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Submission by NOROC to

**House of Representatives Standing
Committee on Primary Industries and
Regional Services**

**Inquiry into Infrastructure
and the Development of
Australia's Regional Areas.**

*NOROC welcomes this inquiry and endorses its focus on
identifying the impediments to growth in Australia's Regions.*

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Introduction: The Northern Rivers Region of NSW

The Northern Rivers Region covers the far north coastal region of New South Wales from Tweed Heads in the north to Corindi Beach in the south and from the eastern coast to the Great Dividing Range in the west. The region, which is approximately 250 kms from north to south and varies between 85kms and 115kms from east to west, includes 12 LGAs and 4 County Councils.

Major centres of population and activity:

Tweed River Valley:	Tweed Heads and Murwillumbah in the north.
Brunswick River Valley	Byron Bay and Mullumbimby south of the Tweed.
Richmond River Valley	Lismore, Kyogle, Casino, Ballina and Evans Head in the centre of the region.
Clarence River Valley	Grafton, Maclean and Yamba in the south.

These four river valleys create the major nodes of human settlement and economic activities within the Northern Rivers Region.

Population Growth and Change

The population of the region has grown by 27,000 since 1991 to the 1996 Census figure of approximately 250,000, representing 2.5% per annum.

The main growth has occurred in the Tweed, Byron, Ballina, Maclean, Lismore and Richmond River LGAs. These areas are all coastal with the exception of Lismore, whose growth has slowed significantly from 1991 to 1996 compared with 1986 to 1991.

Nymboida and Ulmarra in the south have experienced minimal growth and Grafton, Casino, Kyogle and Copmanhurst have generally remained static.

Labour Force Growth and Change

Labour force growth is now approximately 2,200 – 2,400 persons per annum across the region, based upon an average 40% of the population being in the labour force in 1996. This percentage varies significantly across the region, with a low 33-40% in the coastal

LGAs compared with 42-48% in the inland. It is not surprising then that the coastal areas have returned the highest unemployment rates in recent years.

Since the early 1990s Byron has had unemployment rates regularly above 20% and Tweed, Maclean, Ballina and Ulmarra have had 11 – 17%. Lismore has shown a higher rate than other inland areas with 11 – 16 %, although this has not always been the case.

High rates of 12 – 16 % were also shown by other inland areas in the early 1990s.

The Clarence River Valley is particularly vulnerable to unemployment, with Grafton facing greater economic competition than in the past due to its proximity to Coffs Harbour. However, this has to be balanced against its slower population growth and labour force creation, relative to the faster growing sub regions to its north.

The most recent unemployment figures show that, regrettably, we are rated as having the highest rate of unemployment anywhere in Australia with 13.3% being most recently reported in the Richmond Tweed and Mid North Coast Statistical region.

This is nearly double the NSW State average for March 1999 of 7.5%.

However, this unemployment is not the result of some mythical population of coastal living unemployed persons intent on never working again. Rather, it is the inability of the region to generate sufficient jobs to match its increasing population.

The Northern Rivers faces major unemployment problems if jobs are not created commensurate with continued population and labour force growth.

The Need for Federal Government Infrastructure Investment

The Federal Government holds the key to the Australian nation and its regions successfully completing important projects which would otherwise:

- never be possible via the private sector or other government and semi government agencies acting unilaterally;
- would simply take too long to achieve, and therefore miss out on the market place opportunities now on offer, if placed in a queue for funding under existing programs.

While there are exciting examples of new joint ventures between government and the private sector, and a continuing role for the private sector through the privatisation of a selected range of services and utilities, these mechanisms do not substitute for the leading role in planning and financing which all governments must take in order to build the capacity of regional Australia to produce wealth.

Two recent examples of this self evident fact can be seen in the Northern Rivers, namely the joint Federal/State upgrade of the Pacific Highway, costing around \$1.6 billion over 10 years, and the planned completion of the 'Sugar Bridge' across the Richmond River at Broadwater, to cost around \$4 million.

While at different extremes of the funding spectrum, both these projects required the financial strength and determination of the Federal and NSW Governments and both will repay this investment with jobs, enhanced exports, greater efficiency and improved road safety.

The challenge for this inquiry is to strongly advocate the fundamental link between direct Federal Government financial support and regional development and go on to recommend additional physical infrastructure for the Northern Rivers to allow it to compete in the fast changing global economy.

The City or the Bush?

To place in context what many people feel is a biased setting of spending priorities in Australia, we quote the example of the NSW Minister for Transport's support for a \$273 million east-west tunnel in the Sydney CBD reported in the Australian Financial Review, 13 April 1999.

In the same article it is also reported that the Sydney City Mayor, Frank Sartor, now seeks a further 1 kilometre of tunnel at an extra \$140M, taking the project to a cool \$413M. Yes, it sounds a small amount if said quickly, but in reality these amounts shock many people in regional Australia who daily face the deterioration of their roads and bridges and the retreat of Government services.

No doubt such city based proposals do clever things like leverage government funding through private sector access to associated land and air space strata rights, and also often have a 'user pays' mechanism such as a toll.

However, where is the leadership from governments when it comes to providing creative options in the regions?

Perhaps the proposed Sydney East West tunnel toll of \$2 needs an extra 50c shadow toll to help fund the local regional roads of NSW?

Returns on regional investment usually take longer to be realised and may not be so spectacular, but if we are to have any semblance of equity and achieve balanced development across the country, then this situation will have to be accepted and borne by governments wanting to genuinely assist regional Australia..

Through this submission, NOROC encourages the Committee to conclude that it must be a question of 'the City **and** the Bush' when it comes to a fair distribution of capital infrastructure funding, rather than the current pro city bias we currently observe.

The Northern Rivers – A Highly Strategic Location

The region's towns and villages are generally within 1 to 3 hours of Brisbane, the Gold Coast and other regional centres of South East Queensland. This provides many economic opportunities for the Northern Rivers.

For example, we can:

- provide outsourced manufacturing and product development sites for information technology, knowledge and manufacturing enterprises.
- provide expanded tourism, recreation and prime lifestyle residential opportunities for the Brisbane and South East Queensland population of approximately 1.6 million.
- tap the increasing international tourism 'silk road' emanating from both South East Queensland and Sydney to a much greater extent than at present.
- Provide outstanding agricultural, forestry and aquaculture opportunities.
- be a strategic location for cost effective port, warehousing and distribution operations, servicing Brisbane, Sydney and Melbourne on a 'just in time, next day am or pm' basis, depending on distance.

In summary, our location places us in relatively close proximity to a fast growing segment of the global economy, namely Brisbane and South East Queensland. The infrastructure to allow us to connect effectively into our neighbouring regions now needs to be financed significantly by the Federal Government to create a catalyst to allow economic development to proceed.

The Northern Rivers of NSW – A Region with a Plan and a Strategy

Two extensive planning exercises now form the basis for economic and social development in the Northern Rivers.

Firstly, the Northern Rivers Area Consultative Committee, funded by the Federal Government, has published an extensive Strategic Regional Plan.

The plan's vision is to make the region a world leader in clean and green industry development.

The same objectives are also featured in the plans of the Northern Rivers Regional Development Board and the NSW Department of State and Regional Development, which are both funded by the State Government.

Secondly, the Northern Rivers Regional Strategy (NRRS) which is a joint initiative of NOROC, the Department of Urban Affairs and Planning and the Northern Rivers Economic Development Organisation (NOREDO), broadens the economic imperatives facing the region by incorporating them into an holistic framework which achieves environment goals, sustainability and social and cultural objectives.

This strategy is currently resourced by Local, State and Federal governments to the value of \$130,000 for the next twelve months.

A Coordinator, who is supervising the extensive implementation phase, is currently retained and the project is actively managed via a representative committee chaired by Mr David Papps, who is the Executive Director of Regional NSW Planning for the Department of Urban Affairs and Planning.

To summarise, the Northern Rivers region has a clear vision of how sustainable economic development can proceed within an acceptable, publicly supported framework. The infrastructure to catalyse and hasten this process now needs to be financed largely by the Federal Government taking the lead with key project funding.

Linking Communities at the Local Level

The Federal Government can solve a wide range of local community transport problems within the region by introducing a financial support program for **key local transport links**, to be implemented via direct funding to Local Government Authorities.

We see this program being best described by the phrase 'improving community links'.

Our local road networks are physically deteriorating and financially depreciating at a rate faster than existing funds can provide the necessary repair, maintenance and replacement.

This process is exacerbated by the wet climate of the region.

Bridges now have no recurrent funding available in NSW for scheduled bridge repair/replacement. It seems we have to wait for a disaster to occur, and the consequential government declarations, before funds are granted.

One of our LGAs, Kyogle, has over 400 bridges to maintain from a very modest rating base of \$2.3 million, which is also being further eroded by the expansion of forestry and national parks in the Shire.

These improved local links are the key to enhanced tourism and rural industry growth, but are beyond the financial capacity and budgets of the region's individual LGAs in the foreseeable future.

We liken the situation to climbing an impossibly slippery slope.

For example, our region's inland areas have exciting, world renowned national park rainforests, dramatic rolling hills and charming towns and villages to visit, but the potential in achieving increased day tourist visits and overnight stops cannot be realised because of the inadequate local road networks, which create serious road safety hazards and do not provide attractive 'round trip' route options.

The counter to the Northern Rivers local roads and bridges infrastructure funding problem is for the following Federal Government to fund the new 'improving community links' program.

Specifically, for local roads we call for a \$20 per head federal subsidy which will raise an estimated \$6 million per annum.

This will permit Councils, in negotiation with Federal Officers, to initiate specific improvements targeted again for their likely contribution to enhanced economic development through better integration to the regional roads and highway system. This program should run for 10 years. While it is far short of the very large real sum required to restore local roads, it will nevertheless make a difference.

For local bridges, ferry crossings and wharves we also call for a Federal subsidy, of \$10 per head, which will raise an estimated \$3 million per annum.

This will permit, on average, 30 local bridges to be replaced across the region per year, as well as necessary ferry crossings and wharf upgrades, again with priority to be given to economically beneficial sites. This program should also run for 10 years.

In total, we estimate that this local roads and bridges program will directly produce an extra 153 jobs per year of the program and a further 206 jobs indirectly.

Regional Roads and Highways

At the regional and highway level, there is an urgent need for the Federal Government to fund a series of specific projects which collectively could be described as **‘improving regional links’**.

Summerland Way

The **Summerland Way** is a long standing and relatively well known alternative road route connecting the region from its southernmost major town of Grafton, through the hinterland towns of Casino, Lismore and Kyogle to South East Queensland and Brisbane. Its major roles are as a tourism link and an alternative truck route to the Pacific Highway.

So bad is the state of repair of some of the Summerland Way sections, which should in reality be enhancing tourist visits to the region, that large traffic signs are displayed on the Pacific Highway just before Grafton warning motorists of the poor conditions they can expect on this road if they use it!

Currently some 1500 trucks per day pass the border at Tweed Heads and many of these, including those which initiate journeys from the south western industrial areas of Brisbane, would take the shorter Summerland Way if the route was upgraded.

A realistic and responsible option is to fully improve the highway over its existing route. This will establish consistent highway standards for the whole route, allow improved travel speed and reduce disruption from flooding.

Overtaking lanes would be provided at 10km spacings throughout the length of the Summerland Way and the last two rail level crossings replaced with bridges. Flood prone sections along the whole route would be improved by raising the road and constructing new river bridges to reduce susceptibility to flooding.

The overall surface condition and width would be very good within NSW and Queensland with a greater proportion of traffic able to maintain its desired travel speed.

The capital cost of this option is estimated at \$92 million.

Accordingly, an additional amount of \$72 million over four years, on top of existing Federal commitments, is now sought from the Federal Government to fix these problems once and for all.

The upgrading of the **Summerland Way** will directly create an extra 1224 jobs during construction and a further 1652 jobs indirectly.

Woodenbong to Killarney Road

The upgrade of the **Woodenbong to Killarney** road is urgently needed to allow the Northern Rivers to connect with the Darling Downs, the Newell Highway and other important road links to Central Queensland. A primary benefit from this upgrade would be the connection to the retail industry sector's distribution centre at Warwick.

Being able to deliver and receive goods to such centres on a cost effective basis is the key to growth in the small business/manufacturing sector of the region.

Another important benefit of this upgrade would be the time reduction in livestock travel. This would increase the Casino Abattoir's potential customer drawing area and help to counteract the current loss of throughput now being experienced which has already seen 55 jobs lost to date.

The cost of the upgrade is \$22 million and should be implemented over no more than 2 years.

The upgrading of the **Woodenbong to Killarney Road** will directly create an extra 374 jobs during construction and a further 504 jobs indirectly.

Main Road 74 Grafton to Armidale

At the south western end of the region, **Main Road 74** connects Grafton to Armidale and a gravel section from Horton's Creek to Clouds Creek inhibits tourism and freight traffic. There would be greatly enhanced tourism usage of the lower Clarence Coast and the Nymboida Shire's spectacular eco tourism sites as a result of the 'round trip' options which a fully sealed connection to the Northern NSW tablelands would create.

The cost of the upgrade is \$3 million and should be completed within 12 months.

The upgrading of **Main Road 74 Grafton to Armidale** will directly create an extra 50 jobs during construction and a further 68 jobs indirectly.

Lismore to Bangalow

A vital east west link between the Summerland Way and the Pacific Highway is the **Lismore to Bangalow** road. There is an urgent need for improved pavement, widening and straightening to ensure greater safety.

This work should be undertaken with a view to upgrading eventually to B-Double standard when the newly completed Pacific Highway sections are rated for these trucks.

There must be the capacity for Casino and Lismore to benefit from a seamless B-Double route from the Pacific Highway via the Lismore Bangalow road.

Anything less than this would deprive the region's inland towns of the opportunity to provide cost effective manufacturing, warehousing and distribution solutions to the Australian and global markets.

The estimated cost of this upgrade is \$25 million and should be completed over 3 years.

The upgrading of the **Lismore to Bangalow Road** will directly create an extra 425 jobs during construction and a further 573 jobs indirectly.

Town Bypasses

Byron Bay

An immediate and pressing need exists in Byron Bay for a town bypass.

The popularity of this centre has risen dramatically, but to the point where vehicle traffic on weekends and holidays chokes the town's centre and degrades the very environment which is attracting tourists to the town and therefore the region as a whole.

Lismore City, Alstonville and Yamba Bypasses

Lismore City, Alstonville and Yamba also have significant requirements for bypasses that are justified on the basis of high levels of traffic congestion and deterioration of residential amenity. Routes and costings for all these projects exist.

A total of \$43 million is required over three years for all town bypasses.

The **town bypasses** will directly create an extra 731 jobs during construction and a further 986 jobs indirectly.

Grafton City Airport Connection Road

The current road connection between the Pacific Highway and the Grafton Airport involves a city to airport trip of some 35 kms and takes 25 minutes. This could be significantly shortened by about 50% via the upgrading and sealing of the Six Mile Lane which lies in the Ulmarra Shire.

We seek \$3M of federal funds to upgrade this connection.

The upgrading of the **Grafton City Airport Connection Road** will directly create an extra 51 jobs during construction and a further 68 jobs indirectly.

Kyogle to Murwillumbah

The 9km of unsealed road between Kyogle and Murwillumbah turned into a horror stretch over the wet Easter period this year. The road has now reached new levels of notoriety among the travelling public as a trip to be avoided at all costs.

Clearly, this severely limits the capacity of the northern inland area of the region to benefit from tourism.

\$1.5 million of Federal funds is required for this project.

The upgrading of the **Kyogle to Murwillumbah road** will directly create an extra 25 jobs during construction and a further 34 jobs indirectly.

Rail

Two distinct types of major rail projects are required in the region.

Passenger Rail

The North Coast line currently running from Casino to Murwillumbah needs some form of **effective seamless connection** to the recently privatised Coolangatta Airport for which there are advanced plans to house an air/rail/bus interchange on its western perimeter. This rail connection would provide a vital connection to the airport and the whole Brisbane rail network, opening up a huge new range of positive economic opportunities.

We comment separately on the Coolangatta airport.

Because the North Coast line is currently a standard gauge dead end, the Northern Rivers is prevented from benefiting from the resurgent market now developing for both regular and specialist passenger train travel.

The net effect of the current rail infrastructure and service is that one of Australia's prized tourism regions, being marketed internationally as Tropical NSW, is actually serviced by slow, ageing and dirty locomotives and rolling stock which an American rail users magazine recently rated as providing the worst regular passenger service in the developed world.

Unloading passengers, including international tourists, at a relatively small country town onto street pavements adjacent to largely uncovered country railway stations, often late at night or early in the morning, and then expecting them to make a coach/train connection, is an totally inadequate way to cater for what could and should become a significant new tourism income and employment generator.

This poor level of service contrasts strongly with our competitor regions which are now offering world class train services such as the Ghan (now travelling from Melbourne to Central Australia) and the new Pacific Coast Luxury services being offered in Queensland.

Accordingly, the connection of the North Coast line to Coolangatta will provide the basic infrastructure to enable the Northern Rivers to provide these new services, which will most likely involve the private sector in a significant role.

The detailed questions of route, gauge, motive power and support facilities need to be fully analysed. For example, in the longer term, a single rail laid inside the NSW standard gauge to form the narrow Queensland gauge could be run as far south as Lismore or Casino.

Thus a line from Casino/Lismore to Coolangatta could then accommodate Brisbane Metro rail equipment with the intent of providing more frequent connections to and from the Lismore/Casino area, Bangalow, Byron Bay, Mullumbimby and Murwillumbah through to Coolangatta and all of the Brisbane network.

This allows the necessary cost benefit analyses to encompass a total population base of 1.9 million persons.

A full physical rail connection and station upgrade would probably be at least \$200 million, depending on the final route chosen.

However, as a starting point, the application of 'road-railor' technology, as pioneered by Australian National Rail, could give a much more cost effective result and allow the rail service to commence operating at a more achievable price.

Under this approach, a Federal Government pilot project of \$5 million would establish a seamless 'rail' connection from as far south as Grafton, through to the Gold Coast. Rolling stock would be rail/rail articulated coaches of two carriages ('bendy bus' style) with the missing rail section being covered by road.

A feasibility study to analyse this objective should be immediately funded federally to the amount of \$100,000.

The Road/Railor proposal will directly create an extra 85 jobs during construction and a further 115 jobs indirectly.

Freight Rail

The other major type of rail initiative for the region involves expanded rail/road marshalling/container handling yards at Casino and Grafton to allow the region to access transport, warehousing and distribution opportunities involving cargo received at the Port of Brisbane and transport via the Fisherman's Island to Acacia Ridge standard gauge link.

Such facilities would also allow for export links in the opposite direction and also better equip the region to take advantage of the proposed Melbourne to Darwin inland rail which we would access via Ipswich and Toowoomba.

To ensure employment growth our region's products must not be left out of the strategic connections to any of Australia's current or future transport systems.

A sum of \$6 million over 3 years is sought for this project.

The **freight rail** initiative will directly create an extra 102 jobs during construction and a further 137 jobs indirectly.

Air

As previously mentioned, there are extensive plans for expansion of the Coolangatta Airport which involve:

- a lengthened runway
- Pacific Highway relocation to the western side
- A rail link from Robina to the airport
- New industrial/transport/retailing facilities

We understand that these links and upgrades are at an advanced stage of negotiation with funding coming from the airport's new owners and the Queensland and Federal Governments.

NOROC endorses these plans in principle as they will provide the strategic links, new markets, expanded services and increased tourist volumes, all of which our region wishes to incorporate into our sustainable economic development strategy.

However, adequate attention will need to be given to airport noise and other environmental issues but we anticipate that these can be managed within existing precedents and practices as followed in Sydney and elsewhere.

The airport's upgrade is a major justification for the effective connection of a road/railor service to the North Coast Line and underlines the immediate need for a Federal Government funded feasibility study, which we call upon the Federal Government to approve.

Sea

The Port of Yamba at the mouth of the Clarence River is a regionally unique, but seriously under developed, transport facility that is currently suffering from a pronounced lack of sufficient routine maintenance to maintain its depth.

Early in April the Port received its largest ever vessel (8000 tonnes capacity) which loaded treated telephone poles for the Philippines. However, because of a lack of dredging, the vessel was delayed two days, costing an extra \$45,000. This was on top of losing 500 tonnes of cargo that could have been picked up in Sydney prior to entering Yamba if the entrance had been dredged.

These impediments to routine shipping are threatening 75 jobs at the Port and must be removed if the region is going to develop and expand the many potential smaller load opportunities which are available in South East Asia and the Pacific Islands.

The main channel dredging and associated upgrades requires an immediate \$3.5 million, including a small amount for a market development study for locating further export and important cargo opportunities.

A further \$1.5 million is needed for wharf improvements and enhanced roading and cargo handling facilities. This will enable the Port to service greater cargo volumes and will lay the basis for warehousing and distribution developments to proceed.

These improvements to the Port of Yamba will directly create an extra 85 jobs during construction and a further 114 jobs indirectly.

Significant advantages will flow from these improvements such as more jobs, fewer trucks on the road and reduced export costs. For example, in the case of the telegraph poles, the same volume that was trucked, loaded and exported over three days out of Yamba would take up to one month to stage out of Newcastle or Sydney.

There has been discussion about native title claims covering the Port entrance and sections of the upstream river banks. There is a constructive dialogue between the

indigenous communities and the various port user groups and there is every expectation that these claims can be satisfactorily resolved via the established land rights processes. The claims of indigenous people should not be used by officials as excuses for not moving ahead.

Marine Industrial Park

A further ancillary development is a marine industrial park at Yamba.

A feasibility study to develop this park has been completed and \$4 million of infrastructure is required.

The Federal Government should take on the challenge of helping this development to become a reality with a \$1 million commencement grant to construct enough infrastructure to attract preliminary tenants.

This proposal for a **Marine Industrial Park** would directly create 17 jobs and a further 23 jobs indirectly.

Regional Water Supply

Lower Clarence County Council (LCCC) is proposing to upgrade the existing bulk water supply system currently serving over 90,000 people living in the Grafton/Lower Clarence valley and Coffs Harbour areas on the NSW Northern Coast.

The Regional Water Supply Project involves linking both the Grafton/Lower Clarence valley and Coffs Harbour supplies to take advantage of the higher sustainability of river flows in the Nymboida River and the economies of a partially common pipeline system and storage at Shannon Creek.

The project would be capable of supplying a future demand of 22,700 ML/year or a population of about 159,000. This is expected to occur about 2021. The design horizon could be extended if the community responds to proposed demand management initiatives as part of the Water Efficiency Program.

The pipelines linking the Nymboida River to Coffs Harbour would also increase the supply capacity to the Clarence valley. Ninety kilometers of pipeline would extend from the Nymboida River weir to a new 30,000 ML storage at Shannon Creek, to the existing pipeline supplying the Grafton/Lower Clarence valley and to the existing Karangi dam near Coffs Harbour.

A booster pump station would also be constructed beside the Orara Way, 7 kilometers north of Glenreagh. The pump station would assist the supply to Karangi dam during high demand periods. The pipeline would allow water to be transferred directly to both the Clarence valley and Coffs Harbour.

The project is one of two key elements of an overall strategy to improve water supply in the region. In conjunction with the project, a non-build Regional Water Efficiency Program is also being implemented. The objective of the program is to assess the options for improving water efficiency in the region and proceed to implement those that prove feasible.

Total funding for the program is estimated at \$105 million.

The upgrading of the **Regional Water Supply** will directly create around 1500 jobs directly and a further 2000 jobs indirectly.

We call upon the Federal Government to enter into immediate discussions related to financial support for this project.

SUMMARY

Funding Required (excluding Regional Water Supply)

Program	Annual Funding (\$M)	Years to Run	Total Funding (\$M)
Local Roads	\$6	10	\$60
Local Bridges, Wharves & Ferry Crossings	\$3	10	\$30
<i>Regional Roads & Highways:</i>			
Summerland Way	\$18	4	\$72
Woodenbong to Killarney	\$11	2	\$22
Main Road 74 Grafton to Armidale	\$3	1	\$3
Lismore to Bangalow	\$8.3	3	\$25
Town Bypasses	\$14.3	3	\$43
Grafton City Airport Connection Road	\$3	1	\$3
Kyogle to Murwillumbah	\$1.5	1	\$1.5
<i>Rail:</i>			
Road/Railor proposal	\$2.5	2	\$5
Feasibility Study	\$0.1	1	\$0.1
Freight Rail	\$2	3	\$6
<i>Sea:</i>			
Dredging Port of Yamba	\$3.5	1	\$3.5
Wharves/Roads/Cargo Port of Yamba	\$0.75	2	\$1.5
Marine Industrial Park	\$1	1	\$1
TOTAL FUNDING REQUIRED \$276.6 MILLION			

Employment effect over total program (excluding Regional Water Supply)

Total Direct Jobs	Total Indirect Jobs	Total of Jobs Created
4702	6348	11050

Regional Water Supply (foreshadowed need)

Funding Estimate	Employment Effect (no of Jobs)		
\$105 Million	Direct: 1500	Indirect: 2000	Total: 3500