

Name: Emma Thomas
Position: Chief Executive Officer
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21 October 2021

Romilly Madew
Chief Executive Officer – Infrastructure Australia
Level 19/60 Martin Place
SYDNEY NSW 2000

Dear Romily

Sunshine Coast Mass Transit Project – Stage 2 Submission

I am pleased to attach Sunshine Coast Council's Stage 2 Submission (Attachment 1) for consideration and potential inclusion in the 2022 Infrastructure Priority List. Thank you for the recent opportunity to brief the Infrastructure Australia team on the status of the Sunshine Coast Mass Transit Options Analysis and in particular on findings of the engagement that was undertaken.

The Sunshine Coast continues to be one of the fastest growing regional centres in Australia, even with the impact of COVID 19 and border closures. It is also now the largest regional centre in Australia without a mass transit system to support its growth and contribution to the national economy. Council recognises that the current growth trajectory and reliance on the private motor vehicle (second only to Perth) is not sustainable without a catalytic change to public transport. A change is also needed to support the 2032 Olympics and Paralympics.

Council has progressed the development of the Options Analysis to understand the problems, evaluate a long list of options and conduct a preliminary social, economic, environmental and technical assessment of a shorter list of options. To inform this process, Council undertook significant consultation with the community and key stakeholders over eight weeks and fifty separate engagement activities.

Page 1 of 2

I am pleased to advise that the Sunshine Coast Mass Transit Options Analysis (Attachment 2) was endorsed by Council on 20 October 2021 (Resolution at Attachment 3) and is attached to our Stage 2 submission. The Options Analysis includes the Engagement Report which details the outcomes of the engagement that was undertaken on the draft Options Analysis during April and June 2021.

If you have any questions, James Coutts, Program Director Urban Growth, would be pleased to assist and can be contacted on (07) 5420 8095 or at james.coutts@sunshinecoast.qld.gov.au.

Yours sincerely



Emma Thomas
CHIEF EXECUTIVE OFFICER

Attachment 1: IA Stage 2 Submission
Attachment 2: Sunshine Coast Mass Transit Options Analysis
Attachment 3: Council resolution

Stage 2 Submission

Sunshine Coast Mass Transit

[The following boxes are provided for information and can be deleted prior to submission.]

How to use this checklist:

During **Stage 2** you will identify, analyse and filter options to respond to the problems and opportunities you identified in **Stage 1**. This will save you from investing resources in developing unpromising options in your business case during **Stage 3**.

We will assess your Stage 2 submission to determine whether you have:

- Identified a **comprehensive longlist** of options that could address the problems and opportunities identified in Stage 1.
- Applied a **robust and defensible methodology** to filter options from a longlist to a shortlist (a progressive process of strategic review, multi-criteria analysis and rapid cost-benefit analysis may be appropriate).
- Identified a **shortlist of options** based on their relative merit, which are suitable for more detailed analysis in **Stage 3**.

The Assessment Framework has been designed to align with other national, state and territory frameworks. **We accept submissions that conform to the relevant state or territory guidelines, so long as they include all the required information as set out in this document.** Before submitting, check your submission against the **Stage 2 Assessment Criteria and this Submission Checklist** to ensure you have met our requirements.

We encourage you to engage with us as early as you can when developing a proposal, so that we can provide advice to strengthen your submission and clarify any assessment requirements.

Key terms:

Assessment Criteria: three overarching criteria we use to assess the merit of every proposal, at every stage of the Assessment Framework – Strategic Fit, Societal Impact and Deliverability.

Program: a proposal involving a package of projects that are clearly interlinked by a common problem or opportunity. The package presents a robust and holistic approach to prioritise and address the projects, and there is a material opportunity to collaborate and share lessons across states, territories or agencies. The projects can be delivered in a coordinated manner to obtain benefits that may not be achieved by delivering the interventions individually.

Project: an infrastructure intervention. A project will move through the stages of project initiation, planning, delivery and completion. A suite of related projects to address a common problem or opportunity will create a program.

Proponent: an organisation or individual who prepares and submits infrastructure proposals to us for assessment. To be a proponent of a business case (a Stage 3 submission), the organisation must be capable of delivering that proposal.

Proposal: the general term we use for successful submissions to the Infrastructure Priority List, across the key stages of project development, specifically – early-stage (Stage 1), potential investment options (Stage 2) and investment-ready proposals (Stage 3). Proposals that have been delivered would be assessed in Stage 4.

Lodging your submission:

Contact us to discuss your proposal before submission and to arrange a secure file transfer facility for your submission. You can contact us via email at proposals@infrastructureaustralia.gov.au or call us on **02 8114 1900**.

Stage 2: Identifying and analysing options

Proposal information

In preparing this document, please refer to the **Stage 2** volume of the Assessment Framework and relevant technical guides. If you require any assistance, you can contact us via email at proposals@infrastructureaustralia.gov.au or call us on **02 8114 1900**.

Document control details

PROPOSAL NAME ¹	<i>Sunshine Coast Mass Transit</i>	PROPONENT ORGANISATION	<i>Sunshine Coast Council</i>
VERSION ²	<i>Final</i>	DATE SUBMITTED	<i>21/10/2021</i>
NAME OF INTER-RELATED PROGRAM, IF APPLICABLE.			
CHANGES FROM PREVIOUS VERSION (IF APPLICABLE)			

Prepared by (point of contact for us to engage on specific technical matters)

¹ Title of the underlying problems and opportunities, rather than the anticipated solution. See IPL for examples.

² First issue to Infrastructure Australia should be version 1, with version updated for subsequent submissions.

NAME	<i>Leah Bancroft</i>	JOB TITLE	<i>Project Manager</i>	ORGANISATION	<i>Sunshine Coast Council</i>
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DATE	<i>21/10/2021</i>				

Approved by (point of contact for formal engagement on the status of the submission)

NAME	<i>James Coutts</i>	JOB TITLE	<i>Program Director Urban Growth</i>	ORGANISATION	<i>Sunshine Coast Council</i>
CONTACT DETAILS	<i>Phone</i> <i>07 54208095</i>	<i>Mobile</i> <input type="text"/>		<i>Email</i> james.coutts@sunshinecoast.qld.gov.au	
DATE	<i>21/10/2021</i>				

Stakeholder endorsement for proposal

Please identify stakeholders you have engaged with in the development of this proposal and their level of support.

A range of internal and external stakeholders were engaged throughout the development of the Sunshine Coast Mass Transit (SCMT) Options Analysis Report and this submission to Infrastructure Australia.

Various Sunshine Coast Council (Council) stakeholders were involved in the development of the Options Analysis and were integral to the implementation of various parts of the Project, including:

- Sunshine Coast Council Mayor
- Deputy Mayor and Community (Transport) Portfolio Councillor
- Environment and Liveability (Place making) Portfolio Councillor
- Service Excellence Portfolio Councillor
- Chief Executive Officer
- Group Executive Liveability and Natural Assets
- Chief Strategy Officer
- Group Executive Built Infrastructure
- Group Executive Customer Engagement & Planning Services.

The Project Team consulted with key Council stakeholders throughout the development of the Options Analysis to identify key issues and stakeholder requirements to inform the Project's development.

The Project Control Group, that drove the development of the Options Analysis, is chaired by the Mayor and includes a number of Councillors and Council Executives. It also includes senior representatives from the Department of Transport and Main Roads (TMR). TMR will be responsible for taking the SCMT Options Analysis further to develop the Detailed Business Case in 2022. The Queensland Government and Sunshine Coast Council have committed \$15 million to complete business case activities.

A number of key Queensland Government stakeholder groups were consulted through the development of the Options Analysis, including:

- TMR – various areas including the North Coast Region, Transport Planning, Strategic Rail and Project Evaluation
- The Department of State Development, Infrastructure, Local Government and Planning (DSDILGP)
- Building Queensland (BQ) – now part of DSDILGP
- Queensland Treasury.

Each of these Government agencies were represented, to varying levels, on the Business Case Reference Group.

The Project team engaged with the Australian Government at appropriate times, including Department of Infrastructure, Transport, Regional Development and Communications (DITRDC), and Infrastructure Australia. These agencies are also members of the Business Case Reference Group.

Council conducted an extensive community and stakeholder engagement campaign from 28 April to 22 June 2021 on the draft Options Analysis Report. Over 50 community engagement activities were hosted during this time. These included:

- 19 pop-up events (attended by over 700 people)

- 4 virtual reality sessions (attended by 24 people)
- 2 community round tables that included representative groups, aged care, youth, business, and accessibility groups (attended by 23 representatives)
- A special presentation to Council and State Government Officers by MTAG (Mass Transit Action Group), the Beach Matters Group and OSCAR (Organisation Sunshine Coast Association of Residents) on their views (attended by 9 representatives)
- An Intergenerational Forum that brought together a wide range of interests from across all generations (attended by 54 representatives)
- An Enquiry-By-Design workshop (attended by 28 representatives)
- An online survey (3,894 unique survey responses received)
- 5 school presentations by Council (attended by 146 students and teachers)
- 19 Council presentations at community and stakeholder briefings (527 people directly briefed and reaching over 8,000 people).

Over 30 detailed submissions were received from industry bodies and community groups. There is support for the need to change the current paradigm and shift to more public transport. The problem statements were acknowledged and supported. Industry groups generally supported the SCMT shortlisted options identified. Community groups generally expressed concern with more permanent SCMT options, instead preferring more flexible bus-based options.

Of the 3,894 survey responses, 68% believed that it is important or very important to have a good mass transit system. 45% of survey respondents were very or somewhat satisfied with all five mass transit options proceeding. 46% were somewhat or very dissatisfied with the five options progressing. However, more than a third of the dissatisfied went on to express positive sentiment to at least one of the mass transit options. Another interesting observation from the survey is that most people under the age of 50 support the five options. However, the majority of people over 50 did not support the five options.

In the deliberative activities (such as the Intergenerational forum and Enquiry by Design workshop) community members were informed on the details about each option before expressing opinions. Based on this approach, a more positive sentiment was realised when compared to the survey.

There were some local elected representative views that SCMT is considered an alternative to regional transport connections adopting the Caboolture and Maroochydore Corridor Study (CAMCOS) corridor. The Options Analysis report analysed this matter in detail (Chapter 7 of the attached Options Analysis report) noting SCMT serves a local intra-regional function and CAMCOS (regional rail) is about inter-regional connections.

Confidentiality

Please identify if any of the information provided to Infrastructure Australia in this template is confidential. Please provide a brief explanation of the reasons for the request of confidentiality.

Information submitted confidentially will not be released or published by Infrastructure Australia without the written consent of the proponent.

Description of proposal

Please describe the proposal, clearly identifying the problems and opportunities (from Stage 1) and proposed interventions. Proponents should refer to Section 3 of our Stage 2 volume, which describes our assessment criteria and threshold for determining if the proposal is nationally significant.

The Sunshine Coast is one of Australia's most desirable places to live and work. The region continues to grow at a rapid rate, exceeding national and state average population growth rates.

Over the past 20 years, the population of the Sunshine Coast has grown strongly by 125,500 people at an average of 2.6 per cent per year. By comparison, Queensland's population grew at an average of 2 per cent per year in the same period. Projections of future population for the Sunshine Coast Region made by the Queensland Government Statistician's Office (QGSO) will see an increase from 303,389 in 2016 to 518,004 in 2041. This represents an increase of 214,615 people (or 71 per cent) over the 25-year period.

The recently released Australian Infrastructure Plan identifies how many Regional Centres are experiencing higher than average growth, which is enabling national economic growth. The Sunshine Coast is identified as one of these fastest growing regions alongside the Gold Coast, Geelong, Wollongong and Newcastle. All these regional centres have a form of mass transit except for the Sunshine Coast.

Recent Queensland Government (QGSO) advice suggests that while Queensland's population is expected to continue to grow, there also is ongoing uncertainty around the depth of effects of the COVID-19 pandemic on Queensland's future population growth. Due to the COVID-19 pandemic, Australia's national borders were closed on 20 March 2020 to everyone except Australian citizens, permanent residents and their immediate families, with few exceptions.

As of August 2021, border closures and quarantine measures put in place to control the effects of the COVID-19 pandemic were still in place, reducing growth due to overseas migration. In addition to national border closures, there has also been a series of localised lockdowns and interstate border closures. Nevertheless, Queensland experienced strong net interstate migration in 2020, and over the next four years, it is expected that another 85,000 Australians – the equivalent of a city the size of Rockhampton – will move to Queensland. Over the course of 2020 more people moved to Queensland from interstate than at any time since 2004.

The South East Queensland 2032 Olympics and Paralympics is now an important consideration for the future of public transport on the Sunshine Coast. It is a nationally significant event that will boost the Australian and local economy and leave a positive legacy. Public transport needs to provide the essential role of providing access to the events, venues and the satellite athletes' accommodation on the Sunshine Coast. The International Olympic Committee (IOC) Future Host Commission report identifies key events (such as the bicycle road race, mountain biking, sailing, football and basketball amongst others) with many venues being accessible via the mass transit corridor, including Sunshine Coast Stadium. The implementation timeframe outlined in the Options Analysis report aligns with this event.

Currently, the region is heavily dependent on car transport and without intervention, will continue the current trend to rapidly expand its urban boundaries. It faces major challenges in managing growth

over the next three decades. Population growth and increasing congestion will continue to put pressure on housing, transport, lifestyle, employment, social infrastructure and the environment.

Sunshine Coast Council has a vision for the Sunshine Coast to be Australia's most sustainable region: Healthy. Smart. Creative.

To achieve this vision and respond to the forecast population growth, a catalytic change to public transport on the Sunshine Coast is required to set the region on a path to sustainable transport and urban development and support growth in the national economy.

To support the development of an integrated urban public transport solution for the Sunshine Coast, the Sunshine Coast Mass Transit (SCMT) Options Analysis assesses the region's land use, transport, liveability and environmental sustainability challenges, considers options to address the challenges and defines the priority for more detailed investigations. It builds on work already completed in the Strategic Business Case in 2019.

The problems to be addressed by the SCMT Project are outlined below. Responding to these problems can deliver a range of regional benefits that may only be achieved through an integrated approach to land use planning and economic and community development, undertaken in conjunction with the delivery of an efficient transport network.



The urgency for a mass transit system within the Sunshine Coast Region is driven by the current and forecast transport and land use problems within the region.

During the SBC stage of the Project, transport and economic modelling were undertaken to quantify and monetise identified problems. It was estimated congestion along key arterial routes within the region currently costs over \$500 million per annum. This is forecast to grow and cost the regional economy \$3 billion per annum (nominal cost) by 2041.

Without intervention, the annual cost of congestion in the Sunshine Coast Urban Corridor could almost treble by 2041. The cost of congestion is:

- \$350 million per annum for the Sunshine Coast Urban Corridor from Maroochydore to Caloundra, rising to \$2.2 billion in 2041 (nominal cost)

- \$160 million per annum for the Sunshine Coast Urban Corridor from Maroochydore to the Sunshine Coast University Hospital (SCUH) precinct, rising to \$1 billion in 2041 (nominal cost).

Without intervention to support higher levels of urban containment, economic, social and environmental impacts will increase significantly over the next 20 years to 2041.

The Options Analysis Report documents an extensive options identification and assessment process for the first stage of a mass transit system from Maroochydore to Sunshine Coast University Hospital at Birtinya. Nine options were included in the long list of options including a base case 'do minimum' option. The long list of options were evaluated through a robust Multi-Criteria Assessment process. This process resulted in a shortlist of Reference Projects to carry through economic, social, environmental and financial assessments.

The Options Analysis Report recommends five mass transit technology options for further consideration in a future Detailed Business Case, that are potentially best able to meet the Project objectives, and provide most long-term benefit to the local, state and Australian communities:

- Trackless Trams (TT) on a dedicated busway, using on-board stored energy without overhead wires (wireless)
- Light Rail Transit (LRT) on a dedicated trackway with either overhead power line supply or on-board stored energy without overhead wires (wLRT)
- Bus Rapid Transit (BRT) on a dedicated busway using on-board stored energy without overhead wires (wireless)
- Quality Bus Corridor (QBC) using bus lanes and purpose-built stations to help prioritise bus travel on the Sunshine Coast.

Each of the vehicle options being considered in the Options Analysis would offer low emission technologies.

Australian Government funding

Please identify if Australian Government funding is sought for the proposal, and the status and amount of funding. For example, no Australian Government funding commitment, development PPR approved, construction PPR approved, funding committed by the Australian Government for construction.

This information allows us to consider the reasons for submission for the Infrastructure Priority List.

If Australian Government funding has been committed for project delivery, we will assess your Stage 2 submission, but it will not be considered for the Infrastructure Priority List.

There is no formal Australian Government funding commitment for the SCMT. However Australian Government funding for SCMT has been identified as an opportunity for further investigation during the Detailed Business Case phase.

Infrastructure Priority List

Please identify any linked Infrastructure Priority List proposal(s). This information allows us to link submissions with Early-stage Proposals (problems and opportunities listed on the IPL).

Please also indicate if this submission is combined with a Stage 1 submission.

Council has previously submitted a Stage 1 submission which was shared as a draft for feedback with Infrastructure Australia in 2019. This submission was not formally finalised, meaning the Sunshine Coast Mass Transit project was not listed on the Infrastructure Priority List.

State or Territory assurance reviews

Please identify if any state and territory assurance reviews, such as infrastructure advisory body or equivalent, gateway reviews, have been completed, and the status of these reviews.

The SCMT Options Analysis aligns with the Queensland government guidelines in Building Queensland's (now DSDILGP) Business Case Development Framework, release 3. The Options Analysis has been compiled with input of various key stakeholder agencies engaged through the Business Case Reference Group, and direct consultation with other key stakeholders. Review comments on the SBC and an Interim Findings Report released in January 2020 have also been incorporated.

Queensland Treasury subsequently confirmed a preference that the Options Analysis be subjected to a Gate 1 assurance review upon transmission by Sunshine Coast Council to TMR. This will occur in November or December 2021.

It has been agreed with Queensland Treasury that conducting further assurance reviews (particularly peer views of specific elements like demand modelling, economics and cost estimating) would be best suited to the establishment stage of the Detailed Business Case, following completion by TMR of the Gate 1 assurance review.

Stage 2 Submission Checklist

We classify submission documentation as required, recommended or good practice, as described in the table below:

Classification	Description
Required	Proponents must provide evidence justifying their assessment of required items.
Recommended	Proponents must consider recommended items and provide supporting evidence justifying if they have not been assessed.
Good practice	Proponents should consider these discretionary items as part of good practice, but they may not apply to all projects.

Please complete the submission checklist below, indicating:

- which items have been provided as part of your application
- where the information can be found in the attached documentation.

Item	Requirement	Name relevant documents you have attached	Where can we find that info in the documents (if relevant)
Proposal information			
Proposal description	Required	<i>Included above. Identify any additional information attached.</i>	
Information is finalised (i.e. not draft or identified as subject to change)	Required		
Information is not out of date (we recommend information is current or less than 3 years old)	Required		
Confidentiality requirements	Required		
Please identify if Australian Government funding is sought for the proposal and, if so, the status and amount of funding.	Required		
State or territory (gateway) review (i.e. infrastructure advisory body or equivalent), where relevant	Recommended		
On Infrastructure Priority List as Early-stage Proposal (Stage 1)	Good practice		
Stage 1 assessment complete and included in Stage 2 submission	Required		
Post completion reviews of similar projects	Good practice		
Step 1: Identify a longlist of options		See Section 2.2 of the Stage 2 volume for more information	
Option identification methodology	Required	Options Analysis Report	Section 3.1
Stakeholder input	Required	Options Analysis Report	Section 3.1.2
Longlist of options identified, including non- capital options	Required	Options Analysis Report	Section 10
Description of each longlist option (including the base case): <ul style="list-style-type: none"> • type (e.g. regulatory reform, capital investment) • description • location • infrastructure changes or enablers • expected stakeholder impact • initiative dependencies 	Required	Options Analysis Report	Section 10.3

Item	Requirement	Name relevant documents you have attached	Where can we find that info in the documents (if relevant)
<ul style="list-style-type: none"> indicative investment costs (capital, operating and maintenance) alignment with national, state and territory plans or strategies 			
Step 2: Analyse the options			
See Section 2.3 of the Stage 2 volume for more information			
Option analysis methodology, including any models for and outputs of: <ul style="list-style-type: none"> Strategic review MCA Rapid CBA 	Required	Options Analysis Report	Section 3.1.2
Provide supporting data or key measures relevant to the options	Required	Options Analysis Report	Section 10
Describe risks or sensitivities considered in the analysis process & data supporting option outcomes	Required	Options Analysis Report	Section 10.3.5, Section 14
Opportunities for packaging options	Recommended	Options Analysis Report	Section 17
Step 3: Shortlist options for detailed assessment			
See Section 2.4 of the Stage 2 volume for more information			
Shortlist of options identified	Required	Options Analysis Report	Section 11
Description of each shortlisted option, including: <ul style="list-style-type: none"> option description and scope (as provided for longlisted options) infrastructure and non-infrastructure changes and enablers indicative whole-of-life costs expected impacts, including: <ul style="list-style-type: none"> monetised benefits (and dis-benefits), including discounted cash flows non-monetised quantitative and qualitative impacts consideration of risks and uncertainties 	Required	Options Analysis Report	Section 11.1, Section 11.2, Section 11.3, Section 11.4 Section 12 Section 13 Section 14 Section 15 Section 16 Section 17

Item	Requirement	Name relevant documents you have attached	Where can we find that info in the documents (if relevant)
<ul style="list-style-type: none"> • any relevant information supporting the Assessment Criteria, such as sustainability assessments, environmental impact assessments, feasibility studies, economic appraisals • any relevant assessments, such as distributional effects, sensitivity and real options analysis, if available • anticipated funding model/s • interdependencies with other problems and opportunities and/or programs and projects • indicative Deliverability considerations (risks, schedule, model etc.) 			
Detailed explanations as to why options have progressed to the shortlist or not	Required	Options Analysis Report	Section 10.3.4.3
Next activities planned (e.g. planning studies, feasibility studies, business case, environmental assessment, gateway reviews), expected schedule and expected Infrastructure Stage 3 review timing	Required	Options Analysis Report	Section 18
Any other information attached in support of proposal			