

1. MID WEST REGIONAL PROJECTS – CAPITAL [CEO113A]

Project Number	TITLE	DESCRIPTION	ESTIMATE	COMMENTS
1.1	Geraldton and Mullewa Hospital Upgrades.	Complete the upgrades to the Geraldton and Mullewa Health Campuses as soon as possible.	\$150 Mill	The Geraldton Health Campus was recently listed in the OAG report as the most delayed project in the State. The Mullewa Hospital renewal project has actually experienced longer delays. Both of these projects are critical for a growing Midwest.
1.2	SWIS (Electricity Grid) Upgrades	Per SWIS Demand Assessment 2023 to 2042 to support current Oakajee proponents and regional Midwest growth.	\$2 Bill	To facilitate regional growth, the current inadequate grid connection to the Midwest region needs to be upgraded urgently. This is especially critical if the Oakajee timelines are to be met. It is also critical to the States carbon reduction targets as it will allow sustainable green electricity to flow south into the grid.
1.3	Water Supply Guarantee – Desalination Plant.	Scoping, design, funding of a Water Desalination plant to ensure the water supply future of the Midwest.	unknown	Regardless of the future of Oakajee, the bores that service the region are reaching their limits. Water Corp advise that it is 8-10 years' work to get a desalination plant running. A priority needs to be placed on establishing a sustainable alternative water source for Geraldton.
1.4	Geraldton Inner Bypass	To construct the road as per the original State Main Roads corridor to facilitate much needed commercial land in Geraldton.	\$80 Mill	The City of Greater Geraldton believe this is the highest priority new road project within the City of Greater Geraldton boundaries. Construction of this road can achieve significant safety improvements and the release of critical land parcels at a fraction of the cost of the outer bypass.
1.5	ONIC construction	Construct the road to the Oakajee Industrial Estate commencing it at Moonyoonooka.	Unknown.	So far, the State has committed to an intersection upgrade. Proponents are coming to local governments and looking for alternate locations as they are not confident the State will commit to construct the required infrastructure in the required timeframe. It would be a poor outcome if these industries were not in a central location.
1.6	Outer Bypass – Moonyoonooka North.	Construction of the Outer bypass from Moonyoonooka North.	\$1 Bill	All the impacted local governments are in agreement that this section of the bypass road is needed, especially now that the Oakajee industrial estate's development is more likely to proceed.
1.7	Water and Waste Water Headworks Upgrades	Provide Water Corporation with a significant allocation to allow them to construct the required headworks to facilitate residential development opportunities.	Unknown.	A number of developers have come to the city and advised that they are unable to develop their land economically because of the shortage of water and sewerage headworks. Examples are land near Verita Road and near Chapman Valley Road.
1.8	State Housing Maintenance / Renewal	More renewal funding is required for the State's existing Social Housing stock in Geraldton.	\$4 Mill	There is a large number of derelict homes in Geraldton (approximately 40) that are owned by the State Government. These homes need to either be repaired or demolished. Preferably fixed for local residents to use.
1.9	Government Regional Officer Housing (GROH).	Fund the construction of more GROH homes in the Midwest region.	\$10 Mill	There is a lack of GROH housing in the Midwest. Funding is needed to address this issue. The lack of GROH housing is adding to the shortage of housing options and preventing skilled State Government Officers moving to the Midwest.
1.10	Museum Upgrade	Upgrade the Museum as per the proposed drawings.	\$25 Mill	Advice previously from the State was that this project would proceed at the completion of the Perth Museum which has now been completed for a number of years. Proceeding with the project would provide significant tourism attraction infrastructure for the Midwest and enable the State to appropriately display the HMAS Sydney II history which would complement to nearby HMAS Sydney II memorial.
1.11	Abrolhos Islands Stage 2 – Further infrastructure on the islands	The construction of tourism infrastructure on the Abrolhos Islands	\$20 Mill	When the first stage was constructed, a second stage was mooted. This has not eventuated to date.

Project Number	TITLE	DESCRIPTION	ESTIMATE	COMMENTS
1.12	Separation Point Close to Marine Terrace (West End) Road Extension & coastal Protection.	Extension of Separation Point Close prior to MWPA closure of the rail crossing at Marine Terrace / JWL. Closure allows MWPA construction of a new rail unloader adjacent the Ocean Street.	\$20 Mill	Construction of the extension is required to maintain community and residential access / egress to the West End. Further, this allows for longer trains to use the port, reducing road haulage volumes, but will require coastal protection elements to protect both road & rail infrastructure in accordance with the City CHRMAP for this location.
1.13	Geraldton- Mt Magnet Road – Stage 2	Complete widening, over taking lanes, pavement strengthening and rest areas with facilities.	\$40 Mill	The City of Greater Geraldton believes this is the highest priority road upgrade project within the City's boundaries because of the current safety issues drivers face using this road. The focus for the State seems to be on possible future North-South need which we struggle to understand when there is an existing critical need East-West which is where the vast majority of the export resources are traversing.
1.14	Agricultural Freight Routes	Provide funds for this previously submitted list of priorities regional roads that require upgrades	\$250 Mill	As the State approves larger trucks, the regional agricultural roads are now not adequate or safe. Regional road fatalities are rising. Funding this project will significantly contribute to reducing Midwest road trauma.
1.15	Midwest Hydrogen Hub	Match funding provided to other Hydrogen Hubs in other jurisdictions. https://www.dcceew.gov.au/about/news/sa-bonython-hydrogen-hub	\$70 Mill	The development of the Oakajee Industrial Estate and Port is critical for the future of the Midwest. We urge the State to commit funding to the development to encourage their commercial partners to do the same.
1.16	Emergency Helicopter	Base an emergency helicopter at the Geraldton Airport.	Unknown	Geraldton and the surrounding Shires have no Emergency Helicopter support. In addition, in the regions, the only health support that have is St John volunteers. With the advent of the State allowing 60m trucks to use the regions roads with limited road upgrade funding, the risk of dying on regional roads in the Midwest has significantly increased.
1.17	NWCH intersection upgrade	Upgrade the intersection of NWCH and Place Road.	\$20 Mill	This is a very narrow road through the city that has many large trucks, including triple road trains running along it. Continuous improvements need to be made.

2. MID WEST REGIONAL PROJECTS – OPERATIONAL [CEO113A]

Project Number	TITLE	DESCRIPTION	ESTIMATE	COMMENTS
2.1	Increase Federal Government Grant allocations.	Increase Federal Assistance Grants (FAGS) to 1% of the Commonwealth Tax revenue as per ALGA's advocacy position.	Unknown	Local governments are the level of government closest to the people. As such, an ever-increasing number of traditionally Federal and State responsibilities are being legislatively forced upon the sector without providing a mechanism to fund the requirements. There is a widening gap in revenue raising capacity for larger metropolitan councils versus smaller rural councils faced with increasing infrastructure costs and declining populations. The FAG distribution model needs to change to reflect individual councils' revenue generation capacity and to target communities with the greatest need through the removal of the constraints imposed by the national funding principles.
2.2	Regional Doctors (GP'S) funding program	Develop a program to directly fund local governments allowing them to reclaim the costs of support to keep Doctors in the regions.	\$250,000 per annum per local government per doctor.	Because of the shortfalls in the Federal and State health systems, local governments are now having to provide significant resource and funding support to keep qualified medical professionals in their communities. This is adding a significant burden to regional and remote councils that is not sustainable or fair.
2.3	Regional Telecommunications Black Spot	Increase Regional Telecommunications Black Spot Funding	Unknown	Communities are now heavily reliant on fast and efficient telecommunications networks to undertake basic day to day services. The agricultural sector is especially seeking improvements to allow them to modernise their operations. The Federal Governments current programs are appreciated, but more can be done. Additional funding will allow the speed of modernisation to increase. Currently we are fortunate to get one tower every second grant round. It would also enable to regional's regional airport to finally receive reasonable Wi-Fi speeds.
2.4	Local Government Carbon Zero Grant program	Create a specific local government carbon zero grant program to assist regional councillors assist the Federal Government achieve its targets.	\$50 Mill	Many regional local governments do not have adequate resources and expertise to achieve effective carbon reduction initiatives. Calculation of your phase one and phase two carbon emissions and then preparing a ten-year reduction program is not straight forward. This also applies to implementation of specific programs such as implementing gas flaring infrastructure at landfills which are significant contributors to the sectors phase one emissions. Federal and State assistance with these tasks would be very beneficial.
2.5	Community Sport and Recreational Facility Fund (CSRFF).	Increase the total annual State allocation to \$35 Mill	\$35Mill	The funding has recently been increased to its previous level. However, further increases are necessary to facilitate regional sport. Regional sport facilities are critical assets to ensure liveability standards are maintained.
2.6	Provide regional training opportunities via the Geraldton University Centre for critical professions.	Facilitate regional training opportunities for critical professions such as planners, Environmental Health Officers, Building Surveyors etc.	\$2 Mill	It is extremely difficult to attract professionals to the regions so why not train regional people who are much more likely to remain in the regions while undertaking their training and once they have completed it.
2.7	Library Consortium funding.	Reinstate financial support for library consortium model currently being operated by Geraldton City Council which really should be a State Government role.	\$200,000 per annum	The city of Greater Geraldton is now fulfilling the State Government's role of supporting smaller regional libraries in the Midwest and beyond. This is occurring because the State funding is inadequate.
2.8	Portway / Marine Terrace Re-classification	Reclassification of Portway & Marine Terrace as state road assets under the control and maintenance of MRWA in support of the MWPA Port Maximisation Project (PMAXP)	Unknown	PMAXP is fundamentally changing the status of these LG roads to state heavy haulage routes. To support a reclassification request accordingly, MRWA advised a requirement for the road to be reconstructed and upgraded by the City, to MRWA standard, prior to being handed over.

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2.9	Puppy Farming Legislation Financial Support	Create a mechanism to allow local governments to recover the addition cost burden they face with the requirement to de-sex all dogs over two years of age and migrate to the State licencing system.	\$150,000 for Geraldton only.	The new legislation will require local governments to transfer its data into a central system and will mean it cannot release dogs to their owners unless they are registered, microchipped and de-sexed. This will increase the number of upset pet owners that will need to be managed and an increased number of dogs that cannot be returned as owners cannot afford the associated costs. The State should provide the necessary resources to the local government sector to enable it to implement the State's requirements.
2.10	Coastal Adaptation Grants Increase	Increase CAP grants to \$1 Mill from the current \$615,000	\$20 Million	The costs associated with coastal management are very high. Financial support for coastal local managements is essential if our foreshore areas are to be preserved.
2.11	Emergency Service Levy (ESL) Collection Costs Review.	Changes to the current system are required to allow Local Governments to at least recover their actual costs for the collection of the ESL funding.	\$25,000 per annum for CGG.	The Local Governments are a tax collector for the State Government when it comes to the Emergency Services Levy. This level is collected as part of the rates process. The State determines the quantum of the annual percentage increase and the public, who don't understand the system then complain to the local governments about the increases. It would only be fair if the local governments could at least cover their collection costs.
2.12	Development Application (DA) Costs	Allow local governments to recover their actual Development Application costs for processing Development applications and JDAP applications by increasing the State set fees.	\$50,000 per annum for CGG.	The State currently sets the fees for DA and JDAP applications. The DA fees have not seen an increase for many, many years. To enable the financial sustainability of the local government sector, the ability to recover costs is essential.

3. LOCAL PROJECTS – CAPITAL [CEO113B]

Project Number	TITLE	DESCRIPTION	INITIAL COST	COMMENTS
3.1	Roundabout – Cathedral Ave and Carson Tce.	Construction of a new Roundabout at the intersection of Cathedral Avenue and Carson Tce to facilitate two-way traffic flow into and out from Carson Tce.	\$3 Mill	This issue has reached the front page of the Guardian with local people raising concerns over the safety of children during school drop off and pick up times. Traffic modelling and work with the Department of Transport confirms that the construction of a roundabout in this location would significantly improve traffic issues in this vicinity.
3.2	Relocation of Croquet Club	Relocation of the Croquet Club to facilitate the construction of a Bus Interchange and car parking area on Maitland Park	\$500,000	Alternate locations for the Croquet Club to function have been found. Funding is now needed to facilitate the move and allow for the critical bus interchange infrastructure to be constructed. The club would like to grow from 3 greens to 4 greens to secure their future. The requested funding would enable the city to relocate the club well ahead of the proposed Maitland Park improvements.
3.3	Maitland Park – Traffic Improvements - Bus interchange and parking area	Construction of the Bus interchange and parking area on Maitland Park.	\$4 Mill	This issue has reached the front page of the Guardian with local people raising concerns over the safety of children during school drop off and pick up times. With the growing student numbers, there is also a shortage of car parking spaces available for year 12 students and teachers.
3.4	Liquid Waste Ponds at Meru	The request is for funds to enable to city to urgently construct additional liquid waste ponds at the Meru Facility to enable regional mining projects and the Square Kilometre Array Project to have a facility that can receive their waste.	\$2 Mill	The Meru Facility has a liquid waste licence allowing 6,000 tons per annum. Because of the receipt of liquid waste from large regional projects, this limit has been exceeded, even though we have turned away many requests. The planning processes now mean that local governments are not informed of the needs of these developments. In this case, this has resulted in the city having to turn away trucks at the gate and only allow local waste. The site's masterplan has provision for additional liquid waste ponds. The estimated cost to construct is \$2 million. For example, the SKA project recently contacted the city wanting to dispose of 100ton of liquid waste per week. This equates to 5,200 tons per annum which is just shy of our total capacity.
3.5	Geraldton Wave Side Holiday Village – purchase of long lead time modular cabins.	To procure the long lead time modular cabins required for the project.	\$4 Mill	<p>The city has committed \$315,000 to advance the initial phases of this project. An initial engineering study has been completed along with a rough initial layout. Specialist Perth based Holiday Park designers have now been engaged to prepare a preliminary layout design for Council's consideration. There are State funding opportunities to assist with the required service (water, power, sewer) extensions, but there is no funding for the purchase of the required on-site cabins. Recent experience suggests that once ordered, the delivery time on these cabins will be over twelve months and hence the city is seeking assistance with funds to enable their early procurement which will significantly reduce the project's timeline.</p> <p>It is envisaged that the cabins would initially be used as short-term housing accommodation for the many workers need to complete various State projects such as the Midwest port renewal, the Geraldton Health Campus project, and the Aboriginal Short Stay facility to name a few. It is understood that significant State funding has been provided to similar projects across the State.</p> <p>At say \$200,000 per cabin, \$4 Million would enable the purchase of 20 cabins which would significantly increase worker accommodation options in Geraldton.</p>
3.6	Batavia Coast Marina Stage 2 (BCM2) – Construct the Road.	Provision of funds to enable Marine Terrace to be extended from Forrest Street to Bayly Street through the BCM2 site.	\$4 Mill	To facilitate this road link, the City of Greater Geraldton funded the Forrest St roundabout over 10 years ago. Unfortunately, a series of delays have occurred resulting in this prime piece of State Government owned land remaining undeveloped. It is a talking point for the local community and continues to draw criticism towards the State Government. The State recently provided Development WA with significant funding to unconstrain the property (move services and install the road). Unfortunately, it appears that the tender for the service relocations has not gone well and hence the desperately needed road has again been delayed. Installing the road would be looked on favourably by the local community and be seen as some investment in the Geraldton CBD by the State Government who own many of the vacant properties and derelict building in the vicinity. The design for the road has been completed along with the tender documentation.

Project Number	TITLE	DESCRIPTION	INITIAL COST	COMMENTS
3.7	Roller Derby Rink	Seeking funds to enable to local Roller Derby Club to establish a proper 'Rink' at the previous Spalding Tennis Club site.	\$150,000	The Spalding Tennis Club has determined to join with the Geraldton Tennis Club freeing up the Spalding facilities. The Roller Derby club currently trains at this location, but now would like to establish it as their base. Funds are needed to enable them to construct a proper 'rink' which would enable them to grow the sport locally and hold competitions against Perth teams.
3.8	Geraldton Youth Centre	Refurbishment of a former gym to create a dedicated youth centre in Geraldton, catering for a range of education, arts, leisure and recreation activities.	\$2 Mill	Whilst PCYC exists in Geraldton to cater for at-risk and disengaged youth, currently there is no youth centre catering for all cohorts of youth and the range of activities that might be provided to support young people in reaching their potential. The refurbished building will provide spaces for education, arts and craft, out of hours activities and sport and recreation. It will also provide space that currently doesn't exist in Geraldton for a range of external agencies to utilise in support of their programs.
3.9	Queen Elizabeth II Centre (QEII) Expansion	An expansion of the existing QEII Seniors and Community Centre is required to accommodate growth in popularity of this centre, in both participation and program numbers.	\$1 Mill	The number of participants, in particular older adults, visiting QEII regularly continues to grow. For the month of September, the centre had over 4,500 attendees, hosted over 40 weekly programs and saw 230 community hires. There is also increasing interest by program providers and those visiting the centre to add more programs, however the centre does not have capacity to accommodate this interest. The Seniors Advisory Committee associated with QEII Centre has long advocated on behalf of users for the need for additional program spaces, which would require an expansion of the centre. An expansion of approximately 250sqm would enable fit for purpose additional activity and program spaces to be added, enhancing the offering to cater for the City's older adult population and broader community.
3.10	Queens Park Theatre (QPT) Upgrade	As an aged (40 year old) performing arts theatre, there is an identified need to upgrade the theatre to meet current standards in access and inclusion and building compliance.	\$750,000	The first stage of works is being completed in 23-24 in response to an access audit undertaken for QPT. More significant aspects of the access and inclusion upgrade include the need to install a lift to deliver access to the upper section of the theatre and provide accessible public toilet facilities, both of which are major capital works projects estimated at a cost of approx. \$450,000. Additionally, to meet current building standards, elements including balcony rails and fire management need improvement (est. approx. \$300,000).
3.11	Batavia Coast Marina Expansion	Commence expansion of the existing marina and construction of additional boat pens	Unknown	The existing capacity at the Marina has been utilised and the this also applies to the boat ramp. Pushing forward with the planed and designed upgrades will be welcome by the local fishing and sailing community. No upgrades to these facilities have occurred in many years.
3.12	Midalia Beach – underwater snorkelling / dive trail	The construction of a series of underwater features that would attract divers and snorkelers to the location	\$250,000	This project was considered as part of the initial development, but funding did not allow it to proceed. The features might include replica anchors, fish attracting concrete structures etc.
3.13	Spalding Revitalisation Stage 2	To continue the excellent work recently completed by the city in consultation with the local community using much needed and appreciated funds from the State Government.	Unknown	Spalding is in need of significant upgrades to improve the standard of living and social fabric of the area. Funding to enable to next stage of works to be completed would go a long way towards achieving this goal.
3.14	Eighth St Sporting Precinct Masterplan	To undertake a masterplan of the Eighth Street precinct.	\$100,000	The Mid West Sports Federation have requested the city undertake a masterplan of the eighth precinct sporting precinct and surrounds to determine the future priorities for the area to ensure Geraldton sporting facilities remain at a high standard.
3.15	CBD Renewal	Funding to implement the next stages of the city's CBD masterplan.	\$5 Mill	The CBD is the 'Heart of Geraldton'. The city has been funding a series of improvements in the CBD as funds permit. A contribution from the State to accelerate this program would be great!
3.16	Ocean Pool	To construct an Ocean Pool on the Geraldton CBD Foreshore along with other associated infrastructure	\$30 Mill	Preliminary concepts have been completed for this concept in 2016.

Project Number	TITLE	DESCRIPTION	INITIAL COST	COMMENTS
3.17	Drummond Cove Boat Ramp and Coastal Protection	The project would provide coastal protection for the residents of Drummond Cove whilst providing a much-needed additional boat ramp for the local community.	\$12 Mill	The construction of the facility is a previous election commitment that unfortunately was under funded. It is a critical piece of infrastructure that has a variety of benefits including coastal protection for the nearby homes, reduction of 4wd informal and unsafe boat launching at the beach to the south, and provision of a safe boat launch facility.
3.18	Jetty for Geraldton	A local community group have requested funds to enable initial planning, feasibility and design plans to be completed on a proposed Jetty at Midalia Beach.	\$425,000	These initial funds would enable the various levels of government to consider the ultimate aim of the group, which is to construct a Jetty in Geraldton. (\$50,000 business case, \$50,000 site selection study, \$325,000 for investigations that provide a preliminary design and a 15% opinion of probable cost.
3.19	The Lighthouse	The establishment of enough infrastructure and operational plans to enable the light house itself to be opened on occasions to give visitors the opportunity to climb to the top of the light house.	\$400,000	Would depend on how often it is opened and who is willing to escort the visitors up the stairs.
3.20	Geraldton short term accommodation for sporting groups	Funding to scope, design and construct short term visitor accommodation within the property owned by the Geraldton Golf Club in Wonthella.	Unknown	At times there is a lack of accommodation for visitors to Geraldton. The Mid West Sports Federation have requested the need for specialised accommodation options for sports persons that frequently visit the City for various carnivals and country week. A suggested location is the vacant land on the north eastern corner of Eastward Rd and pas St Wonthella (owned by the Geraldton Golf Club).

4. LOCAL PROJECTS – OPERATIONAL [CEO113B]

Project Number	TITLE	DESCRIPTION	ESTIMATE	COMMENTS
4.1	Reinstate the operational funding for the Regional Art Gallery to allow it to continue to function as a Class A facility.	Reinstate previous level of funding of \$340,000 per annum plus CPI increases. An increase of \$200,000 per annum on current grant allocation.	\$170,000 pa	\$340,000 was the amount previously funded by State Government to CGG for its Class A regional art gallery until the decision was made, without any known rationale, to reduce the contribution by 50%. The City is now struggling to keep this regional facility operating at its current high level.
4.2	Financial support for library consortium model currently being operated by Geraldton City Council which really should be a State Government role.	Establish a Statewide Consortium model, generating economies of scale.	\$100,000	<p>The Midwest Libraries Consortium offers access to a shared online catalogue of Library resources, which gives patrons access to all Library collections within the Consortium. In 2022-2023 there were loans of over some 62,000 items across the Consortium. There are over 15,000 active members using the Consortium resources. Patrons can use their Library card at any member library of the Consortium, although items must be returned by the member to the Library from which they were originally borrowed. In addition, the Geraldton Regional Library (Tier One Library) provides support for Library Management System enquiries and SLWA statistical collection, plus some professional and para-professional support for general Library related enquiries, for example questions relating to local history collections, collection development, interlibrary loans and general client services.</p> <p>The current membership includes the City of Greater Geraldton, the Shires of Carnarvon, Dandaragan, Northampton, Chapman Valley and Mingenew, the Shires of Coorow and Cue, the Shires of Irwin and Exmouth, plus Shark Bay Resources/Useless Loop, and the Shires of Mount Magnet, Yalgoo, Morawa and Perenjori are wanting to join.</p> <p>Consortium Shires contribute annually to the overall cost of the LMS platform by paying an “Additional Institution Fee”. For the subscription period 1 April 2022 – 31 March 2023, Consortium members contributed \$20,732 in fees. In addition, the City introduced a new Support Services Fee of \$397 per annum to contribute towards with staff costs associated with providing support provided to partner members. The cost to the City for the 2022-23 subscription period was \$41,470.</p> <p>It is the State’s role to support all of these Shires, not the City of Greater Geraldton.</p>
4.3	Industrial Land	Provision of matching State funding and State officer cooperation to fast track an increased supply of Industrial land in the City of Greater Geraldton.	\$250,000	The City of Greater Geraldton has had numerous conversations with various new businesses wanting to establish themselves in the Mid West. The one project CGG can do to assist these businesses is to establish additional Industrial Land. The city has committed \$250,000 to the project and written to the Minister seeking a matching contribution. No response to date has been received.
4.4	Queens Park Theatre (QPT) Funding	Provision of on-going, consistent State operational funding to allow the QPT to operate efficiently and effectively.	\$250,000	Being a large regional local government, the City of Greater Geraldton is forced to fund and deliver many services that in the capital cities are delivered by the State government. An example is the Queens Park Theatre. The theatre relies on one off State Government grants to keep functioning. An on-going commitment of annual indexed operational funding would allow the Theatre to reach its potential.
4.5	Walkaway and Greenough Museums.	Provision of on-going, consistent State operational funding to allow these iconic small regional museums to operate efficiently and effectively.	\$15,000 per annum per museum.	Being a large regional local government, the City of Greater Geraldton is forced to fund and deliver many services that in the capital cities are delivered by the State government. An example are small regional museums. The Walkaway Museum and Greenough Museums are critical parts of these communities’ social fabric and obtain no State Government support. The city makes an annual contribution to both of these critical operations, and we are seeking matching funding from the State so they can keep functioning.
4.6	Use of Local Businesses	Amend the Local Government Act to allow local governments to offer larger advantages to local rural businesses in the procurement process.	No direct funding	The current Local Government Act procurement rules allows LG’s to give a small percentage advantage for local businesses up to a maximum of \$50,000. When considering large tenders that are issued by regional cities, this maximum is too small and needs to be increased to facilitate businesses staying in the regions and setting up in the regions.
4.7	First Nation Businesses	Amend the Local Government Act to allow local governments to offer the same incentives that the State Government offers to local First Nation Businesses.	No direct funding	The City of Greater Geraldton has previously written to the relevant Ministers seeking the ability to offer First Nation businesses the same procurement advantages that the State is able to offer. This suggestion was turned down. The City would like this decision to be reconsidered by the State.

Project Number	TITLE	DESCRIPTION	ESTIMATE	COMMENTS
4.8	Sobering Up Centre	The City requests the State Government re-establishes a Sobering Up Centre in Geraldton to provide a safe space for people under the extreme effects of intoxication.	Unknown	Like many regional centres, there is a segment of the community that struggles with drug and alcohol addiction. Drug and alcohol addiction contributes to other social issues such as domestic violence and antisocial behaviour. These in turn strain scarce police and medical services. Currently, there is no safe facility in Geraldton to locate these people while they sober up. The facility's aim is to keep these people and their families safe.
4.9	Detox Centre	The City requests the State Government establishes a Detox Centre to support Mid West drug and alcohol rehabilitation services.	Unknown	Currently, detox services are only available in Perth. Given the growing population of Geraldton and the reliance of surrounding rural and remote areas on Geraldton for core services, the establishment of a Detox Centre is requested.
4.10	Crisis Accommodation	The City requests the State Government creates crisis accommodation in Geraldton for men and women who need basic urgent accommodation on short notice for a short period of time while they source longer term options.	Unknown	Previous crisis accommodation options in Geraldton are no longer functioning. Cameliers (Fusion Australia) and Sun City Christian Church options have closed. As a result, people migrated to the abandoned Batavia Motor Inne which has now been substantially demolished.