

**Division 40: Public Transport Authority of Western Australia, \$2 983 983 000 —**

Mr S.J. Price, Chair.

Ms R. Saffioti, Minister for Transport.

Mr P. Woronzow, Director General, Department of Transport.

Mr M. Burgess, Managing Director.

Ms R. Lamont, Chief Financial Officer.

Mr A. Vincent, Managing Director, Metronet.

Mr L. Coci, Managing Director, Office of Major Transport Infrastructure Delivery.

Mr P. Laing, Senior Policy Adviser.

[Witnesses introduced.]

**The CHAIR:** The estimates committees will be reported by Hansard and the daily proof will be available online as soon as possible within two business days. The chair will allow as many questions as possible. Questions and answers should be short and to the point. Consideration is restricted to items for which a vote of money is proposed in the consolidated account. Questions must relate to a page number, item or amount related to the current division, and members should preface their questions with those details. Some divisions are the responsibility of more than one minister. Ministers shall be examined only in relation to their portfolio responsibilities.

A minister may agree to provide supplementary information to the committee. I will ask the minister to clearly indicate what information they agree to provide and will then allocate a reference number. Supplementary information should be provided to the principal clerk by noon on Friday, 2 June 2023. If a minister suggests that a matter be put on notice, members should use the online questions on notice system to submit their questions.

I give the member for Cottesloe the call.

**Dr D.J. HONEY:** I refer to page 609 of budget paper No 2 under service summary. What does the cost for the line item “Metropolitan and Regional Passenger Services” comprise? Is it simply the operating costs of those services, including subsidies, or does it include any capital estimate or component as well?

**Ms R. SAFFIOTI:** Yes, it is the operating cost.

**Dr D.J. HONEY:** Does that include all the wages and salaries of the department, or is that purely the subsidy for those specific transport services?

**Ms R. SAFFIOTI:** It is the total operating cost of the passenger services, both metropolitan and regional, and also includes central staff who are apportioned to this as well. It reflects all those who support them, in a sense—the town site and metropolitan public transport services.

**Dr D.J. HONEY:** From my simple arithmetic, in 2021 there were just over 100 million journeys. That equates to a cost of around \$14 a journey from the taxpayer for that service. If we project that there will be a recovery in passenger numbers to the best we saw between 2010 and 2020 of around 150 000, going forward in this year we are talking about at least a \$10 subsidy a journey for just the operating cost of those services. Is the government cognisant of how much it costs to provide that service and whether that is the best application of public moneys and, in particular, the expansion of that network, given the considerable cost?

[12 noon]

**Ms R. SAFFIOTI:** If we want to have a philosophical debate about public transport, I am very happy to do that. I remember this argument being run when the Mandurah rail line was built, with people saying the economic cost did not justify it because the number of people who would use it could not justify the expenditure. If we had not built the Mandurah rail line, what would we have? We would probably have had to at least quadruple the size of Kwinana Freeway. What is that economic cost? We would have had to maintain the freeway. What would that have cost? We would have had significant congestion and time loss for hundreds of thousands of individuals. When we price in time and congestion, what would that have cost? There would have been issues with accessibility and a lack of impetus to provide new housing developments and affordable housing in that area. What would have been the cost of that? Instead of people paying \$5 to travel from Mandurah to the city, they would probably be paying at least \$30 for petrol and parking. What is that cost? Young people who live in lower socio-economic households and cannot afford a car would not be able to get a job if they had no access to a train. What is that cost? It would lead to unemployment.

If we want to sit here and argue the cost of public transport, I am happy to do that. But to come in here with one line and say something is not justified or ask how I can justify expansion, I can justify expansion for all those reasons because it saves money and it gives people opportunities to get jobs, access workplaces and access training. It

saves on massive road expenditure. It saves on road maintenance. It saves people from being killed or seriously injured on our roads. I did not even talk about the cost of road safety and the lives that would have been saved with that expenditure.

As I said, we can have a philosophical argument about public transport. I did not even talk about climate change. Let me talk about climate change. What is the best way of tackling climate change? It is mass transit. I have seen the analysis. One person on a train that is fuelled by electricity—of course, we will have net zero electricity when we transform to the south west interconnected system—is the most climate friendly way of moving people. Even when we have the climate change argument, mass transit will win any day of the week.

**Dr D.J. HONEY:** May I ask a further question, chair?

**The CHAIR:** Are you sure you want to go there?

**Dr D.J. HONEY:** Absolutely! I could sit here and ask lots of questions but time does not permit. I have one further question on this matter. That estimate will go out to \$1.8 billion in the future. What are the journey number estimates that underpin that extra estimate of subsidy? I assume it is based on the estimated number of journeys. Could the minister please provide me with the estimated number of journeys for the forward years?

**Ms R. SAFFIOTI:** I do not have all those details but can we provide them by way of supplementary information?

**Dr D.J. HONEY:** Yes.

**The CHAIR:** Minister, can you clarify what you will be providing please?

**Ms R. SAFFIOTI:** Is it the number of boardings for the out years?

**Dr D.J. HONEY:** Yes—the approximate number of journeys that underpin the assumption for the subsidy.

**Ms R. SAFFIOTI:** We will provide figures on the estimated boardings until 2026–27.

[*Supplementary Information No B4.*]

**Mr P.J. RUNDLE:** I refer to the second last item, “Regional School Bus Services”, on page 609 of budget paper No 2. I note that the budget this year is \$140 million, which went up by \$9 million, and then it will go up to \$147 million over the forward estimates. I am pleased to see this increase. Is this part of the response to the recent review by the Public Accounts Committee?

**Ms R. SAFFIOTI:** I will get the member some further details on what that increase represents. I understand there has been an increase in costs and services. The implementation of some of the recommendations of the report has not been fully funded yet. There was some small expansion of the team, responding to the recommendations, and also management of the services.

**Mr P.J. RUNDLE:** Two of the most important recommendations that were left in limbo were the nearest appropriate school and also the district high school/senior high school recommendation, if you like. Yesterday I noticed \$6 million for school bus services in the education budget, which has never appeared before. I am trying to get to the bottom of this. Has the minister discussed this with the Minister for Education? Will those two recommendations in particular be implemented?

**Ms R. SAFFIOTI:** I have had some initial discussions with the minister, but I have not really progressed to any decisions. It is probably one of our toughest policy issues—that is, the school of choice versus supporting the district high schools and what impact a school of choice would have on a district high school. We just want to move students to their schools. From the Education point of view, the role of district high schools more generally is probably one of the biggest and more contentious education issues across the state.

I went to a district high school. I finished in year 10. I turned out okay.

**Dr D.J. HONEY:** You were the dux, were you not, minister?

**Ms R. SAFFIOTI:** I was the dux of Kelmscott Senior High School when I moved down the hill. Moving to Kelmscott in year 10 was a completely different experience for me but I still managed to make dux! I have had some initial discussions but no further discussions.

[12.10 pm]

**Mr P.J. RUNDLE:** We are in late May now. These families are trying to sort out their education for next year. Also in the response to the report, the government said it was looking at 2024 for implementing the recommendations for the School Bus Service. I suggest that time is of the essence. Obviously, noting those two increases in the budgets, I am looking forward to an implementation of those recommendations for 2023–24.

**Ms R. SAFFIOTI:** I understand. It is complex. The Public Transport Authority team is working with the education group and going through all the recommendations. Some are very easy to roll out, including having a year’s notice for changes, like the Jarrahdale example, but those big ones are the tougher ones. The agencies are working on

those, more generally, but I suspect they will then require a big decision of cabinet, but initially it is between me and the Minister for Education.

**Mr R.S. LOVE:** I am looking at page 615 of the *Budget statements* and “Works in Progress: Metronet”. The list of rail projects starts with Bayswater and runs all the way down to Yanchep at the bottom. I just wanted to ask the minister about the cost escalation of most of the projects. I think we will deal with them as a group, rather than go through each one. I highlight that some of them have blown out greatly. The Yanchep line extension started off at \$437 million; it went to \$607 million last year and now it is \$982 million. The Premier advised it was over \$1 billion by the time we put in the land acquisition, which is not part of this agency’s costs. The Morley–Ellenbrook line has gone from \$1.123 billion last year to \$1.651 billion this year. Given the very large cost escalations on some of the projects, could the minister provide, perhaps by supplementary information, a list of those program escalations and what percentage of the cost has been met by the commonwealth, or is that a standard formula that the minister can give me now?

**Ms R. SAFFIOTI:** It is similar to the road question; we are in discussions with the commonwealth. All our major infrastructure is being jointly funded and we are in discussions about the extra funding. I want to make a couple of notes because I think it is really important to note the significant contribution that has been made by the commonwealth. I want to go to the asset investment program on page 161 of budget paper No 3. It shows that of the Metronet expenditure over the next four years, \$2.6 billion will be from the commonwealth and \$2.4 billion will be from the state’s consolidated account.

We have been very successful and we have had the support of both sides in government in rolling out Metronet. I have to say we had a lot of support for the project from the previous federal government, and that I think that level of support and excitement has been matched by the current federal government. It has been a bipartisan project, federally, and both the Labor and Liberal governments have very much supported what we have done. We have been successful and we will continue to be successful in having 50–50 funding of the projects.

**Mr R.S. LOVE:** But can the minister confirm the percentage of cost overruns that are being picked up by the commonwealth?

**Ms R. SAFFIOTI:** I showed the member the table that has it. It shows the total projects and then the commonwealth–state split.

**Mr R.S. LOVE:** I must admit I could not find the piece of paper in the time, so I was relying upon the minister’s description there, which is always a bit flawed.

Given the overruns that have been experienced, does the minister think it is realistic to expect that the Byford rail extension will cost the \$797 million that was first put into the budget last year and is still in the budget this year, given that the Morley–Ellenbrook line, for instance, went from \$1.1 billion to \$1.6 billion? I think it would be quite brave to suggest that the Byford line will still cost the same amount of money as in the estimate in 2022. Also, the Armadale closure and the rail elevations are still pretty much at the level from back over a year ago now when the government announced that program. Is that still realistic? It has already poured heaps of the concrete. Has it come in on budget thus far? Do we really expect this project to be delivered for the amounts that are in this budget at the moment?

**Ms R. SAFFIOTI:** It is a challenging environment in which to deliver major infrastructure. I was thinking about that this morning. There has not been a time when the challenges were as great as they are now. The past three years—with COVID, supply chain interruptions and, of course, Russia’s invasion of the Ukraine—have been the most challenging time to deliver major projects. We have been working really well with the contractors. We have tried to take a very cooperative and alliance-based approach, noting that everyone is in the same boat. Whether someone is building a pergola or buying a car, every private sector company and every major resources sector company has had similar increases. For individual projects, the impact of all these escalations depends on what was struck and what was priced in those contracts. The three that we announced that have cost escalations were contracts struck well before any of these cost pressures had come in. Of course, we have seen labour and other components increase in cost. The unit price of steel has had a major increase—about 60 per cent. Unit prices and unit volumes are also different, but we have seen an up to 276 per cent increase in concrete prices. We have always taken an approach that when the cost escalation materialises, we present it, and that is what we have done. We have not seen any of those others present. As I said, the cost increase depends on when the contract was struck and these were struck before.

I think the Premier made the point the other day, and I make the point too, that our costs per kilometre are still well below those in other states. The majority of our Metronet lines—including the Thornlie–Cockburn Link, Yanchep and Byford lines—are coming in at less than \$100 million a kilometre. In the eastern states, one of the projects is coming in at \$1.4 billion a kilometre. The prices over east are astronomical. Given these challenges, we are very, very content with the progress we have delivered. Again, the feedback that I get has been very positive, and, of course, I say a big thanks to the workforce that has been out there working very hard to deliver these projects.

[12.20 pm]

**Dr D.J. HONEY:** I have a point of clarification, please, chair.

**The CHAIR:** Yes.

**Dr D.J. HONEY:** Is Metronet under division 40 or does it stand alone?

**The CHAIR:** It is an off-budget item.

**Dr D.J. HONEY:** Okay, so we will consider it now.

**The CHAIR:** Yes.

**Ms R. SAFFIOTI:** There are two components. There is the Metronet office, which has projects under development. Once they start being delivered, they flick over to the Public Transport Authority program. Over time, the Metronet section is getting smaller and the PTA section is getting bigger because the projects have been going from the planning to the delivery stage.

**Mr R.S. LOVE:** Has the minister had any preliminary discussions with the federal Minister for Infrastructure, Transport, Regional Development and Local Government about whether the commonwealth will share any further cost escalations, especially for the Armadale line that the department is now moving towards developing?

**Ms R. SAFFIOTI:** As I said before, both the federal Liberal and Labor Parties have been very supportive of Metronet. I think both sides used it in their campaigns for the last federal election. Both sides were very keen to have photos near every Metronet project. We have already had discussions and the federal government is very clear that it 100 per cent supports Metronet. We will continue the joint partnership in delivering these projects.

**Mr G. BAKER:** I refer to page 614 of budget paper No 2 and paragraph 8 under the asset investment program. Is the minister able to provide an update on the status of the Lakelands station project? Is the minister aware of any recent commentary on the construction of the station?

**Ms R. SAFFIOTI:** I thank the member for the question. Lakelands is an exciting new project. We are opening it on 11 June; it is another Metronet project being delivered. It is an entry building with two marginal platforms—it sounds like they just exist, but they are not island platforms—an eight-bay bus interchange and a car park with 400 bays. The car park used 100 per cent recycled rubber. The project has diverted 85 per cent of construction waste from landfill and the bus interchange's roof canopies will support the installation of a 120-kilowatt solar photovoltaic system. We are very proud to develop and deliver this project.

I have not wanted to be too political in the discussion today, but I take some offence to some comments made by the federal member for Canning, Andrew Hastie. In a media statement, he made a number of claims about what I supposedly said about Lakelands station. I want to take this opportunity to say that he was completely wrong and he should apologise. I will be asking him directly to apologise for that. He made some claims about what I said about Lakelands. I made some comments in relation to Lakelands that it was an embarrassing commitment. I was referring to when the federal government claimed to deliver Lakelands for \$10 million. The federal Liberal Party at that time made a \$10 million commitment to Lakelands and went out saying that it was going to deliver Lakelands. It had put a \$10 million price tag on it. At the time, I said it was an embarrassing commitment and it was a nothing commitment. The federal member recently put out a media statement saying I claimed that Lakelands was an embarrassing commitment. No. I said that \$10 million would not build Lakelands and I was correct; \$10 million was not going to build Lakelands. I am very keen and happy about the station being delivered. The team has done a great job. The members down south, including David Templeman, Robyn Clarke and Lisa Munday, have been very supportive about this project from day one. They are very strong advocates for it. I do politics like many people, but he completely misquoted me and made those claims. As if I would ever insult a train station! It is not in my DNA.

**Dr D.J. HONEY:** I refer to the Metronet projects. Page 55 of budget paper No 3 notes that the state government has not received formal, written confirmation regarding additional commonwealth funding for the jointly funded major transport projects that have had cost increases. Which of the Metronet projects does that impact?

**Ms R. SAFFIOTI:** It is the ones for which there have been cost escalations, which are outlined in the budget papers. It is primarily Yancheep, Ellenbrook and Thornlie. In saying that, we got verbal advice, but because of the budget cut-off dates, there were some issues. We got confirmation of other funds. For example, \$550 million was confirmed for ports in the north west, which is not in the budget numbers. Through the midyear review, we will be able to reconcile all the additional money that is not in the budget papers and the further funding for which we have verbal advice but have not received formal, written confirmation.

**Dr D.J. HONEY:** Given that the commonwealth is undertaking a review of its capital projects, when is it expected that there will be some certainty from the commonwealth on the funding arrangements for the additional cost overruns?

**Ms R. SAFFIOTI:** As I said, we have had verbal advice. We understand where it is at. The commonwealth is undertaking a review, which I think is estimated to take three months. It will be very much in the next three to four months leading up to the midyear economic outlook. As I said, we are very confident. We have had verbal advice. Across the budget, we have also picked up further funds that we have not budgeted of about \$550 million. We had not had written confirmation of it, so we did not include it in the budget, but now we do have written confirmation. There have also been some other movements whereby we have picked up some extra funds. It is to do with the timing of the two budgets and the budget cut-offs this time around. The budgets were presented within three days of each other. The commonwealth had a later cut-off date and we had an earlier cut-off date, so there were some movements either way.

**Mr R.S. LOVE:** I have a very quick question about page 609. For the service summary line item for country passenger rail and road coach services, the amounts of money over the forward estimates are pretty much the same each year. I wonder about the state of the Transwa fleet. Those vehicles were all purchased around the same time, I think by the previous government with a royalties for regions boost. They are surely coming to a point at the end of the forward estimates when they need to be considered for replacement. Are there any plans afoot to replace or improve the fleet?

**Ms R. SAFFIOTI:** First of all, two new buses were just delivered. I was driving to Fremantle one day and I saw them at Victoria Quay. Two new buses have been delivered to support some of the extra services we will need to run. My advice is that the buses in the fleet will go through a midlife refurbishment, which will commence very soon over the next year. They will go through a midlife refurbishment, plus we have added another two brand new ones to the network. We might take off those RFR stickers when we do the midlife refurbishment!

**Mr P.J. RUNDLE:** I refer to page 617 and paragraph 3.1, which states —  
a reduction in revenue received for Optus Stadium services (\$8.8 million);

Can the minister enlighten me what that is all about?

**The CHAIR:** A lack of Eagles supporters, mate!

**Ms R. SAFFIOTI:** We are also running new buses that leave at three-quarter time! Sorry, that was nasty!

**Mr P.J. RUNDLE:** The minister will not be invited to the end-of-year function!

**Ms R. SAFFIOTI:** I never have been!

Which line are we talking about?

**Mr P.J. RUNDLE:** We are talking about paragraph 3.1 on page 617 of budget paper No 2.

[12.30 pm]

**Ms R. SAFFIOTI:** This is quite complex. We have changed the funding arrangements for major events at Optus Stadium. I was receiving representations, not so much from the football codes, but from everybody else, about charges for public transport. We have now changed the funding arrangements and it is a very complex arrangement. Now, VenuesWest will charge the users and we just get appropriated, so it is slightly different. That is why there is movement in some of those numbers. The services have not changed, just the funding flows. The payment goes to VenuesWest and the government gives us an appropriation. We are out of the loop, which is great.

**Mr P.J. RUNDLE:** I hear what the minister is saying in relation to services. While our Public Transport Authority people are here, last Saturday I was lining up with about 50 other people half an hour before the game to catch the 659 or the 658 from Canning Bridge. Bus after bus of the 658 went straight past half full, and the 659 was full, which is the one that stops at regular stops. There needs to be a change in dynamic by which a half-full bus stops to pick up people rather than leaving them to arrive five or 10 minutes before the game. I want to thank Krishnan, driver 270158, who actually stopped, and I appreciated it, and so did the other 50 or 60 people in the line.

**Mr R.S. LOVE:** He might be disciplined now!

**The CHAIR:** Yes, he might get into trouble!

**Mr P.J. RUNDLE:** That model is not working.

**Ms R. SAFFIOTI:** We will take that on board. It is important to know that we are always looking at how we can continue to support the moving of people to Optus Stadium. The interesting thing is that the modelling for Optus Stadium was based on the majority of people catching trains rather than buses, but the buses have proven to be very, very popular. We have extraordinary demand for buses—for trains, too, but people very much like the bus system. I take that on board. I am always trying to work out the best bus and which one will stop. One of the buses went past me the other day, and I took the driver's name, too—only kidding!

**Mr P.J. RUNDLE:** There was a bus driver in the queue right front of me and he was irate, I can assure the minister.

**Ms R. SAFFIOTI:** The other point to make is that with the Armadale rail line shutdown commencing later this year, we will have to look at the movement of people, particularly in the south east corridor, because the rail line will be out of action. We will look at how we can support and improve bus movements because a bigger percentage of people will be using the bus.

**Mr R.S. LOVE:** The minister just mentioned the shutdown of the Armadale line. I note that there is \$23 million in the budget for the PTA to facilitate the shutdown. I think there is \$7 million for Main Roads and \$700 000 or \$800 000 for the Department of Transport. From that money, which is over \$30 million, to facilitate the shutdown, what will the commuters see delivered? Will it just be a program of getting people on existing roads? The minister talked about doing bus lanes and the like. What are the plans for the shutdown? If the shutdown extends beyond 18 months, what are the budgetary implications for the PTA?

**Ms R. SAFFIOTI:** Last week, we announced the first round of initiatives to support the shutdown. They include three new interchanges, one in Armadale, one in Cannington and one in Victoria Park. They are major bus interchanges to facilitate movement. We will also support improvements in road infrastructure on Shepperton Road, Albany Highway and Welshpool Road, with about 1.2 kilometres of bus priority lanes, together with limiting or improving turning lanes off those major roads. We are also installing CCTV cameras at all of the new bus interchanges, plus a number of bluetooth receivers across the network to manage traffic movements. Together with that, a dedicated incident response team will be set up, similar to that of the Graham Farmer Freeway tunnel, so that in the case of an incident or an accident, things can be moved. There will also be bus priority given through traffic light signalling and technology supporting the more efficient movement of people through traffic lights. That will work by the buses communicating with the traffic lights and getting priority through them. That has already been announced. We will also appoint a number of bus routes, and we will announce a lot. We have also retained an extra 100 buses to support the extra bus routes. There will be a lot of new bus services and improved infrastructure, and some of that infrastructure will remain in the future and will probably be supported by the local community. There will be a lot of work to make sure that we have a smooth shutdown. Of course, there will be disruption. Trains are very efficient, that is why people love them. They go from A to B as quickly as possible. Of course, buses do not do that, but by supporting new bus lanes, new intersection controls and new priorities, I am sure we will give people a very good experience.

**Mr R.S. LOVE:** Will the bulk of the effort be to simply replicate where the Armadale line runs now from the CBD? What will be the emphasis to get people to the city?

**Ms R. SAFFIOTI:** There have been a lot of surveys. There was a major survey of commuters, and in that we identified key destinations. For example, it was pretty clear that Cannington was a major destination. In delivering and determining new bus routes, we are making sure people can get to the destinations they want to. That is why Cannington bus interchange is a very key point. People may go directly to Cannington, and there will be different options of using existing services with increased frequency or new direct services that go straight to Cannington and allow connection to other services throughout the area. As I said, a lot of work is being done on looking at destinations. Schools are another key point. Sometimes the traffic is contraflow, so people may be coming from one point to the outer schools. I cannot remember, but I think there are a number of schools, about 13, along that line, particularly high schools, that people really need the ability to connect to. From the Armadale and Kelmscott way, which I know pretty well, the other point to connect to is Cockburn through Armadale Road. Because of all the improvements, Armadale Road is now a very quick and direct way of moving to Cockburn. The people of Armadale are very keen on the Armadale Road connection to Cockburn. We are looking at how we can support that. That provides a very efficient way to travel into the city. If you want to go into the city from Armadale, you may go via Cockburn station. Otherwise, if you want to go to Cannington or other major employment areas along that corridor, there will be bus services as the alternative.

[12.40 pm]

**Dr D.J. HONEY:** I refer to page 621 of budget paper No 2 and the Metronet projects under development. Is the minister able to provide a breakdown of the provision there for the projects under development? What projects are under development?

**Ms R. SAFFIOTI:** I am sorry; that is a separate division.

**The CHAIR:** Yes, Metronet projects under development is off-budget; it is separate.

**Dr D.J. HONEY:** We are doing it as a separate division; we had better get our skates on, then!

**Mrs J.M.C. STOJKOVSKI:** I refer to page 608 of budget paper No 2, significant issues impacting the agency, and paragraph 7. As someone who has a key interest in local manufacturing, I ask: can the minister provide an update on the commissioning of the first C-series trains?

**Ms R. SAFFIOTI:** I know; it is very exciting! On 22 December last year, I went out at midnight—I ended up getting home at one o'clock in the morning—to Nowergup to ride the first test train on the public transport network. It was pitch black, and riding on the test train was quite an incredible, eerie experience. There are now two test trains on the network. They are sending information back to the facility at Bellevue, which is currently building a third train. That third train will be the first to be used on public transport to carry passengers. There has been a lot of diagnostic testing. That night was the first time we tested the brakes at any speed, which is always interesting, but they did work! That information is all being used to develop and finalise the third train. That third train is currently in Bellevue and will be leaving soon. I have seen the latest look of it; it looks very good. Again, that will be tested before it is used on the public transport network. It is one of the greatest achievements, and I take my hat off to everyone at the Public Transport Authority who made it happen. We did it in record time.

Of course, other states are very much looking at what we have done. The then New South Wales opposition leader, Chris Minns, came over with the shadow transport minister to look at what we have done. We took him for a tour through Bellevue. We know that New South Wales rejected local manufacturing; actually, I remember that it laughed at it. I remember meetings at which the former Minister for Transport in that state seemed to have the idea that no-one cared about local manufacturing. Of course, New South Wales has problems with its trains in particular, with trains not fitting into the tunnels. We are now very much leading the discussion, particularly because of the facility that we supported and built at Bellevue. It is a very modern facility. As I understand from some people who work for the company, it is one of the best facilities in the world, which, again, is a very proud accomplishment.

**The appropriation was recommended.**