(ii)
Cc: WOOD2, Lachlan; s22(1)(a)(ii)
Subject: Re: Road Blitz: Nepean Highway [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Happy New Year and thanks for the call yesterday about the Nepean Highway and Overton Road Intersection Upgrade.

s47B(a)

s47C

Thanks

Brandon Zubek

A/g Assistant Secretary • Vic, Tas and SA Branch • Land Transport Infrastructure Division
 brandon.zubek@infrastructure.gov.au
 P s22(1)(a)(ii)
 GPO Box 594, Canberra ACT 2601

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From: s22(1)(a)(ii) <s22(1)(a)(ii)@mo.infrastructure.gov.au>
Sent: Wednesday, December 17, 2025 12:50

To: ZUBEK, Brandon <Brandon.Zubek@infrastructure.gov.au>

Subject: Road Blitz: Nepean Highway [SEC=OFFICIAL]

OFFICIAL

Hi Brandon,

Could I get a bit of an update on this one? Appreciate there may have not been any movement, but if you have anything on:

- Update on scope and cost from VIC
- Update on refinement of figures from Frankston
- Any signals on a way forward between the two (they had a meeting between Williams and new Mayor and CEO last week).

Regards,

s22(1)(a)(ii)

Senior Advisor

Office of the Hon. Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Federal Member for Ballarat

MG 46, Parliament House, Canberra ACT 2600

s22(1)(a) [s22\(1\)\(a\)@mo.infrastructure.gov.au](mailto:s22(1)(a)@mo.infrastructure.gov.au)

s22(1)(a)(ii)

Follow Catherine:



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From: s22(1)(a)(ii)
To: [WOOD2, Lachlan; s22\(1\)\(a\)\(ii\)](#)
Subject: Outstanding Road blitz requests
Date: Monday, 23 March 2026 1:38:56 PM
Attachments: [Outlook-Department.png](#)
[Outlook-LinkedIn.png](#)

PROTECTED // CABINET

Hi s22(1)

I understand from Lachlan that you're after a list of outstanding requests for Road Blitz. Please see below and happy to discuss.

Project Name	Agreed Scope	Request Type	Request
s22(1)(a)(ii)			
Nepean Highway and Overton Road Intersection Upgrade	Install traffic signals and improve footpath connectivity to the existing Kananook Creek Trail	Funding split change	We are awaiting further advice from you in relation to the arrangements for this project. s47B(a)
s22(1)(a)(ii)			

Thanks

s22(1)(a)(ii)
 Director • Victoria Urban • Land Transport Infrastructure Division
[s22\(1\)\(a\)\(ii\)@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)
 P: s22(1)(a)(ii)
 GPO Box 594, Canberra ACT 2601

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From: s22(1)(a)(ii)
Sent: Wednesday, 8 April 2026 4:18 PM
To: s22(1)(a)(ii)
Cc: s22(1)(a)(ii)
Subject: Fw: Nepean Highway and Overton Road Intersection Upgrade - next steps [SEC=OFFICIAL]

OFFICIAL

FYI

OFFICIAL

From: WOOD2, Lachlan <Lachlan.Wood2@infrastructure.gov.au>
Sent: Wednesday, 8 April 2026 16:14
To: s22(1)(a)(ii) <s22(1)(a)(ii)@mo.infrastructure.gov.au>
Cc: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; BOURNE, Andrew <Andrew.Bourne@infrastructure.gov.au>
Subject: Nepean Highway and Overton Road Intersection Upgrade - next steps [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

As discussed, an option to condition the Road Blitz funding on a portion going to Frankston City Council for delivery of works around the Nepean Highway and Overton Road intersection would be to include a condition on an upcoming project approval instrument. This would result in the department being able to not approve milestone payments for Road Blitz if this condition was not met by Victoria.

We wouldn't recommend including a project-specific condition on the Victorian FFAS Funding Table as this may cause public confusion about why this particular council delivered project is called out and the others under Road Blitz are not. s47B(a)

Let us know where you land with this and we can square it away in a brief.

Lachlan Wood (he/him)

Assistant Secretary • Victoria, Tasmania and South Australia Infrastructure

Land Transport Infrastructure Division

Lachlan.Wood2@infrastructure.gov.au

M s22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

Executive Assistant: s22(1)(a)(ii) @infrastructure.gov.au

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Dispatched to MO

22 APR 2026

OFFICIAL

MS26-000418



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

To: The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government (for decision)

Subject: Infrastructure Investment Program (Victoria) – Project Variation – Road Blitz

Critical Date: Please action by 5 May 2026 to allow for procurement activities to proceed.

Recommendations:

1. That you **sign** the Project Variation Instrument No. VPT200059358 at **Attachment A**, which is consistent with sections 13 and 15 of the *National Land Transport Act 2014* (the Act). Your signature confirms you:
 - a) **approve** the provision of an additional \$8.33 million in Australian Government (AG) funding, to a total of \$99.95 million, towards Road Blitz, to be administered by the Victorian Government under subsection 17(1) of the Act. This includes:
s22(1)(a)(ii)
[REDACTED]
 - c) \$3.33 million towards the Nepean Highway and Overton Road Intersection Upgrade.
 - b) **agree** the proposed expenditure is a proper use of relevant money in accordance with section 71 of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).
 - c) **note** that Indigenous Participation Plans (IPPs) are not required for these project components.
2. That you **agree** to the revised funding allocations for Road Blitz, with no impact on the overall AG commitment to Road Blitz, as set out at **Attachment B**. Your agreement will:
 - s22(1)(a)(ii)
[REDACTED]
 - b) decrease the committed AG allocation to the Nepean Highway and Overton Road Intersection Upgrade to \$30.83 million, with \$20.83 million to be allocated to the Victorian Government and \$10 million to Frankston City Council (Council).

Signed / Not Signed

Agreed / Not Agreed

OFFICIAL

OFFICIAL

MS26-000418

3. That you **sign** the letter to Council at **Attachment C** advising of your decision in Recommendation 2b.

Signed / Not Signed



The Hon Catherine Kling MP

Date: 28 Apr 26

Comments:

Key Points:

1. This brief seeks your approval to release an additional \$8.33 million, to a total of \$99.95 million, towards 3 Road Blitz project components: s22(1)(a)(ii)

s22(1)(a)(ii)

planning for the Nepean Highway and Overton Road Intersection Upgrade. A project variation instrument has been prepared for your signature at **Attachment A**.

s22(1)(a)(ii)

3. We are also seeking your agreement s22(1)(a)(ii)

s22(1)(a)(ii)

to commit

funding to Council for delivery of part of the Nepean Highway and Overton Road Intersection Upgrade. The proposed revised funding allocations for Road Blitz are set out at **Attachment B**.

s22(1)(a)(ii)

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MS26-000418

s22(1)(a)(ii)

Nepean Highway and Overton Road Intersection Upgrade

15. The AG has committed \$41.67 million from Road Blitz towards the Nepean Highway and Overton Road Intersection Upgrade. The Victorian Government has allocated \$8.33 million.

16. This project component will install traffic signals at the intersection of Nepean Highway and Overton Road, Frankston, and improve footpath connections to the Kananook Creek Trail. Construction is expected to commence in late 2027 and be completed by late 2029.

17. The Victorian Government is seeking your approval of \$3.33 million in AG funding towards planning activities for the intersection upgrade. We are satisfied that the upgrade represents a proper use of relevant money in accordance with the purposes and intent of the PGPA Act.

18. We have assessed the project component against relevant legislative requirements based on information provided by the Victorian Government. Key considerations are set out in the Project Assessment Report (PAR) at **Attachment F**.

19. An IPP is not yet required for this project component as it remains in the Planning phase. An IPP will be sought and assessed as part of the Delivery phase funding approval.

20. We also understand from your Office that you would like to reduce the AG commitment towards the intersection upgrade as delivered by the Victorian Government to \$20.83 million and provide \$10 million to Council for the delivery of the footpath connectivity element of the project scope, returning \$10.84 million to Road Blitz for allocation towards future cost pressures. The Victorian Government will return \$4.16 million for the same purpose.

21. The proposed revised funding allocations for this project component are set out at **Attachment B**. Should you agree to provide \$10 million to Council, we recommend you write to the Mayor, Cr Sue Baker JP, advising of your decision (**Attachment C**). We will then seek a project proposal report from Council and brief you separately on the release of this funding.

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MS26-000418

Attachments:
s22(1)(a)(ii)



Attachment F: PAR – Nepean Highway and Overton Road Intersection Upgrade
s22(1)(a)(ii)



Cleared By: Lachlan Wood
Position: Assistant Secretary
Victoria, Tasmania and South Australia Branch
Ph: s22(1)(a)(ii)
Cleared Date: 21 April 2026

Contact Officer: s22(1)(a)(ii)
Section: Victoria Urban
Ph: s22(1)(a)(ii)

Instructions for MPS: Nil

Responsible Adviser: Joel Tuckwell

PDMS Distribution List: Jim Betts, Jessica Hall, Andrew Bourne, Lachlan Wood, s22(1)(a)(ii)

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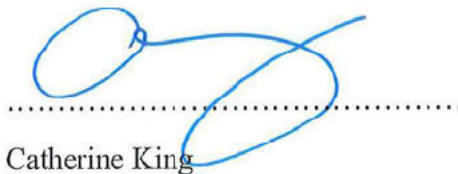
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National Land Transport Act 2014
Investment Project
Variation of Project Under Part 3 Section 15
Variation Approval No. VPT200059358

I, Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, vary the project approval instrument for the project identified below, under section 15 of the *National Land Transport Act 2014*.

Increase the maximum funding amount that the AG may contribute from \$91,620,000 to \$99,950,000 and to change the scope of the project to include the project components as indicated in the project description below.

The Australian Government commitment of \$30.83 million to the Nepean Highway and Overton Road Intersection Upgrade includes and is conditional on \$10 million in Australian Government funding being provided to Frankston City Council to improve footpath connections to the Kananook Creek Trail.



.....

Catherine King

28 / 4 / 26

Project Details

Project No.	130071-24VIC-NAT
Project Name	Road Blitz
Sub-Program	Road Investment
Project Description	This project will undertake planning and development activities for a series of road upgrades in Melbourne's suburbs and surrounds, including: s22(1)(a)(ii)

OFFICIAL

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the

OFFICIAL

	• Nepean Highway and Overton Road Intersection Upgrade: s22(1)(a)(ii)
Maximum Funding Amount that the Commonwealth may Contribute	\$99,950,000.00
Eligible Funding Recipient	Victoria, Department of Transport

s22(1)(a)(ii)

From: s22(1)(a)(ii)
Sent: Friday, 1 May 2026 10:20 AM
To: s22(1)(a)(ii)
Cc: WOOD2, Lachlan; s22(1)(a)(ii)
Subject: Re: Road Blitz text for checking [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Some suggested changes below. Additionally, some other things to note:

- We haven't received "updated project costings" for either the DTP or Council delivered components - this will come at the PPR stage.

s47B(a)

Thanks

s22(1)(a)(ii)
 Director • Victoria Urban • Land Transport Infrastructure Division
 s22(1)(a)(ii) @infrastructure.gov.au
 Ps22(1)(a)(ii)
 GPO Box 594, Canberra ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Connecting Australians • Enriching Communities • Empowering Regions



I acknowledge the traditional custodians of this land on which we meet, work and live.
 I recognise and respect their continuing connection to the land, waters and communities.
 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people.

From: s22(1)(a)(ii) <s22(1)(a)(ii)@mo.infrastructure.gov.au>
Sent: Friday, May 01, 2026 9:15 AM
To: WOOD2, Lachlan <Lachlan.Wood2@infrastructure.gov.au>
Subject: Road Blitz text for checking [SEC=OFFICIAL]

OFFICIAL

Hi Lachlan,

As discussed:

Following a detailed review of updated project costings, and in line with the request by Frankston City Council at the 2025 Federal Election for \$10 million to support the Nepean Highway Precinct, the Albanese Labor Government has confirmed the allocation of funding as follows:

- \$10 million to Frankston City Council to enhance pedestrian access and improve road safety along the Nepean Highway Precinct.
- ~~\$25 million~~ \$20.83 million to the Victorian State Government to deliver a the critical upgrade of the Nepean Highway and Overton Road intersection and surrounding area

s22(1)(a)(ii)



s22(1)(a)(ii)

Senior Advisor

Office of the Hon. Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Federal Member for Ballarat

MG 46, Parliament House, Canberra ACT 2600

s22(1)(a)(ii) [@mo.infrastructure.gov.au](mailto:s22(1)(a)(ii)@mo.infrastructure.gov.au)

+s22(1)(a)(ii)

Follow Catherine:



OFFICIAL

OFFICIAL

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the

From: s22(1)(a)(ii)
Sent: Friday, 1 May 2026 5:00 PM
To: s22(1)(a)
Cc: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii)
Subject: Road Blitz - Frankston City Council [SEC=OFFICIAL]
Attachments: 20260501 - Road Blitz - Nepean Highway and Overton Road Intersection Upgrade - Factsheet for Frankston City Council.docx; 20260428 - Nepean Highway and Overton Road Intersection Upgrade - Letter from Minister King to Frankston City Council Mayor.pdf; Attachment A - Planning Project Proposal Report (PPR)_v1.0_300525.docx; Attachment B - VIC Road PCB Template 2025-26.xlsm; Attachment C - Milestone certification template.pdf; Attachment D - Post Completion Report Template.docx; Attachment E - Frankston City Council Road Blitz Reporting Template - for Proponent to complete.xlsx; Attachment A - Delivery Project Proposal Report (PPR) Template_V1.0_300525.docx

OFFICIAL

Good afternoon s22(1)(a)(ii)

I hope you are well.

I'm reaching out as the Minister has recently agreed to commit \$10 million in Australian Government funding for Frankston City Council to deliver upgrades as part of Road Blitz. We have attached a copy of the letter she has sent to your Mayor.

Please find attached a project factsheet attached setting out the Australian Government's requirements to access funding for these works.

I trust you will find this information helpful, but if you have any questions please don't hesitate to contact me. Would you be available to meet in the week of the 25th of May? Please send any times you have available then so we can discuss next steps.

We look forward to working with you again, and delivering eligible works under the NLT Act in partnership with Frankston City Council.

Kind regards and have a lovely weekend

s22(1)(a)(ii) (she/her)

Assistant Director • Victoria Urban Infrastructure • Land Transport Infrastructure Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

P

GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
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infrastructure.gov.au



Road Blitz: Project Component Factsheet

Congratulations on your project, Nepean Highway and Overton Road Intersection Upgrade, being selected for the Australian Government's Road Blitz under the Infrastructure Investment Program (IIP). This sheet provides guidance on IIP processes and funding conditions.

Background to Road Blitz

The Australian and Victorian governments have jointly committed \$1.2 billion towards Road Blitz. The project forms part of the Infrastructure Investment Program and will appear as a single line item in the Victorian Funding Table in the [Federation Funding Agreement Schedule on Land Transport Infrastructure Projects](#).

Your project, Nepean Highway and Overton Road Intersection Upgrade, forms part of Road Blitz.

Overarching Project Name	Road Blitz
Project Component Name	Nepean Highway and Overton Road Intersection Upgrade
Project Scope	Improving footpath connectivity to the Kananook Creek Trail
Australian Government Funding	\$10 million
Council Funding	\$0
Funding split	100% AG
State Government Funding	N/A

Conditions of Funding

To receive funding, the Australian Government requires you meet certain conditions. These are set out at a high level in the *National Land Transport Act 2014*, the [Federation Funding Agreement Schedule on Land Transport Infrastructure Projects](#) and supporting [Notes on Administration](#).

These conditions include (but are not limited to):

- the submission of a Project Proposal Report (PPR) and Indigenous Participation Plan (IPP) for the department and Minister's consideration before funding can be released;
- that you call for public tenders for all work on the funded project;
- the setting of project milestones, which must be achieved before payment can be released;
- regular progress reporting to the department, including project achievements and risks;
- the submission of a Post-Completion Report (PCR) within 12 months of project completion.

A list of helpful links is provided on the final page of this handout.

Approval of Funding

To access the committed funding, you will need to submit documentation to the department for review, which will then be provided to the Minister for approval of funding release.

Documents you will need to provide include:

- ✓ A PPR (for planning or delivery) (**Attachment A**)
- ✓ An IPP ([linked](#), and see additional information below)
- ✓ A project cost breakdown (PCB) for Delivery projects above \$25 million (**Attachment B**) (attached)

Indigenous Participation Plan

Under the FFAS, you are required to establish Indigenous supplier-use and employment targets through IPPs for the project and reflect these targets in contractual arrangements for the construction of the project. The Indigenous Employment and Supplier-use Infrastructure Framework further requires that the Indigenous participation outcomes are reported to the department on a quarterly basis and then publicly reported on completion of the project. You can find details of the IPP in the link provided above, and please contact indigenousparticipationplans@infrastructure.gov.au for assistance completing this template if required.

Cashflows

You can request updates to your project funding schedule twice a year through the department's cashflows process. You will be emailed a table to complete. The cashflows process is also an opportunity to request funding for cost pressures that have arisen over the course of project delivery.

All funding changes are subject to agreement by the Australian Government.

Payment on Milestones

The Australian Government makes payments towards projects on the basis of completed milestones. We will work together to agree a schedule of milestones for the project as part of your PPR. Milestone amounts must be within both the approved funding amount and the budgeted allocation for the relevant financial year.

The final milestone for all projects will be the submission of a PCR, which must have an attached payment milestone of approximately 10% of the project cost.

Milestones must be for delivery achievements that can be supported by evidence. The department will not accept milestones that are ambiguous or unclear.

To be paid for a milestone under Road Blitz, email your intent to claim a milestone to the department at VictorianRoads@infrastructure.gov.au. The department will pay milestones upon submission of a milestone certificate, which contains evidence and confirmation the agreed milestone has been achieved.

Once the department has released funding, payments will be made by the Victorian Department of Transport and Planning (DTP). You will need to invoice DTP to access these funds, and as such, payment of milestones may take up to two months from submission.

Milestone certification and PCR templates are at **Attachments C and D**. An example schedule of milestones is set out below.

Milestone Event	Requested AG Contribution	Evidence Required
Contract awarded	Council to advise	Signed Contract Certification
Construction start	Council to advise	Photo Evidence (with date and location) that construction has commenced
Construction complete	Council to advise	Photo Evidence (with date and location) that construction has been completed
PCR Submitted	Council to advise	Signed and completed PCR

Monthly Progress Reporting Requirements

It is a requirement that proponents submit monthly reports by the 5th day of each month, even when no payment is requested. A copy of the Road Blitz reporting template is attached to the email transmitted with this factsheet (**Attachment E**)

For Road Blitz component projects, reports must be submitted to victorianroads@infrastructure.gov.au in an email titled using the naming convention:

YEAR **MONTH** **Project name** Road Blitz report

Public Recognition (Events, Statements and Signage)

Under the Notes on Administration for Land Transport Infrastructure Projects, proponents in receipt of Australian Government funding for a project must provide reasonable opportunity for the Australian Government to contribute to all communication strategies and announcements developed for that project.

The Australian Government also requires the display of funding signage at the project's location to acknowledge the Australian Government's contribution. Proponents must provide mock-ups of project signage to the department for approval, as well as photographic evidence of the installed signage, preferably as part of the commencement milestone. Please refer to the Signage Guidelines on the department's website at: <https://investment.infrastructure.gov.au/resources-funding-recipients/signage-guidelines>

With specific queries or requests for events, statements, signage and branding, please contact the department's events team on events@infrastructure.gov.au and cc victorianroads@infrastructure.gov.au.

Positive obligation reporting

As set out in the Notes on Administration, positive obligation reporting places an onus on project proponents to disclose risks to project delivery timeframes and costs in a timely manner to the Commonwealth.

In practice, this means that you are required to proactively report potential delays or cost pressures on the funded works to the department as part of your monthly progress report, or sooner if this would not result in timely disclosure.

When the department receives a positive obligation risk disclosure, it will work collaboratively with the proponent to understand the issues and determine whether a change to project governance or funding arrangements is required.

Useful links

Federation Funding Agreement – Infrastructure on Land Transport Infrastructure Projects (FFAS) https://federalfinancialrelations.gov.au/sites/federalfinancialrelations.gov.au/files/2024-10/20240821_LTIP_FFAS_1.pdf

The accompanying Notes on Administration provide further detail of the application of the FFAS in practice <https://investment.infrastructure.gov.au/sites/default/files/documents/notes-on-administration-june-2025.pdf>

Infrastructure Policy Statement – the guiding principles for Australian Government involvement in infrastructure [Infrastructure Policy Statement | Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts](#)

National Guidelines for Infrastructure Project Delivery [National Guidelines for Infrastructure Project Delivery | Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts](#)

National Land Transport Act 2014 <https://www.legislation.gov.au/C2005A00093/latest/text> and Regulations (2022) <https://www.legislation.gov.au/F2022L00275/asmade/text>

Building Australia Brand Guidelines <https://investment.infrastructure.gov.au/resources-funding-recipients/signage-guidelines>

A simple Benefit-Cost Ratio tool for projects where the Australian Government contribution is below \$7.5 million is available here <https://investment.infrastructure.gov.au/resources-funding-recipients/federation-funding-agreement-schedule/simple-benefit-cost-ratio-tool-and-other-resources>

Planning Project Proposal Report Template

Context

As recommended by the 2023 [Independent Review of the National Partnership Agreement on Land Transport Infrastructure Projects](#), and outlined in the Notes on Administration for Land Transport Infrastructure Projects 2024–2029 (Notes) developed in accordance with the [Federation Funding Agreement Schedule \(FFAS\)](#), Australian Government decisions on larger projects (exceeding \$100 million) with more complex planning requirements will generally be separated into a 2-pass process:

- Planning (first pass): the decision to invest in the development of a project Business Case (BC).
- Delivery (second pass): the decision to invest in project delivery or construction, and requires the submission of a BC.

This is to ensure that an Australian Government decision to commit funding to the delivery of a project is based on assurance that the relevant planning required for successful outcomes has been undertaken.

Table 1: Cost thresholds for project proposal submission requirements extracted from the Notes

Project threshold	Submission requirements
Less than \$100 million <u>total project cost</u>	States <i>may</i> submit a proposal seeking <i>planning and delivery</i> funding at the same time, noting that the release of delivery funding will generally be conditional on planning outcomes.
\$100 million or more <u>total project cost</u>	A 2-pass process will generally apply to proposals. A separate project proposal submission is required for planning (first pass) and delivery (second pass) proposals.
For projects seeking \$250 million or more <u>of Commonwealth funding</u>	The 2-pass process applies, noting that states will need to also work with Infrastructure Australia (IA)* as they develop the business case.

*States will also need to submit their options analysis to IA for consideration. Early involvement of IA will assist with timely consideration by IA of the business case at the second pass. The business case must also meet the requirements of IA's Stage 3 business case as per IA's [assessment framework](#) or equivalent as approved by IA. Refer to Term 10(b) of the FFA Schedule. Supplementary information may be required to ensure that the business case meets DITRDCA's minimum requirements.

Purpose of the template

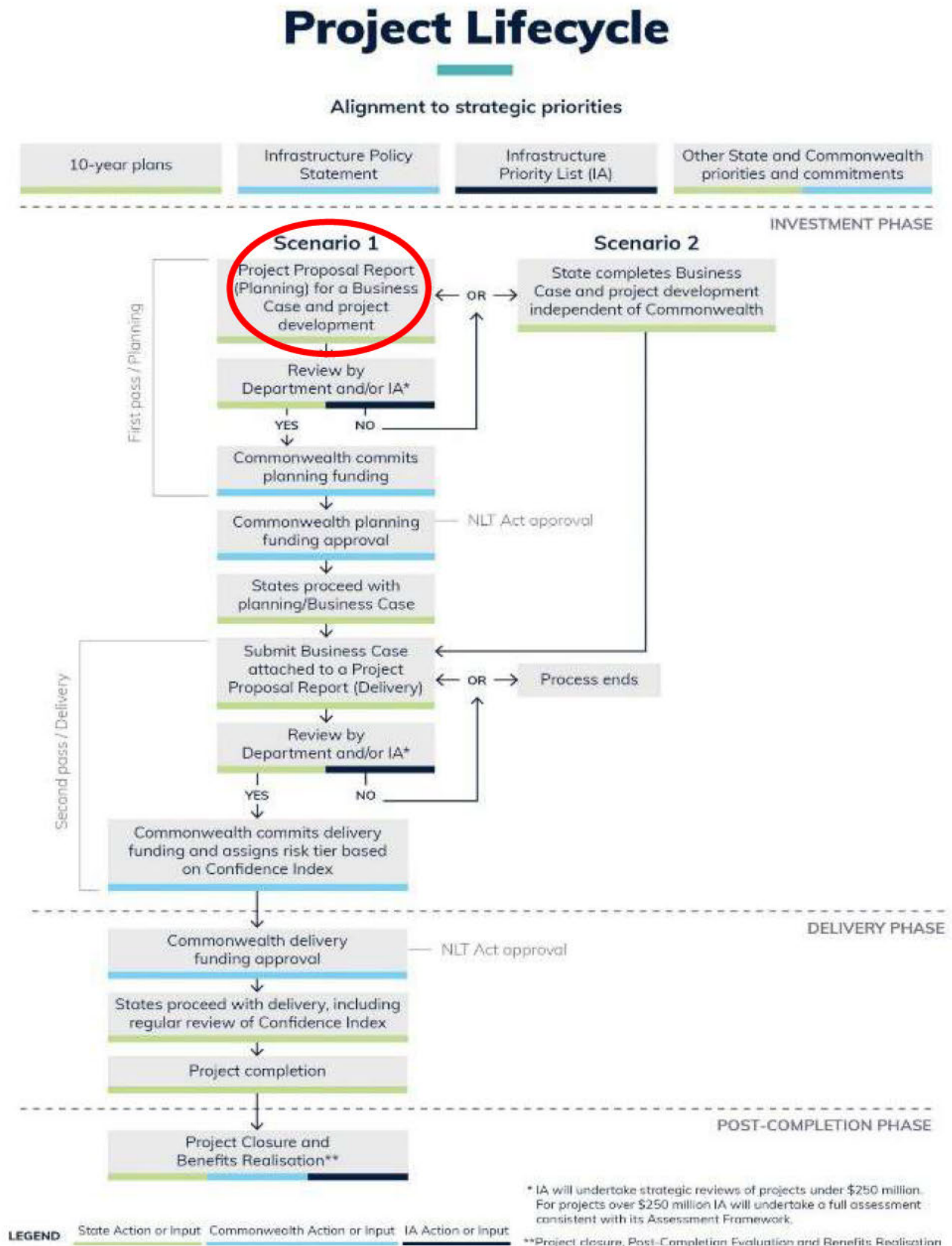
This Planning Project Proposal Report (PPR) template has been designed with a dual purpose: to assist Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) officers to assess new project delivery proposals to support Australian Government decision making as part of Budget and MYEFO processes, and subsequently to facilitate the approval of agreed projects under the [National Land Transport Act 2014](#) (NLT Act).

The submission of this template to inform Australian Government decision-making on future planning funding is expected to create efficiencies in project approvals once a commitment has been made. This submission, if deemed successful, would also provide the necessary authority for the Australian Government to release the funding requested to enable the planning/business case tasks implementation.

A separate *Delivery PPR* template (second pass) was developed in December 2024 and is required to seek a budget commitment for delivery and or delivery funding approval as part of the two-pass process (see thresholds in Table 1 above).

The *Planning PPR* and *Delivery PPR* templates as part of the two-pass process fully replace the previous Scoping/Development/Delivery PPRs which were used under the previous agreement.

Figure 1: Project lifecycle and alignment to strategic priorities from Notes on Administration



Application of the template

The Planning PPR is based on the criteria included in Table 3 of the Notes: 'Criteria to address in a planning proposal (first pass)'. **This template is to be used to propose a project seeking commitment of planning/business case funding** under the IIP as part of Budget and MYEFO processes and/or to facilitate the approval of planning for agreed projects.

The information requested through the template is intended to allow the Australian Government, as an investor, to satisfy its responsibilities, obligations and requirements as prescribed by the FFAS and Notes, as well as the [Public Governance, Performance and Accountability Act 2013](#) (PGPA Act) and the [National Land Transport Act 2014](#) (NLT Act).

This product has been designed to streamline administrative processes while reducing duplication by:

- Allowing States and Territories (States) to reference information contained in supplied documentation to reduce administrative duplication.
- Targeting the requirements outlined in the FFAS and Notes for clarity.
- Providing dedicated template fields for States to include additional information in instances where there are differences between the documentation and what is being sought through their proposal for planning funding.
- Providing drafting instructions for officers completing the template referencing specific FFAS, Notes and DITRDCA requirements.

Referencing supporting documents within the template

When providing references to or other documents within the template, please ensure that:

- The referenced other documents are provided to the department.
- The page/section referenced in the template is accurate.
- The page/section referenced thoroughly address questions within that part of the template. If the referenced information does not objectively provide justification to that element or is no longer current, additional detail should be provided by State within that section of the template.

Please work in conjunction with the Australian Government officer to ensure that provided detail and/or reference is fit-for-purpose, otherwise this may delay review process.

It is recommended that officers refer to the Notes and FFAS when completing and reviewing the Planning PPR.

Project overview (State to complete)

Proponent details

PROPONENT'S ENTITY NAME	Enter name of the entity making this proposal		
DOCUMENT VERSION	Enter document version	DATE SUBMITTED	Date submitted to DITRDCA
PRIMARY CONTACT	Name of primary contact	POSITION	Position of primary contact
	Phone number	Mobile number	Email address
ALTERNATIVE CONTACT 1	Alternative contact name	POSITION	Position of alternative contact 1
	Phone number	Mobile number	Email address
ALTERNATIVE CONTACT 2 (optional)	Alternative contact name	POSITION	Position of alternative contact 2
	Phone number	Mobile number	Email address

Potential project details (if available)

PROJECT NAME	Enter project name as proposed (or from State funding table if an existing agreed project).
PROJECT ID	Please enter ID number from State funding table if an existing agreed project; if unavailable leave blank.
TOTAL AG FUNDING REQUEST	Enter the total Australian Government funding requested for this proposal. Use full \$ figure in number form. This should match the AG funding total in section 6 below. For projects with existing commitments this figure is the requested approval amount.
PROJECT PARTNERS	List any project partners (this is typically project funding partners, there may be occasions where a project partner is not providing funding) using organisational contact information rather than individual contact details
PROJECT LOCATION	City/ town/suburb, local government area(s), geographical coordinates, map etc
FUNDING ELIGIBILITY	Is the project eligible for funding under the NLT Act?
ALTERNATIVE FUNDING	States must consider and advise the Australian Government whether an alternative funding arrangement is a feasible option to fund all or part of the project. Is alternative funding feasible for this project?
NLT ACT APPROVAL FOR THIS PROPOSAL REQUESTED BY [MONTH/YEAR]	Click to enter a date. The month and year that NLT Act project approval instrument is requested to support the proposed procurement and delivery schedule. Provide context here if required.
FUNDING STATUS	<i>Has the project funding been committed by the State Government and other project partners?</i> Yes ☐ If yes please indicate which fiscal process funding was committed in and how much was committed. No ☐ Additional information can be provided if necessary.

PURPOSE OF THIS PPR	☐ Australian Government Budget or MYEFO request (including requests for additional commitment of funding). This proposal is seeking Australian Government funding consideration in the Australian Government Budget or MYEFO. If this is an Australian Government funding request, please provide a short justification of why this project requires consideration in the next Australian Government Budget or MYEFO process. ☐ Seeking approval on an existing commitment. This proposal intended to support project assessment and approval (release) under the <i>National Land Transport Act 2014</i> for a project with an existing Australian Government funding commitment on the agreed State Funding Table.
CORRIDOR NAME	<i>Is this proposal intended to be part of an Australian Government corridor package within the IIP list?</i> Yes ☐ If yes please state the name of the corridor here. No ☐
ENGAGEMENT WITH INFRASTRUCTURE AUSTRALIA	For projects that are likely to seek more than \$250 million of Commonwealth funding at second pass, states will need to also work with Infrastructure Australia (IA) as they develop the business case. States may also have engaged with IA for projects under this threshold. a) Will or has IA be engaged during option identification and or business case development? Yes ☐ If submitted or discussed, please share any relevant information. No ☐

Planning PPR requirements in alignment with Table 3 of the Notes

1. Description of the problems or opportunities that the proposal is addressing, including why the project funding is needed now for business case development.

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference to supporting document if applicable
Refer to the page 21 of the Notes about detail pertinent for the department's review of a proposal quality and completeness, as well as suggested course of action and timing to follow-up activities with states on proposals deemed incomplete. a) Was this project proposed by the Jurisdiction? Yes? Continue to 1 b), c), d) below No? Provide information to 1 b), c), d) below in conjunction with the Australian Government officer. b) Provide an analysis of the problem or opportunity that will be considered. Please note and options that have or will be considered through feasibility or strategic analysis, and if known the options that will be investigated as part of planning activities to develop this BC, including the rationale for why the funding is needed now for BC development (500 words or less). c) For Corridor projects please provide an explanation of how this project links to existing state plans and strategies.	Click here to enter text. Page/Section reference if applicable to other provided documents.

2. Anticipated benefits and risks for this proposal

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference to supporting document if applicable
The proponent should estimate Project benefits in line with their own standard practice and aligned with guidance provided by IA and the Australian Transport Assessment and Planning (ATAP) Guidelines. Standard definitions for Benefit Areas and examples of best practices for the collection and collation of benefits data are available on the following websites: Infrastructure Australia (refer to the Assessment Framework-Section D- Technical Guidance) ATAP Guidelines a) Provide a dot point summary of key expected benefits and outcomes of the Project/need that is to be analysed. For example: if project solutions have been identified - reducing congestion, improving road safety, reduction in road maintenance, increasing access for freight. Details of jobs supported throughout the planning phase as well as the delivery phase (if known) should also be included. If project solutions have not yet been identified, the expected benefits and risks should focus on the nature and scale of the problem that is being investigated.	Click here to enter text. Page/Section reference if applicable to other provided documents.

b) Identify any currently anticipated major dis-benefits of the Project (if known) to be analysed (including mitigations) and how the Project may impact the community and environment including social, cultural and environmental impacts. c) Have any significant risks been identified? Please summarise these.	
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3. An explanation (500 words or less) of how the proposal aligns to your 10-year plan. If not featured in the 10-year plan, please explain why and why it is a priority for the State.

<i>Please provide the information below or reference documents. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.</i>	<i>Page/Section reference to supporting document if applicable</i>
For context, please check Term 14 of the FFAS and 10-year plan related information on the Notes. a) Provide an explanation of how the project will contribute to (or support) economic, social and/or environmental objectives as defined by the jurisdiction's current 10-year plan. b) If applicable, describe how the project fits into the jurisdiction's pipeline, including deliverability and sequencing. c) If this proposal is in response to unexpected and/or emerging priorities that do not align with the Jurisdiction's 10-year plan articulate why the Australian Government should invest in the project.	Click here to enter text. Page/Section reference if applicable to other provided documents.

4. An explanation (500 words or less) of how the proposal aligns to the [Infrastructure Policy Statement \(IPS\)](#). If not, please explain why.

For context, please check Term 13 of the FFAS and IPS related information on the Notes. As outlined in the IPS the Government considers nationally significant transport infrastructure projects to comprise projects which require a clear role for the Commonwealth, and include at least two of the following characteristics: • an Australian Government contribution of at least \$250 million • alignment with Government priorities as articulated in the IPS • situated on or connected to the National Land Transport Network and/or other key freight routes, such as those identified in the National Freight and Supply Chain Strategy • supporting other emerging or broader national priorities such as housing, defence, the development of critical mineral resources and Closing the Gap Tick applicable boxes (below) if the intended project or solutions being investigated as part of planning/ BC development are expected to align with the theme of the Infrastructure Policy Statement ☐ Theme 1: Productivity and Resilience ☐ Theme 2: Liveability ☐ Theme 3: Sustainability
--

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference to supporting document if applicable
a) Provide an explanation of how the project aligns with the Australian Government's objectives and expectations as prescribed in the Infrastructure Policy Statement, including how it meets the definition of 'nationally significant' and a rationale for your selection of the themes above (500 words or less).	Click here to enter text. Page/Section reference if applicable to other provided documents.

5. Proposed scope of planning activities and the type of business case that will be prepared (strategic or detailed)

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference to supporting document if applicable
For context, please check costs related information on p18 of Notes. a) Provide a short summary of the scope of the business case proposed to be undertaken (not exceeding 30 words) – this will be used for internal assessment purposes and will guide the language on the funding instrument. b) Outline the scope of the proposed planning activities to produce a BC and any work done to date. c) Outline any economic analysis to be performed as part of the planning activities to develop this BC. This typically will include modelling of direct and/or indirect (such as wider economic benefits). If typical economic analysis is not intended for this BC, please provide comment on the expected level of impact this might have. d) Will this be a: ☐ 1: Strategic Business Case ☐ 2: Detailed Business Case ☐ 3: Other	Click here to enter text. Page/Section reference if applicable to other provided documents.

6. Funding requested for the business case, with an itemised breakdown of costs, by financial year

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference to supporting document if applicable
For context, please check Term 27 of the FFAS and project delivery schedule related information on page 36 of the Notes. a) Provide a cost estimate for the planning activities to develop this BC as an attachment to this proposal? b) Complete the forward estimates table on the following page to reflect both the requested Australian Government funding and jurisdictional commitment.	Click here to enter text. Page/Section reference if applicable to other provided documents.

PROPOSED FORWARD ESTIMATE 10-YEAR FUNDING PROFILE TO BE COMPLETED BY PROPONENT											
STAKEHOLDER	FINANCIAL YEARS										
	24/25 (\$m)	25/26 (\$m)	26/27 (\$m)	27/28 (\$m)	28/29 (\$m)	29/30 (\$m)	30/31 (\$m)	31/32 (\$m)	32/33 (\$m)	33/34 (\$m)	Total (\$m)
AG											
STATE											
OTHER											
TOTAL											

7. Timing for completion of the business case

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference to supporting document if applicable
For context, please check design work related information on p27,28 of the Notes. a) What is the timing of planning/BC development activities to be completed? This should reflect definitions used in your State and/or Council requirements. This could be a dot point and a brief summary for context (1-2 sentences). b) What is the indicative timing of a future delivery?	Click here to enter text. Page/Section reference if applicable to other provided documents.

8. High-level strategic estimate of total cost of the project, if available.

Please provide the information below.	Page/Section reference to supporting document if applicable
For context and related information that applies to project costing, please see the Cost Estimation Guidance Notes provided on the DITRDCA website and read the Notes, point 5, table 4, page 20. This provides guidance on the department's expectations for cost estimates. This may apply to projects seeking combined proposals for Planning and Delivery funding for projects under \$100 million or generally when cost estimates are available. a) List estimated total cost of potential delivery project options (as applicable). Provide justification for cost currently undertaken including an estimated level of maturity for these and the assumptions underlying each option. This should be referenced to guidelines shown at the link above, additionally indicating and summarising the maturity level of current estimates. <i>For projects with an expected total cost less than \$100 million States may submit a proposal seeking planning and delivery funding at the same time, noting that the release of delivery funding will generally be conditional on planning outcomes, including consideration of the business case. A Project Cost Breakdown (PCB) template will be required once planning is complete and revised total project cost estimates are available to inform the release of the delivery funding.</i>	Click here to enter text. Page/Section reference if applicable to other provided documents.

9. Outputs of any state gateway assessments

Please provide <u>brief and summary</u> information below and reference documents in the next column as required.	Page/Section reference if applicable
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For context, please refer to the requirements of Term 36 of the FFA Schedule along with related information on page(s) 33 to 40 of the Notes. a) Has a gateway review and/or other assurance process(es) been applied to this Project Proposal as outlined in Term 36 of the FFA Schedule? b) If yes, provide a summary of assurance findings/observations (500 words or less) and attach and reference the associated report(s).	Click here to enter text. Page/Section reference if applicable to other provided documents.
--	---

SIGN OFF

The project should be signed and dated by the appropriate officer, as per each States process.

NAME

POSITION

DATE

Milestone Certification

REQUEST FOR MILESTONE PAYMENT:

130071-24VIC-NAT- PROJECT NAME

Dear Lachlan Wood

In accordance with the agreed Project Milestone Schedule, I certify that the following payment milestone has been achieved:

- <Milestone number and full description>

Please find attached evidence of achievement of this milestone, including:

- <Reference and Details of evidence attached>

I request that payment of \$<XX> relating to the achievement of this milestone be made.

Yours sincerely

<Name>

<Position (must be senior official)>

<Proponent organisation>

<Date>

Post-Completion Report

The Post-Completion Report must be submitted with the Claim for Payment of the Final Milestone. The Final Milestone will not be paid until the Department accepts the Post-Completion Report. If required, the Department may ask the Funding Recipient to revise the submitted report before accepting it.

PROJECT:

PROJECT NUMBER:

FUNDING RECIPIENT:

Scope

Provide details of all material changes to the scope following Project approval¹. For comparison purposes, including descriptions of the:

1. original Project scope approved
2. scope change
3. rationale for the change.

Original scope	Scope change	Rationale for change

Schedule

Project Period as agreed on approval of the Delivery Phase		Actual Project Period	
Construction start date	Physical completion date	Construction start date	Physical completion date

Provide details of the rationale for changes to the construction start or physical completion dates and how the impact of these changes was managed

¹ Unapproved changes to scope and quality will require further investigation by the Department and the Final Milestone will not be paid until this has been achieved

Cost

Provide a populated Project Cost Breakdown template detailing the actual Project costs. The template is available from the Department.

	Original Commitment	Current Commitment	Final Expenditure	Savings
Australian Government	\$	\$	\$	\$
Council	\$	\$	\$	\$
Total	\$	\$	\$	\$

Performance

Provide information on the progress of the Project in meeting agreed Transport Performance Indicators. Include a table of figures if appropriate.

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Innovation

Provide innovative Project delivery techniques that have resulted in positive economic, safety, social, environmental, integration or transparency outcomes (for example, use of recycled material, techniques to reduce water and energy consumption, Project delivery methods that deliver Project savings, or private funding or financing models.)

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Indigenous employment and business participation targets

Provide:

1. Results against Indigenous participation target
2. Variations
3. Results for Indigenous job seekers
4. Results for Indigenous businesses
5. Supply-side supports
6. Risk mitigation
7. Unanticipated project costs

a. Results against Indigenous participation targets (to be made public)

- Provide the Indigenous participation target outlined in the Indigenous Participation Plan for this project.
 - Include a breakdown of the employment and supplier-use component of the target.
- Was the Indigenous participation target met? YES/NO
- What is the rationale / justification for progress made against targets?
- Has the above information been made public through the States' project reporting processes?

b. Variations

- If the Indigenous participation target was not met for this project, explain the variation from the target outlined in the Indigenous Participation Plan.
 - Include the planned vs actual results against the target.
 - Provide information about the issues faced by the contractor to fulfil the Indigenous employment and supplier-use requirements.
- If the Indigenous target was exceeded, explain the factors that encouraged or allowed the contractor to achieve this.
 - E.g. a result of supply side support and early engagement with the local community regarding opportunities.
 - E.g. a strong Indigenous labour force within the project locality.

c. Results for Indigenous employees

Mandatory: What was the number of Full Time Equivalent (FTE) Indigenous positions created for the duration of the project?

If available, include details about:²

- The number of Indigenous applicants for available positions.
- The aggregate income of total FTE Indigenous positions created in a local area.
 - Include a definition of the 'local area' (e.g. township, Indigenous nation, local government area, ABS data region).
- Indigenous employees' primary role (i.e. key job responsibilities), gender, age group, cultural group and disability (if relevant to employment).

[Note: the Australian Government recommends obtaining this information in a standard spreadsheet from the principal contractor. The information should de-identify individuals, and any corresponding personal information should not be traceable to an individual].

1. Results for Indigenous businesses

Mandatory: What was the total contract spend on Indigenous businesses in a local area?

If available, include details about:³

- Number of certified Indigenous businesses awarded a contract in a local area.
 - Include a definition of the 'local area'.
- Locality of the Indigenous businesses (e.g. office location, where they were sourced from).
- Size of Indigenous businesses contracted in this project (e.g. annual turnover, net income).

² The Australian Government is collecting this information to assess the impact of the Framework on Indigenous economic participation for Commonwealth funded or co-funded investment projects.

³ The Australian Government is collecting this information to assess the impact of the Framework on Indigenous economic participation for Commonwealth funded or co-funded investment projects.

- If any new Indigenous businesses were established in response to market demand created by the project.

2. Supply side supports

- Type of employment and business support service accessed by Indigenous individuals, and Indigenous and non-Indigenous businesses.
- Type of resource/qualification obtained from the service provider (e.g. finance, capital investment, wage subsidy, cultural awareness training, and certifications).
- Date and duration of service access.
- Identify any gaps in services or any issues relating to accessing supply-side supports.

[Note: this feedback will be provided to relevant Australian Government agencies]

3. Risk mitigation

- Identify any project risks that eventuated as a result of the Indigenous participation requirements for this project and explain how they were managed.
- Were the risk mitigation strategies (including those outlined in the Indigenous Participation Plan) effective in treating these risks?

4. Unanticipated project costs

- Provide details of any additional unanticipated project costs resulting from the Australian Government's requirement for Indigenous economic participation, for this project, and how these costs were managed.

5. Public reporting requirements

- Please advise location of public reporting on performance against Indigenous participation requirements including targets.

[Name]

Date

Position and organisation

OFFICIAL



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

Road Blitz Report

Date: please complete

Project Number: 130071-24VIC-NAT

ID	Project Name	Total Project Cost	Vic Commitment	AG Commitment
12	Nepean Highway and Overton Road Intersection Upgrade (Frankston City Council component)	\$10,000,000	\$0	\$10,000,000

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Update	Automatically	Update		
AG Funding released	AG Funding remaining	Traffic Light Status	Project Status and Achievement	Risks & Breaches
\$0	\$10,000,000	Green		

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Achievements in Upcoming 2 Months	Milestones	Project Start Date	Project Finish Date	Construction Start Date

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Construction End Date	Media Opportunity/ Good News	Delivery Agency	Delivery Proponent/Contact Details
		MRPV	

OFFICIAL

Delivery Project Proposal Report Template

Context

As recommended by the 2023 [Independent Review of the National Partnership Agreement on Land Transport Infrastructure Projects](#); and outlined in the Notes on Administration for Land Transport Infrastructure Projects 2024–2029 (Notes) developed in accordance with the [Federation Funding Agreement Schedule \(FFAS\)](#); Australian Government (AG) decisions on larger projects (exceeding \$100 million) with more complex planning requirements will generally be separated into a 2-pass process:

- Planning (first pass): the decision to invest in the development of a project Business Case (BC).
- Delivery (second pass): the decision to invest in project delivery or construction, and requires the submission of a BC.

This is to ensure that an Australian Government decision to commit funding to the delivery of a project is based on assurance that the relevant planning required for successful outcomes has been undertaken.

Table 1: Cost thresholds for project proposal submission requirements extracted from the Notes

Project threshold	Submission requirements
<u>Less than \$100 million total project cost</u>	States <i>may</i> submit a proposal seeking <i>planning and delivery</i> funding at the same time, noting that the release of delivery funding will generally be conditional on planning outcomes.
<u>\$100 million or more total project cost</u>	A 2-pass process will generally apply to proposals. A separate project proposal submission is required for planning (first pass) and delivery (second pass) proposals.
<u>For projects seeking \$250 million or more of Commonwealth funding *</u>	The 2-pass process applies, noting that states will need to also work with Infrastructure Australia (IA) whilst developing the business case.

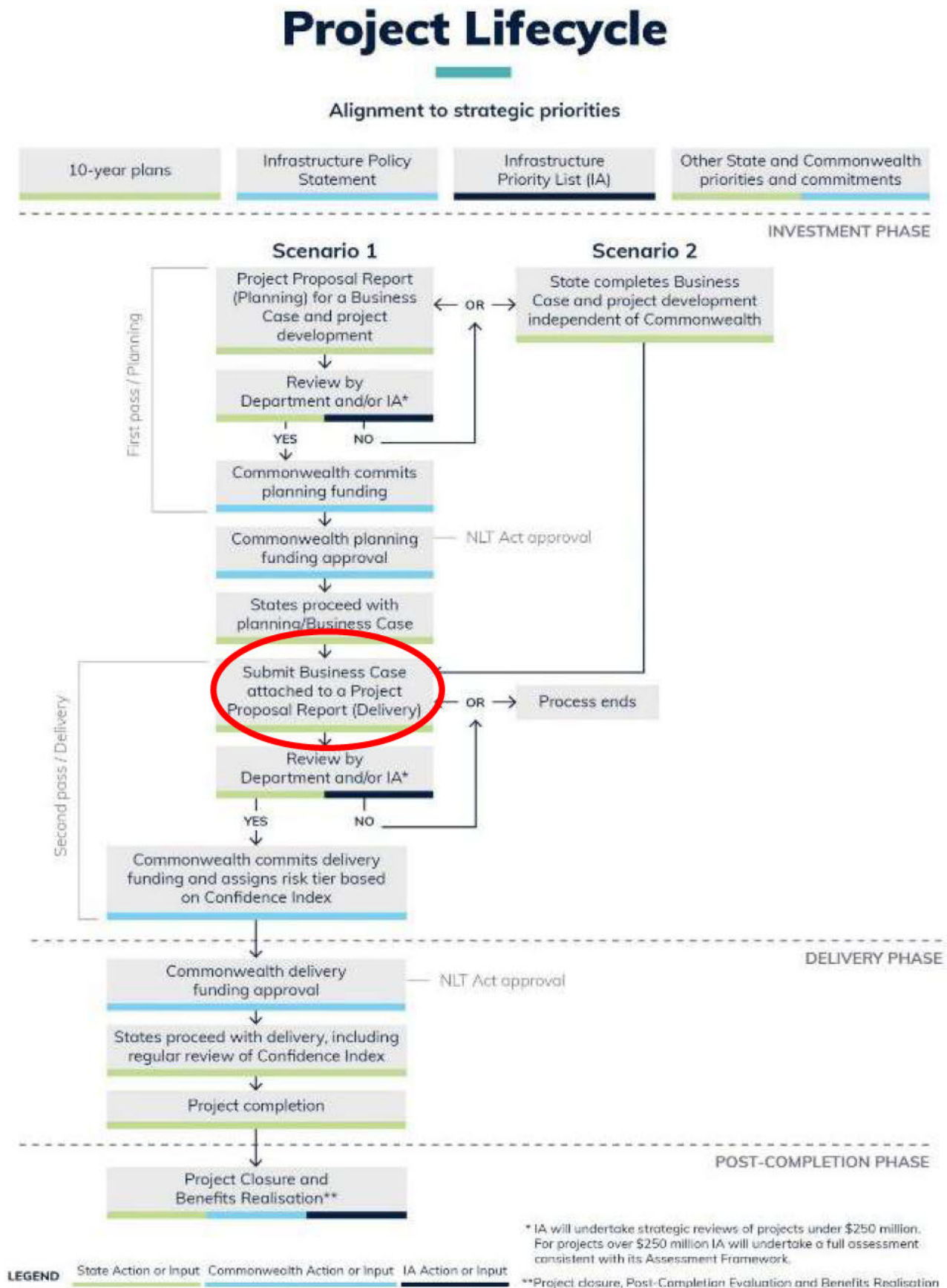
*States will also need to submit their options analysis to IA for consideration. Early involvement of IA will assist with timely consideration by IA of the business case at the second pass. The business case must also meet the requirements of IA's Stage 3 business case as per IA's [assessment framework](#) or equivalent as approved by IA. Refer to Term 10(b) of the FFA Schedule. Supplementary information may be required to ensure that the business case meets DITRDCSA's minimum requirements.

Purpose of the Delivery PPR template

The Delivery Project Proposal Report (PPR) template has been designed with a dual purpose: to assist Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts (DITRDCSA) officers to assess new project delivery proposals to support Australian Government decision making as part of Budget and MYEFO processes, and subsequently to facilitate the approval of agreed projects under the [National Land Transport Act 2014](#) (NLT Act). As such, the submission of this template (and the relevant BC) to inform the AG's decision on delivery funding is expected to create efficiencies in project approvals once a commitment has been made.

Subject to transitional arrangements outlined in the Notes, a legacy PPR template can only be used for projects committed under previous agreements (which expired in June 2024) and where agreed bilaterally between the State and the AG.

Figure 1: Project lifecycle and alignment to strategic priorities from Notes on Administration



Application of the Delivery PPR template

The Delivery PPR template is based on the criteria included in Table 4 of the Notes: 'Criteria to address in a delivery proposal (second pass)'. **This template should be used to:**

- Propose a project seeking commitment of delivery funding under the Infrastructure Investment Program (IIP) in an upcoming Budget or MYEFO process. The information provided here will also facilitate approval of funding for delivery projects under the NLT Act following an AG decision to commit funding.
- Seek approval for release of funding for a project with an existing commitment within the IIP. For example, this will apply to:
 - Projects that were initiated by the AG that require approval under the NLT Act.
 - Projects intended to fit within existing funding commitments such as corridors or other packages.
 - Projects that were committed before 30 June 2024 (i.e., under previous agreements that still require approval under the NLT Act).

If unsure how to progress a project situation, please work in conjunction with the AG officer to discuss arrangements. The information requested through the template is intended to allow the AG, as an investor, to satisfy its responsibilities, obligations and requirements as prescribed by the FFAS and Notes, as well as the [Public Governance, Performance and Accountability Act 2013](#) (PGPA Act) and the [NLT Act](#).

This template has been designed to streamline project assessment and approval processes and reduce duplication by leveraging State assurance processes, in accordance with the requirements outlined in the FFAS and Notes. This is facilitated by:

- Enabling States to cross-reference information already contained in their BC to reduce administrative duplication, and also provide additional information about each of the proposal's elements in instances where a BC could not be provided or when the BC does not specifically address a section of the template.
- Providing dedicated template fields for States to include additional information in instances where there are differences between the BC and what is being sought through their proposal for delivery funding.
- Allowing for additional non-BC related documents to be provided as attachments to provide further information to be considered as part of the investment consideration.

Referencing BC and/or other documents within the template

When providing references to a BC and/or other documents within the template, please ensure that:

- The referenced BC and/or other documents are provided to the department.
- The page/section referenced in the template is accurate.
- The page/section referenced thoroughly address questions within that part of the template. If the referenced information does not objectively provide justification to that element or is no longer current, additional detail should be provided by State within that section of the template.

Please work in conjunction with the AG officer to ensure that provided detail and/or reference is fit-for-purpose, otherwise this may delay review processes.

It is recommended that officers refer to the Notes and FFAS when completing and reviewing the Delivery PPR.

Project overview (State to complete)

Proponent details

PROPONENT'S ENTITY NAME	Enter name of the entity making this proposal		
DOCUMENT VERSION	Enter document version	DATE SUBMITTED	Date submitted to DITRDCA
PRIMARY CONTACT	Name of primary contact	POSITION	Position of primary contact
	Phone number	Mobile number	Email address
ALTERNATIVE CONTACT 1	Alternative contact name	POSITION	Position of alternative contact 1
	Phone number	Mobile number	Email address
ALTERNATIVE CONTACT 2 (optional)	Alternative contact name	POSITION	Position of alternative contact 2
	Phone number	Mobile number	Email address

Project details

PROJECT NAME	Enter project name as proposed (or from State funding table if an existing agreed project))
PROJECT ID	Please enter ID number from State funding table if an existing agreed project; if unavailable leave blank
TOTAL AG FUNDING REQUEST	Enter the total Australian Government funding requested for this proposal. Use full \$ figure in number form. This should match the AG funding total in section 5 below. For projects with existing commitments this figure is the requested approval amount.
PROJECT PARTNERS	List any project partners (this is typically project funding partners, there may be occasions where a project partner is not providing funding) using organisational contact information rather than individual contact details
PROJECT LOCATION	City/ town/suburb, local government area(s), geographical coordinates, map etc.
FUNDING ELIGIBILITY	Is the project eligible for funding under the NLT Act? States must consider and advise the Australian Government whether an alternative funding arrangement is a feasible option to fund all or part of the project.
FUNDING STATUS	<i>Has the project funding been committed by the State Government and other project partners?</i> Yes ☐ If yes please indicate which fiscal process funding was committed in and how much was committed. No ☐ Additional information can be provided if necessary.
NLT ACT APPROVAL FOR THIS PROPOSAL REQUESTED BY [MONTH/YEAR]	Click to enter a date. The month and year that NLT Act project approval instrument is requested to support the proposed procurement and delivery schedule. Provide context here if required.
PURPOSE OF THIS PPR	☐ Australian Government Budget or MYEFO request or alteration. This proposal is seeking Australian Government funding consideration in the Australian Government Budget or MYEFO.

	If this is an Australian Government funding request, please provide a short justification of why this project requires consideration in the next Australian Government Budget or MYEFO process. ☐ Seeking approval on an existing commitment. This proposal intended to support project assessment and approval (release) under the <i>National Land Transport Act 2014</i> for a project with an existing Australian Government funding commitment on the agreed State Funding Table.
CORRIDOR NAME	<i>Is this proposal intended to be part of an Australian Government corridor package within the IIP list?</i> Yes ☐ If yes please state the name of the corridor here. No ☐
ENGAGEMENT WITH INFRASTRUCTURE AUSTRALIA	For projects seeking more than \$250 million of Commonwealth funding, states will need to also work with Infrastructure Australia (IA) as they develop the business case. States may also have engaged with IA for projects under this threshold. a) Has the business case been discussed with or submitted to IA? Yes ☐ If submitted or discussed, please share any relevant information. No ☐ b) If submitted, when was the BC accepted by IA for evaluation? i. Has the state advised IA of critical timeframes for decision? Yes ☐ If submitted or discussed, please share any relevant information. No ☐ ii. Has IA advised a timeframe for its evaluation (and if so, what date)? Yes ☐ If submitted or discussed, please share any relevant information. No ☐
STATUS OF BUSINESS CASE	<i>Is the provided BC a draft or final product?</i> Draft BC ☐ Final BC ☐ a) Please provide details on the when the BC was completed and note how any material changes have been addressed. It may be preferable to note changes here and provide the appropriate context in section 1-14 of this template b)
FIRST NATIONS COUNTRY(S)	Identify all First Nations Country(s) relevant to the project location, and identify all native title claims/determinations, Indigenous Land Use Agreements and land rights (under State land rights legislation) that apply to the project location.

Delivery PPR requirements in alignment with Table 4 of the Notes

- 1. A description of the proposed scope of the project for which funding is sought, as well as a summary of the options that were considered as part of the Business Case (BC), the key findings of the options analysis, and the rationale for selecting the preferred option.**

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference if applicable (e.g. for BC or other document)
Refer to the page 21 of the Notes about detail pertinent for the department's review of a proposal quality and completeness, as well as suggested course of action and timing to follow-up activities with states on proposals deemed incomplete. a) Was this project proposed by the Jurisdiction? Yes? Continue to 1 b), c), d), e) below No? Provide information to 1 b), c), d), e) below in conjunction with the Australian Government officer. b) Please provide a short summary of the project scope (not exceeding 30 words) – this will be used for internal assessment purposes and will also appear on the funding instrument. c) Please describe the scope of the preferred option, and provide a summary of the options that were considered, the key findings of the options analysis, and the rationale for selecting the preferred option (500 words or less). d) For Corridor projects please provide an explanation of how this project links to existing state plans and strategies. e) For funding proposals that are not specifically for a single identified project (e.g. funding packages, programs, ongoing works), please outline the scope that best suits the proposal.	Click here to enter text Page/selection reference if applicable to other provider documents.

- 2. Benefits, including a cost-benefit analysis (CBA) with its underpinning economic methodology and details of assumptions and demand inputs adopted.**

(From 1 January 2025, or as soon as practicable, for project proposals over the threshold of \$100 million, the CBA should include consideration of enabled and upfront embodied carbon emissions using the National Carbon Values (or higher). Refer to Infrastructure Australia's [guide to assessing greenhouse gas emissions](#).)

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.	Page/Section reference if applicable (e.g. for BC or other document)
The proponent should estimate Project benefits in line with their own standard practice and aligned with guidance provided by IA and the Australian Transport Assessment and Planning (ATAP) Guidelines. Standard definitions for Benefit Areas and examples of best practices for the collection and collation of benefits data are available on the following websites: Infrastructure Australia (refer to the Assessment Framework-Stage 3: Developing a business case, and the Guide to economic appraisal) ATAP Guidelines a) Please provide a dot point summary of the key expected benefits and outcomes of the Project. For example, reducing congestion, improving	Click here to enter text Page/selection reference if applicable to other provider documents.

safety, increasing access for freight, enabling more housing. The details of jobs supported by the project should also be included.

- b) Please complete the following table detailing the present value of expected benefits (\$m). If the expected benefit is not applicable, please respond N/A.

Expected benefit	Detail	Present value of benefits (\$m)
Travel time savings Examples of monetary considerations that could shape the benefit value: Value of Travel Time (VTT), measuring time saved, impact on individuals and goods benefiting from time savings, monetary values linked to the enhancement of productivity, accessibility, etc.	Passenger	
	Freight	
Reduced vehicle operating costs (VOCs) Examples of monetary considerations that could shape the benefit value: lower VOCs for users linked to savings in elements such as fuel consumption, oil usage, tyre wear, repairs and maintenance and depreciation.	Passenger	
	Freight	
Crash reductions Example of a monetary consideration that could shape the benefit value: subtraction of the total crash costs (e.g. medical expenses, lost productivity) in the Project Case from those in the Base Case to determine the economic benefit of crash reduction.	Passenger	
	Freight	
Environmental benefits Examples of monetary considerations that could shape the benefit value: reductions in negative environmental externalities (e.g. air pollution, greenhouse gas emissions, noise, and water pollution) expected to be achieved.		
Road maintenance costs Example of a monetary consideration that could shape the benefit value: subtraction of the routine and periodic expenses required to maintain the road infrastructure in Base Case and the Project Case scenarios. The difference represents the net impact of a project.		
Total standard benefits		
Wider Economic Benefits (WEBs) Examples of monetary considerations that could shape the benefit value: as improvements in economic welfare associated with the project (productivity improvements resulting from businesses and workers being located closer together, increased output in markets where competition is limited, additional tax revenues generated from increased employment and higher wages due to improved transport connectivity).		
Other expected project benefits not referenced above Examples of monetary considerations that could shape the benefit value: urban amenity enhancements, such as: including better streetscapes, reduced severance and increased public space usability.		

- c) How many jobs will be supported by the Project?

d) The cost-benefit analysis (CBA) including underpinning economic methodology and details of assumptions and demand inputs adopted. e) Provide details of the Benefit Cost Ratio (BCR) using a discount rate of 4% and 7% for both the P50 and P90 cost of the Project. f) Identify any major dis-benefits of the Project (including mitigations) and how the Project may impact the community and environment including social, cultural and environmental impacts. g) Is the information provided in the economic analysis based on the preferred scope, schedule and cost estimates? If not, please comment on the expected level of impact on the analysis. h) What is the proposed plan for undertaking post-completion analysis, including measuring actual benefits achieved?	
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3. An explanation (500 words or less) of how the project aligns to your 10-year plan. If not featured in the 10-year plan, please explain why and why it is a priority for the State.

<i>Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please check Term 14 of the FFAS and 10-year plan related information on the Notes. a) Provide an explanation of how the project will contribute to (or support) economic, social and/or environmental objectives as included in the jurisdiction's current 10-year plan. b) Describe how the project fits into the jurisdiction's pipeline, including deliverability (including market capacity) and sequencing. c) If this proposal is in response to unexpected and/or emerging priorities that do not align with the Jurisdiction's 10-year plan articulate why the Australian Government should invest in the project.	Click here to enter text Page/selection reference if applicable to other provider documents.

4. An explanation (500 words or less) of how the proposal aligns to the Infrastructure Policy Statement (IPS). If not, please explain why.

For context, please check Term 13 of the FFAS and IPS related information on the Notes. As outlined in the IPS the Government considers nationally significant transport infrastructure projects to comprise projects which require a clear role for the Commonwealth, and include at least two of the following characteristics: • an Australian Government contribution of at least \$250 million • alignment with Government priorities as articulated in the IPS

- situated on or connected to the National Land Transport Network and/or other key freight routes, such as those identified in the National Freight and Supply Chain Strategy
- supporting other emerging or broader national priorities such as housing, defence, the development of critical mineral resources and Closing the Gap

Tick applicable boxes (below) if the project aligns with one or more the themes of the Infrastructure Policy Statement

- ☐ Theme 1: Productivity and Resilience
- ☐ Theme 2: Liveability
- ☐ Theme 3: Sustainability

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.

Page/Section reference if applicable (e.g. for BC or other document)

- a) Provide an explanation of how the project aligns with the themes and other objectives in the Infrastructure Policy Statement.

[Click here to enter text](#)

Page/selection reference if applicable to other provider documents.

5. Costs prepared using the [cost estimation guidance provided on the DITRDSCA website](#), including cost estimates and the P50 and P90 outturn costs, and DITRDSCA's project cost breakdown template (PCB). A State's detailed estimate is part of this requirement, including the project cost breakdown, underpinning rates and data, and class/category of estimate.

Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.

Page/Section reference if applicable (e.g. for BC or other document)

For context, please check costs related information on the Notes.

- a) Provide a completed PCB template (this template is provided by DITRDSCA and updated on an annual basis).
- b) Enter the proposed project funding profile in the table below this section.
- c) Are the costs proposed in the PCB consistent with the detailed cost estimate provided and the proposed funding profile of the project proposal? If not please provide an explanation of the variation – there could be many factors.

[Click here to enter text](#)

Page/selection reference if applicable to other provider documents.

Please consider if the cost estimate represents:

- the scope of the preferred option in the BC
 - the current and expected delivery schedule and if or how escalation has been adjusted
 - the current construction market
 - [Click here to enter text](#)
- d) Provide the current cost estimate and basis of estimate as an attachment to this proposal.

PROPOSED FORWARD ESTIMATE 10-YEAR FUNDING PROFILE TO BE COMPLETED BY PROPONENT											
STAKEHOLDER	FINANCIAL YEARS										
	25/26 (\$m)	26/27 (\$m)	27/28 (\$m)	28/29 (\$m)	29/30 (\$m)	30/31 (\$m)	31/32 (\$m)	32/33 (\$m)	33/34 (\$m)	34/35 (\$m)	Total (\$m)
AG											
STATE											
OTHER											
TOTAL											

6. Project delivery schedule.

<i>Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please check Term 33 of the FFAS and project delivery schedule related information on the Notes. a) Provide a project delivery schedule with indicative timeframes. b) What are the risks associated with the delivery schedule that may impact the approval timeframe? If there is a significant possibility of change, are the costs and benefits substantially impacted? c) Is the project ready to start once approved? How much time is required between approval and the project starting?	Click here to enter text Page/selection reference if applicable to other provider documents.

7. The level of project design work completed to date (e.g. preliminary design, detailed design).

<i>Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please check design work related information on the Notes. a) What is the level of design work that has been completed to date? This should reflect the definitions used in your State and/or Council requirements. This could be a dot point and a brief summary for context (1-2 sentences). b) Is the level of design completed to date typical of this type of project?	Click here to enter text Page/selection reference if applicable to other provider documents.

8. Evidence that the business case has been reviewed as part of a recent gateway assessment conducted by the State.

<i>Please provide <u>brief and summary</u> information below and reference documents in the next column as required.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please refer to the requirements of Term 36 of the FFA Schedule along with related information on page(s) 33 to 40 of the Notes. a) This can be evidenced by providing a copy of the gateway report (Term 36 of the FFAS) as an attachment. If a gateway report cannot be provided, please explain why.	Click here to enter text

b) If the gateway review identified any risks or findings that could impact the cost estimate or delivery schedule, please explain how these have been addressed. (reference provided documents if preferred)	Page/selection reference if applicable to other provider documents.
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9. Proposed approach to procurement, including how procurement will be optimised to deliver the wider socio-economic outcomes identified in the Infrastructure Policy Statement and listed in Term 20 of the FFA Schedule.

<i>Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please check Terms 19 and 20 of the FFAS and procurement related information on the Notes. a) What is the proposed approach to procurement for this project? b) How will procurement be optimised for the seven categories in term 20 of the FFAS? These do not need to be bespoke to the project and may include broader approaches, such as using standard contracts terms that establish targets. c) Are any of the approaches listed above specifically tailored to this project? d) Has alternative financing been considered and is an alternative funding arrangement a feasible option to fund all or part of the project? (Refer to Notes Chapter 4: Funding, Alternative Financing.) e) Is a Tender exemption being sought? Project proposals seeking an exemption from the requirement to use a public tender process must seek approval. The request for tender exemption must detail the: category under which the exemption is being sought (see section 24(1)(c) (i) to (vi) of the NLT Act) - scope of works for which the exemption is being sought - value of these works - intended entity to undertake these works - supporting reasons for the exemption, if any. f) Indigenous Participation Plan (refer to Notes, Chapter 8: First Nations framework) - If the Project has an Australian Government funding contribution equal to or greater than \$7.5 million, an Indigenous Participation Plan is required and should be attached, noting indicative participation targets the procurement process is anticipated to address are required; however, actions to meet those targets would be subject to the outcome of the procurement process.	Click here to enter text Page/selection reference if applicable to other provider documents.

- g) Australian Industry Participation Plan (refer to FFAS Tables 3A – 3H) - If the Project is more than \$20 million, a Local Industry Participation Plan or an Australian Industry Participation Plan is required and should be attached.

10. A description of site investigations completed, including geotechnical surveys and how these have been considered in the project scope/design and risk assessment and mitigation.

<i>Please provide the information below or reference documents in the next column. If providing references, ensure that the referenced information thoroughly address this section of the template. Otherwise please provide complementary context and detail within this section of the template.</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
a) A description of site investigations completed to date. b) To improve Australian Government risk awareness, please specifically highlight investigations that have not yet been completed that would typically be in a completed BC as per your State's processes. c) Provide an explanation of why processes were omitted. For example, time pressures, restricted site access, etc. d) If applicable, please raise any concerns regarding investigations that have not been addressed in the project risk assessment?	Click here to enter text Page/selection reference if applicable to other provider documents.

11. Risk assessment and mitigation strategies, including the application of the Confidence Index (CI) and provision of a delivery risk rating. Please explain the project delivery risk rating in alignment with the positive obligation reporting outlined in the Notes.

For context, please check Terms 16, 17, 33 and 34 of the FFAS and risk related information on the Notes. The Confidence Index (CI) will be a qualitative rating (supplemented with appropriate supporting evidence provided by the State) that expresses the level of delivery risk associated with the project. For delivery proposals this rating is relative to the maturity expected at the completion of the BC. Please select a Confidence Index tier for the project ☐ Tier 1 (Project assessed as currently being at a high level of delivery risk) ☐ Tier 2 (Project assessed as currently being at a moderate level of delivery risk) ☐ Tier 3 (Project assessed as currently being at a low level of delivery risk)	
<i>Please provide the information below or reference the supporting documents in the next column. It is anticipated jurisdictions will leverage existing risk management frameworks to inform implementation of the confidence index and that jurisdiction-based guidance may inform responses to the following:</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>

a) Provide brief justification for the CI rating selected (500 words or less). This rating should be based on the framework the jurisdiction has developed for this product and informed by assurance activities that have been undertaken. b) To ensure supporting documentation has appropriate context please highlight how any identified issues or risks (including but not limited to cost pressures and project delays) were, or are, being mitigated. This information is to ensure that any point-in-time assurance activities are not assumed to be the current state. c) Please confirm that the project proponent is not aware of other risks and issues that can cause cost pressures and project delays beyond the items have been included in this section of the document.	Click here to enter text Page/selection reference if applicable to other provider documents.
---	--

12. Details of any community and stakeholder engagement completed to date.

<i>Please provide the information below or reference the supporting documents in the next column. It is anticipated jurisdictions will leverage existing risk management frameworks to inform implementation of the confidence index and that jurisdiction-based guidance may inform responses to the following:</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please check the Infrastructure Policy Statement (IPS); “Working in partnership with states, territories, and stakeholders”, page 4. a) Provide details of any community and stakeholder engagement completed to date	Click here to enter text Page/selection reference if applicable to other provider documents.

13. Any planning and environmental approval pathways and current status.

<i>Please provide the information below or reference the supporting documents in the next column. It is anticipated jurisdictions will leverage existing risk management frameworks to inform implementation of the confidence index and that jurisdiction-based guidance may inform responses to the following:</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
For context, please check environmental related information on the Notes. a) Outline any planning or approval pathways and their current status. This question is focused on processes that could halt or delay the construction of the project causing a change to the delivery schedule. b) In providing a response, please consider the Environment Protection and Biodiversity Conservation Act 1999; and Cultural Heritage management plans	Click here to enter text Page/selection reference if applicable to other provider documents.

14. Compliance with any other relevant Commonwealth and/or State legislation relevant to project delivery.

<i>Please provide the information below or reference the supporting documents in the next column. It is anticipated jurisdictions will leverage existing risk management frameworks to inform implementation of the confidence index and that jurisdiction-based guidance may inform responses to the following:</i>	<i>Page/Section reference if applicable (e.g. for BC or other document)</i>
a) Outline the approach for ensuring compliance with relevant Australian Government and/or State legislation	Click here to enter text Page/selection reference if applicable to other provider documents.

SIGN OFF

The project should be signed and dated by the appropriate officer, as per each States process.

NAME

POSITION

DATE

From: s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>
Sent: Wednesday, 6 May 2026 12:42 PM
To: s22(1)(a)(ii)
Cc: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii) (she/her)
Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]
Categories: Filing

You don't often get email from s22(1)(a)(ii)@frankston.vic.gov.au. [Learn why this is important](#)

Hi s22(1)(a)(ii)

Great to hear back from you.

Please invite following staff from our end.

- s22(1)(a)(ii), A/Manager Community Relations and Advocacy, s22(1)(a)(ii)@frankston.vic.gov.au
- s22(1)(a)(ii), Manager Capital Works Delivery, s22(1)(a)(ii)@frankston.vic.gov.au
- s22(1)(a)(ii), A/Director Communities, s22(1)(a)(ii)@frankston.vic.gov.au
- s22(1)(a)(ii), A/Director Infrastructure and Operations, s22(1)(a)(ii)@frankston.vic.gov.au

Look forward to the chat tomorrow.

Regards

s22(1)(a)(ii)



s22(1)(a)(ii) >> Director Infrastructure and Operations
 Infrastructure and Operations >> Infrastructure and Operations
 Civic Centre >> 30 Davey Street Frankston >> PO Box 490 Frankston VIC 3199
 Telephone: s22(1)(a)(ii) >> Mobile: s22(1)(a)(ii)
 frankston.vic.gov.au >> s22(1)(a)(ii)@frankston.vic.gov.au



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From: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>
 Sent: Wednesday, 6 May 2026 12:28 PM
 To: s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>
 Cc: ZUBEK, Brandon <Brandon.Zubek@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>
 Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Thank you for your patience while we arranged a time for a meeting this week.

s22(1)(a)(ii) will be on leave from tomorrow, however my Director s22(1)(a)(ii) s22(1)(a)(ii) from my team and myself are available from 10.30am-11am tomorrow to meet via Teams.

Can you please let me know who will be attending from the Council and I will send through a link shortly.

Kind regards

s22(1)(a)(ii)

s22(1)(a)(ii)

Program Officer

Victoria Urban Infrastructure

Land Transport Infrastructure Division

s22(1)(a)(ii) @infrastructure.gov.au

Ps22(1)(a)(ii) (webex)

GPO Box 594 Canberra, ACT 2601

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 I recognise and respect their continuing connection to the land, waters and communities.
 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.*

OFFICIAL

From: s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>
 Sent: 05 May 2026 12:31
 To: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>
 Cc: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>
 Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]

You don't often get email from s22(1)(a)(ii) @frankston.vic.gov.au. [Learn why this is important](#)

OFFICIAL

Hi s22(1)(a)(ii)

Thanks for reaching out to s22(1)(a)(ii)

I would like to discuss this \$10M funding, in particular, seeking your understanding on the scope of works to be delivered via this funding.

I have availability this Thursday and Friday between 9am – 12pm, if it is possible for us to connect for a quick chat.

Please advise.

Regards

s22(1)(a)(ii)



s22(1)(a)(ii) >> Director Infrastructure and Operations
Infrastructure and Operations >> Infrastructure and Operations
Civic Centre >> 30 Davey Street Frankston >> PO Box 490 Frankston VIC 3199
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From: s22(1)(a)(ii) @frankston.vic.gov.au>

Sent: Friday, 1 May 2026 5:24 PM

To: s22(1)(a)(ii) @infrastructure.gov.au>

Cc: s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii)

@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>;

s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @frankston.vic.gov.au>

Subject: Re: Road Blitz - Frankston City Council [SEC=OFFICIAL]

Good afternoon s22(1)(a)(ii)

Acknowledging your e-mail which I have referred to our Director of infrastructure and operations-s22(1)(a)(ii) as cc'd in this email

s22(1)(a)(ii)

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s22(1)(a)(ii) (partial email thread released at document 15)

Released under the FOI Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the

From: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Monday, 11 May 2026 3:36 PM
To: s22(1)(a)(ii)
Cc: WOOD2, Lachlan; s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii)
Subject: Project update: Road Blitz - Council delivered project components
Attachments: s22(1)(a)(ii)

OFFICIAL

Hi s22(1)(a)(ii)

We've recently had some engagements with councils on Road Blitz project components and I wanted to give you a quick status update in case you get queries from others.

Nepean Highway and Overton Road Intersection Upgrade - Frankston City Council

- We met with Frankston City Council on 7 May 2026 to take them through the project approval process, including the requirement to complete a PPR.
- s47B(a) [REDACTED]
 [REDACTED] We've asked Council to outline their preferred scope in the PPR for the Minister's consideration, noting all works must be eligible for funding under the NLT Act.
- We've also recommended that Council engages with Vic DTP in refining the scope of their project component to ensure works are not duplicated and that any interface issues are taken into account.

s22(1)(a)(ii)

Happy to discuss.

Thanks

s22(1)(a)(ii)

Director • Victoria Urban • Land Transport Infrastructure Division

s22(1)(a)(ii) @infrastructure.gov.au

Ps22(1)(a)(ii)

GPO Box 594, Canberra ACT 2601

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From: s22(1)(a)(ii)
Sent: Thursday, 21 May 2026 1:48 PM
To: s22(1)(a)(ii)
Cc: WOOD2, Lachlan; s22(1)(a)(ii)
Subject: Re: Blitz: Nepean/Overton VIC scope [SEC=OFFICIAL]

Categories: Filing

OFFICIAL

Hi s22(1)(a)(ii)

s47B(a)

To note, we met with Frankston City Council on 7 May to take them through the project approval process. We also recommended that Council engages with Victorian officials in refining the scope of their project component to ensure works are not duplicated and that any interface issues are taken into account.

VIDA Roads let us know that they stand ready to discuss once Council is ready.

Thanks

s22(1)(a)(ii)

Director • Victoria Urban • Land Transport Infrastructure Division

s22(1)(a)(ii) @infrastructure.gov.au

P s22(1)(a)(ii)

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From: s22(1)(a)(ii) <s22(1)(a)(ii)@mo.infrastructure.gov.au>
Sent: Thursday, 21 May 2026 07:46
To: WOOD2, Lachlan <Lachlan.Wood2@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>
Subject: Blitz: Nepean/Overton VIC scope [SEC=OFFICIAL]

OFFICIAL

Morning Lachlan and s22(1)(a)(ii)

I believe you have a meeting with VIC today.

If possible could I get some additional information on the scope of the above? s47B(a)

The council has a lot of questions about scope and interfacing with the project, but this seems to be their major concern as they are keen to understand what will be possible with their funding.

Cheers,

s22(1)(a)(ii)

OFFICIAL

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From: s22(1)(a)(ii)
Sent: Tuesday, 26 May 2026 4:31 PM
To: s22(1)(a)(ii)
Cc: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); Victorian Roads (Infrastructure)
Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]
Categories: s22(1)(a)(ii)/North & Inner

OFFICIAL

Hi s22(1)

The comment you've highlighted below refers to the PPR that Frankston City Council is required to prepare and submit to the department for Ministerial approval.

Funding has been committed under Road Blitz for Nepean Highway and Overton Road Intersection Upgrade. This project component has two parts:

Part a – the signalisation and other works DTP/VIDA are delivering.

Part b – \$10 million for eligible works to be delivered by Frankston City Council, scope to be confirmed.

Both components will require PPRs to approve funding release, and, for Council, to confirm the agreed scope of works, potential funding profiles associated with milestones, and delivery timeframes.

As previously mentioned, the department can provide some advice on the eligibility of scope items under the NLT Act prior to Council submitting a draft PPR for consideration. DTP will be required to submit a separate PPR for the work they are delivering.

If you have any further questions, please let me know.

Regards

s22(1)

OFFICIAL

From: s22(1)(a)(ii)
Sent: 20 May 2026 14:31
To: s22(1)(a)(ii)
Cc: s22(1)(a)(ii); Victorian Roads (Infrastructure)
Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]

Hi s22(1)

Thanks for your email and reassurance that department is happy to review scope of our works. This information will be made available to you in the next 2-4 weeks.

Referring to your comment below (highlighted in your previous message), I'd like to clarify that this relates specifically to the work at the intersection of Nepean Highway and Overton Road, which is being delivered by DTP and VIDA Road. This component is funded by the \$25 million allocated directly to DTP. Council is not working on preparing PPR for these works.

Please let me know if my understanding is incorrect or if there are any additional details we need to be aware of.

Regards

s22



s22(1)(a)(ii) >> Director Infrastructure and Operations
Infrastructure and Operations >> Infrastructure and Operations
Civic Centre >> 30 Davey Street Frankston >> PO Box 490 Frankston VIC 3199
Telephone: s22(1)(a)(ii) >> Mobile: s22(1)(a)(ii)
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From: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>

Sent: Wednesday, 20 May 2026 1:45 PM

To: s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>

Cc: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; Victorian Roads (Infrastructure)

<VictorianRoads@infrastructure.gov.au>

Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]

OFFICIAL

Good afternoon, s22(1)(a)(ii)

Thanks for your patience while I confirmed a few details.

While the overarching Road Blitz project currently has funding profiled until 2033, delivery timeframes for each project delivered under the Road Blitz program are subject to the Minister's consideration and approval. When preparing the Project Proposal Report (PPR) for the Nepean Highway and Overton Road Intersection Upgrade, Council will need to propose some delivery timeframes and funding profiles guided by progress milestones that Council expects to achieve. Once timeframes and funding profiles are approved any further changes will be a decision of government and would need to be requested as part of the twice yearly cashflows process.

Yes, we are comfortable with Council sending the draft scope for the department to provide advice prior to engaging with DTP and councillors, noting the advice would be limited to eligibility of scope items under the NLT Act only.

Let me know if you have further questions.

Kind regards

s22(1)(a)
/iii\

s22(1)(a)(ii)

Program Officer

Victoria Urban Infrastructure

Land Transport Infrastructure Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

Ps22(1)(a)(ii) (webex)
GPO Box 594 Canberra, ACT 2601

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I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

OFFICIAL

OFFICIAL

From: s22(1)(a)(ii) s22(1)(a)(ii) [@frankston.vic.gov.au](mailto:s22(1)(a)(ii)@frankston.vic.gov.au)

Sent: 11 May 2026 18:16

To: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>

Cc: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; Victorian Roads (Infrastructure)

<VictorianRoads@infrastructure.gov.au>

Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]

Hi s22(1)

Thank you so much for your email and for providing a thorough summary of our discussion from last week—it's greatly appreciated. I wanted to clarify a couple of points to ensure we are all on the same page moving forward.

Firstly, regarding the overall project timelines: as this funding is part of the Road Blitz Program, my understanding is that the final stages are expected to be delivered by 2035. **Could you please confirm if this timeline is accurate?** Having this confirmation will be really helpful for us as we prepare our project delivery schedule, outline key milestones, and plan associated cash flow timelines.

Secondly, I'd like to touch on your note about seeking advice on eligibility of scope items under the NLT Act. My understanding from our conversation was that Council would seek advice from the department on scope items before engaging with our councillors and DTP. The reasoning here is that we want to avoid agreeing on a scope of funding with our councillors, only to find out later that certain items might not be supported by the department due to eligibility requirements. **Could you please confirm that you're comfortable with us sending our draft scope of projects to you for consideration before we engage with DTP or our councillors?** This approach would really help streamline our process and ensure everyone's expectations are aligned from the outset.

Thanks again for your support and guidance. Looking forward to your confirmation on these points.

Regards

s22(1)

s22(1)(a)(ii) >> Director Infrastructure and Operations
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Civic Centre >> 30 Davey Street Frankston >> PO Box 490 Frankston VIC 3199
Telephone: s22(1)(a)(ii) >> Mobile: s22(1)(a)(ii)
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From: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Monday, 11 May 2026 5:06 PM
To: s22(1)(a)(ii) <s22(1)(a)(ii)@frankston.vic.gov.au>
Cc: s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; Victorian Roads (Infrastructure) <VictorianRoads@infrastructure.gov.au>
Subject: RE: Road Blitz - Frankston City Council [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii),

Thank you for meeting with me and s22(1)(a)(ii) last week. Please see a recap of the points discussed.

- Frankston City Council has been allocated \$10 million in Australian Government funding towards the announced scope of *improving footpath connectivity to the Kananook Creek Trail*.
- Council has a preference to use the funding to deliver other safety improvements to the Nepean Hwy precinct, as opposed to the announced scope for *improving footpath connectivity to the Kananook Creek Trail*.
- Council can request changes to the agreed scope through submission of a Project Proposal Report (PPR). Scope items must meet eligibility requirements under the *National Land Transport Act 2014*, and any scope changes will be subject to consideration and approval by the Minister.

Next steps:

- Council will engage with DTP to understand the scope they will deliver, and to inform decisions around scope items that Council will propose. Council has advised that they will also need to engage with Councillors to confirm the priorities for the \$10 million. This process may take some weeks or months.
- Prior to submission of a draft PPR, the department can provide some advice on eligibility of scope items under the NLT Act once Council have those preliminary discussions with DTP and Councillors to determine the priorities.

Please let us know if you have any questions.

Kind regards

s22(1)(a)(ii)

OFFICIAL