

Agenda

Special Meeting

Wednesday, 20 October 2021

commencing at 1:30pm

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	DECLARATION OF OPENING	5
2	RECORD OF ATTENDANCE AND LEAVE OF ABSENCE	5
3	INFORMING OF CONFLICTS OF INTEREST.....	5
3.1	PRESCRIBED CONFLICTS OF INTEREST	5
3.2	DECLARABLE CONFLICTS OF INTEREST	5
4	REPORTS DIRECT TO COUNCIL	7
4.1	SUNSHINE COAST MASS TRANSIT OPTIONS ANALYSIS	7
5	NEXT MEETING.....	37
6	MEETING CLOSURE.....	37

1 DECLARATION OF OPENING

On establishing there is a quorum, the Chair will declare the meeting open.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE**3 INFORMING OF CONFLICTS OF INTEREST****3.1 PRESCRIBED CONFLICTS OF INTEREST**

Pursuant to section 150EL of the *Local Government Act 2009* (the Act), a Councillor who has a prescribed conflict of interest in an issue to be considered at a meeting of the local government must –

- (a) immediately inform the meeting of the prescribed conflict of interest including the particulars stated in section 150EL(4) of the Act and
- (b) pursuant to section 150EM(2) of the Act must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the matter is being discussed and voted on.

3.2 DECLARABLE CONFLICTS OF INTEREST

Pursuant to section 150EQ of the *Local Government Act 2009*, a Councillor who has a declarable conflict of interest in a matter to be considered at a meeting of the local government, must stop participating in the meeting and immediately inform the meeting of the declarable conflict of interest including the particulars stated in section 150EQ(4) of the Act.

If the Councillor with a declarable conflict of interest does not voluntarily decide not to participate in the decision, pursuant to section 150ES(3)(a) of the Act the eligible Councillors must, by resolution, decide

- (a) whether the Councillor may participate in the decision despite the Councillors conflict of interest or
- (b) that the Councillor must not participate in the decision and must leave the place at which the meeting is being held, including any area set aside for the public and stay away while the eligible Councillors discuss and vote on the matter.

The Councillor with the declarable conflict of interest must comply with any conditions the eligible Councillors impose per section 150ES(4) and (5) of the Act.

4 REPORTS DIRECT TO COUNCIL**4.1 SUNSHINE COAST MASS TRANSIT OPTIONS ANALYSIS**

File No: D2021/984355

Author: Project Manager
Liveability & Natural Assets GroupAppendices: App A - Sunshine Coast Mass Transit Options Analysis ([Under Separate Cover](#)).....
App B - Infrastructure Australia Stage 2 template 23 [↓](#)

PURPOSE

The purpose of this report is to:

1. Report to Council the findings of the community engagement process on the draft Sunshine Coast Mass Transit Options Analysis
2. Advise Council of how the community engagement findings have been incorporated into the Sunshine Coast Mass Transit Options Analysis (Appendix A)
3. Seek endorsement for the Sunshine Coast Mass Transit Options Analysis to be referred to the State Government for further investigation of the mass transit system as part of the Detailed Business Case process
4. Seek endorsement for the Sunshine Coast Mass Transit Options Analysis and the Infrastructure Australia Stage 2 template (Appendix B) to be referred to Infrastructure Australia.

EXECUTIVE SUMMARY**Context**

With this report, Council is being presented with the outcomes of the community engagement process associated with the draft Sunshine Coast Mass Transit Options Analysis, along with recommendations emanating from the completion of that document.

In considering and potentially endorsing the Options Analysis, it is important to note that **Council is not:**

1. determining the infrastructure solution (i.e. mode of transport) that may ultimately be delivered as a mass transit solution for the Sunshine Coast
2. determining the final route that may support the delivery of any mass transit solution that may be the subject of future decision-making by the State Government
3. committing to any investment or funding decision in relation to a potential mass transit solution or
4. committing to, or progressing, any amendments to the *Sunshine Coast Planning Scheme 2014*.

Should Council endorse the Options Analysis, all that it will be doing is agreeing to progress investigations into a significantly improved public transport system for the entire Sunshine Coast, with an initial focus on the Maroochydore City Centre to Sunshine Coast University Hospital component of the Mass Transit Master Plan.

Business Case Process

For any significant public transport network to be considered for funding, it must be the subject of a supportive business case. The business case process is comprised of three stages –

1. Strategic Assessment
2. Options Analysis and
3. Detailed Business Case.

If the project, after proceeding through the full business case process, is considered viable, an investment decision may then be considered by the State and Commonwealth Governments.

In July 2019 Council endorsed the first stage of the business case process - the *Strategic Business Case* (now known as a Strategic Assessment). The purpose of this stage was to define the problems (or opportunities) that need to be addressed, identify potential ideas that could resolve the problems or capitalise on the opportunities, and evaluate whether any of the ideas have the potential to be viable options.

The second stage, the *Options Analysis*, aims to “narrow the breadth of options by applying rigorous evaluation criteria before assessing the viability of any remaining options”. This stage has been progressed and focusses on the first part of an integrated urban public transport solution for the region (Figure 1. Public Transport Master Plan) from Maroochydore City Centre to the Sunshine Coast University Hospital at Birtinya. This area is identified as the initial focus because it contains the greatest concentration of population, jobs, facilities and services and is already experiencing growing traffic congestion.



Figure 1 Public Transport Master Plan

The third stage, the Detailed Business Case, involves in-depth analysis of the identified options that are being proposed to progress from the Options Analysis, with the intent of determining the value for money of a preferred option. If the project is deemed to demonstrate value for money, an investment decision may then be considered by the State and Commonwealth Governments.

The analysis undertaken to date is supportive of the need for, and value of, a substantially improved and integrated public transport solution and a related urban transformation strategy and identifies the unacceptable consequences of not pursuing these. The Options Analysis also provides an assessment of the shortlist of options for Stage 1 of the mass transit response.

Options Analysis

The Options Analysis has been produced with extensive technical input. It is also informed by the broader context of Council's vision and strategies for the future of the region which have been progressed in an integrated manner to maximise the outcomes for our community and to ensure the liveability and connectivity of the region is not only maintained, but enhanced.

With this in mind, Council unanimously determined that the Sunshine Coast community should be engaged in considering the content of the draft Options Analysis and have the opportunity to provide feedback about the proposed mass transit options, the related urban form and placemaking opportunities. To that end, on 27 August 2020, Council endorsed a community engagement framework to ensure the Options Analysis was informed by stakeholder and community feedback.

The purpose of seeking this feedback was to obtain community perspectives on the options being recommended in the *Options Analysis* which would then inform the further investigations to be undertaken during the preparation of the Detailed Business Case. This feedback was not intended to result in the removal or elimination of any options from the Options Analysis.

In accordance with the endorsed engagement framework, community engagement was undertaken over a period of 8 weeks during April and June 2021. Extensive feedback was received during the engagement period and, where relevant, this has informed the *Options Analysis* which is being presented to Council for consideration. Of most significance, 68% of survey respondents consider it is important to have a good mass transit system on the Sunshine Coast. The community also highlighted the importance of the need for Council to continue to advocate for the delivery of public transport services in the CAMCOS corridor and improvements to the region-wide public transport network and this is reflected in the finalised Options Analysis.

In addition, feedback received will also inform ongoing land use planning for the coastal corridor which will support the preparation of an appropriate land use strategy for the Detailed Business Case, as well as future planning processes, such as the preparation of the new planning scheme, and placemaking programs. The land use information contained in the Options Analysis is not intended to provide the basis of a planning scheme amendment.

The Sunshine Coast Mass Transit Options Analysis, if endorsed by Council, recommends five mass transit options progress to the Detailed Business Case stage for further investigation. Four of these options would operate in a dedicated right-of-way, are best able to meet the project objectives, and provide most long-term benefit to communities and to the levels of government that ultimately invest in the solution. The fifth option, although constrained by running in a bus lane from which general traffic cannot be excluded, is less expensive and is therefore, also proposed to progress for further investigation. The five options are:

- a. A Trackless Tram wireless with on-board stored energy
- b. Light Rail Transit with an overhead power supply
- c. Wireless Light Rail Transit with an on-board stored energy
- d. Bus Rapid Transit wireless with on-board stored energy
- e. Quality Bus Corridor utilising low emission buses (preferably targeting zero emissions by the time of implementation).

The referral of the Options Analysis to the State Government will enable the commencement of the Gateway 1 (assurance) Review. Once the "Gateway Review" is finalised, with Council input, the Department of Transport and Main Roads will assume the lead role on the preparation of the Detailed Business Case in partnership with Council. The Detailed Business Case will inform any State and Commonwealth Government funding decisions for a public transport solution of this nature.

Under the framework for business case development, the Detailed Business Case process for Sunshine Coast Mass Transit would include extensive community engagement on the proposed project.

Should Council determine it does not wish to provide the *Options Analysis* to the State Government, the State Government would have no basis for proceeding with the Detailed Business Case. Accordingly, the State Government would continue to respond to the public transport needs of the Sunshine Coast on a business-as-usual investment basis.

Council officers consider that a comprehensive and meaningful engagement process has been undertaken on the draft Options Analysis and that the outcomes of that engagement have been appropriately considered (where relevant) in the finalisation of the document that is proposed for Council consideration. It is now recommended that Council endorse the Options Analysis to proceed to the Detailed Business Case.

OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled "Sunshine Coast Mass Transit Options Analysis"**
- (b) endorse the "Sunshine Coast Mass Transit Options Analysis" (Appendix A) and**
- (c) subject to (b), authorise the Chief Executive Officer to:**
 - (i) refer the Sunshine Coast Mass Transit Options Analysis to the Department of Transport and Main Roads for its consideration and advise of Council's intention to work in partnership with the Department on the Detailed Business Case following the Gateway Review process**
 - (ii) refer the Sunshine Coast Mass Transit Options Analysis, in the form of a completed "Infrastructure Australia Stage 2 template" (Appendix B), to Infrastructure Australia for its consideration and inclusion in the 2022 Infrastructure Priority List, and advise Infrastructure Australia of the intention to complete a Detailed Business Case in partnership with Department of Transport and Main Roads**
 - (iii) refer the Sunshine Coast Mass Transit Options Analysis to Queensland Treasury and other relevant government agencies and advise of the intention to partner with the Department of Transport and Main Roads to complete a Detailed Business Case**
 - (iv) make any minor administrative amendments to the Options Analysis and Infrastructure Australia Stage 2 template (if required), prior to their referral to relevant State and Commonwealth Government agencies**
 - (v) make any minor amendments to the Options Analysis (if required), as part of the Department of Transport and Main Roads and Queensland Treasury assurance and Gateway review processes where those amendments do not materially alter the findings and conclusions of the Options Analysis as endorsed by Council**

- (vi) progress and sign the Memorandum of Understanding for the Detailed Business Case with the Department of Transport and Main Roads in relation to the collaborative arrangements for the preparation of the Detailed Business Case and
- (vii) update the project website to include the Sunshine Coast Mass Transit Options Analysis which incorporates the Community Engagement Report.

FINANCE AND RESOURCING

The preparation of the Options Analysis has been funded through Council's Transport Levy. The budget for the Options Analysis has been used to prepare the report, the supporting technical assessments and has also been used to implement the community engagement strategy. The total cost of the preparation of the Options Analysis amounts to \$4,708,041, with that cost funded over the course of three financial years since 2019/2020. Due to changes to the State Government's business case development framework and Council's decision to proceed with a program of community engagement, the scope of the project increased substantially and became the Options Analysis.

The 2021/2022 budget allocates \$3.5 million to the mass transit project from the Transport Levy. This will primarily be used to fund Council's initial payment toward the \$7.5 million contribution to the cost for the preparation of the Detailed Business Case should Council endorse the Options Analysis.

CORPORATE PLAN

Corporate Plan Goal: *Our strong community*

Outcome: 1.4 - Connected, resilient communities, with the capacity to respond to local issues

Operational Activity: 1.4.4 - Review the results of the community engagement process for the draft Sunshine Coast Mass Transit options analysis and finalise the options analysis for consideration by Council.

CONSULTATION

Councillor Consultation

A Sunshine Coast Mass Transit Project Cross Departmental Working Group was established in August 2018 to steer the Sunshine Coast Mass Transit Project. Following the March 2020 election, the Working Group was re-established as the Sunshine Coast Mass Transit Project Control Group comprising:

- Mayor M Jamieson
- Deputy Mayor and Community (Transport) Portfolio Councillor R Baberowski
- Environment and Liveability (Place making) Portfolio Councillor P Cox
- Service Excellence Portfolio Councillor C Dickson.

The Project Control Group convened on 8 July 2020 and has met regularly during the course of preparing the Options Analysis.

A series of Councillor briefings have been held on the Options Analysis process which commenced in late 2019.

These briefings have enabled Councillors to:

- provide input into the development of the Engagement Strategy

- be updated on the engagement activities and the draft Options Analysis to be released during the engagement process and
- gain an understanding of the feedback gathered through the engagement process and how this feedback had informed the Options Analysis.

Internal Consultation

Other participants in the Sunshine Coast Mass Transit Project Control Group are:

- Chief Executive Officer
- Chief Strategy Officer
- Group Executive Liveability and Natural Assets
- Group Executive Customer Engagement and Planning Services
- Manager Transport and Infrastructure Planning.

External Consultation

A Business Case Reference Group has been established to guide and provide input to, and monitor the preparation of, the Options Analysis.

Participants in this reference group include:

- Infrastructure Australia (Commonwealth Government)
- Commonwealth Department of Infrastructure, Transport, Regional Development and Communications
- Queensland Department of the Premier and Cabinet
- Queensland Department of State Development, Infrastructure, Local Government and Planning (DSDILGP)
- Building Queensland (now part of DSDILGP)
- Queensland Treasury
- Queensland Department of Transport and Main Roads.

Community EngagementRecent consultation

Community and stakeholder feedback was undertaken over a period of 8 weeks from 28 April 2021 to 22 June 2021.

During this engagement process, which is detailed in Chapter 15 of the Options Analysis, over 50 engagement activities were held. A range of engagement approaches were used to gain a breadth of feedback from the community. These approaches included:

- 19 Pop-up events (attended by over 700 people)
- 4 virtual reality sessions (attended by over 24 people)
- 2 community roundtables (attended by 23 people)
- Active Interest Group presentation (attended by 9 people)
- Enquiry by Design Workshop (attended by 28 people)
- Intergenerational Forum (attended by 54 people)
- School briefings (attended by 146 students and teachers)
- 19 Community and stakeholder briefings (attended by 527 people)

- On-line survey (3,894 responses received)
- Mailout to residents, landowners and businesses in the Sunshine Coast Urban Corridor.

An engagement process with First Nations people was commenced, and if the business case process proceeds, this engagement will continue to ensure their cultural heritage is protected and celebrated as part of the project.

In addition, a number of organisations also provided detailed submissions for consideration. These included business and industry groups, community groups, environmental groups, action groups and political organisations.

The feedback gathered through this engagement process has informed, where relevant, the Options Analysis.

The Sunshine Coast Mass Transit Engagement Report is attached to the Options Analysis (Appendix A). A summary of the key findings from the engagement process and how they have been responded to are in Section 15.4 of the Options Analysis.

A significant amount of feedback provided through the engagement period did not directly relate to the Options Analysis, but will be progressed through other processes including:

- providing directions to the preparation of the new Planning Scheme
- further master planning for certain areas
- placemaking projects
- infrastructure planning (e.g. parks and bikeways)
- Council's involvement in Department of Transport and Main Road's consideration of the passenger rail network to and on the Sunshine Coast.

Previous consultation

The draft Options Analysis integrated the results of significant previous community consultation undertaken by Council in relation to transport policy and, in particular, mass transit proposals in 2012, 2014 and 2018, as outlined below.

- 2012 – The *Line in the Sand* Report
- 2014 – Sunshine Coast Light Rail – route options
- 2018 – Draft Integrated Transport Strategy.

Other consultation

At a broader policy level, the implications of accommodating a high population growth rate and the critical need for improved transport connections have been an important facet of:

- Sunshine Coast Council Corporate Plan 2021-2025
- The *Sunshine Coast Regional Economic Development Strategy* adopted in 2013 and with an updated Implementation Plan in 2019
- The *Sunshine Coast Planning Scheme* adopted in 2014
- The *Environment and Liveability Strategy* adopted in 2017
- The *Sunshine Coast Community Strategy* adopted in 2019
- *Coastal Hazard Adaptation Strategy* adopted in 2021.

The State Government also undertook broad scale community consultation in relation to the extent and form of dwelling and employment provision on the Sunshine Coast to 2041 as part of the preparation of *ShapingSEQ* - the South East Queensland Regional Plan - released in 2017.

Future consultation

As previously advised in Council reports of July 2019, January 2020 and August 2020, further detailed community engagement will be undertaken as part of the *Detailed Business Case* stage, which will be led by the State Government and is likely to occur in 2022 subject to the endorsement of the Options Analysis by Council and acceptance by the State Government.

The State Government has not yet determined its approach to the *Detailed Business Case*. When it does, a further report will be made to Council to confirm the scope and program for the *Detailed Business Case*, including the nature and potential timing of the community engagement process.

Any recommendations for changes to land use provisions that may emerge from the Detailed Business Case process would be advanced through the process to develop a new Planning Scheme (or in subsequent Scheme amendment processes) and would be subject to the consultation processes prescribed in the *Planning Act 2016*.

PROPOSAL

At its Special Meeting of 27 August 2020, Council unanimously endorsed the community engagement framework for the Sunshine Coast Mass Transit (SCMT) draft Options Analysis, prior to proceeding through to Stage 3 of the business case process – the Detailed Business Case.

Phase 1 of the SCMT engagement framework aimed to inform and educate the community about the mass transit project, the next steps and make them aware of future engagement opportunities.

Phase 2 of the SCMT engagement framework, developed with input from Council, was implemented from 28 April 2021 to 22 June 2021. The purpose of Phase 2 was to engage with the community and stakeholders on the various mass transit technology options, land use scenarios to accommodate forecast growth in the corridor and placemaking opportunities (as they relate to the mass transit options). It also sought considered feedback to inform the finalisation of the Options Analysis.

Key Findings and Project Response

The Sunshine Coast Mass Transit Engagement Report is attached to the Options Analysis (Appendix A). A summary of the key findings from the engagement process and how they have been responded to are in Section 15.4 of the Options Analysis.

Key findings relevant to progressing the Options Analysis to the Detailed Business Case stage:

- Most people (68% of survey respondents) consider it is important to have a good mass transit system on the Sunshine Coast.
- The majority of people under 50 years of age were satisfied that all five options should progress to a Detailed Business Case while the majority of people aged 51 years and over were dissatisfied with all the options progressing. However, of those dissatisfied, more than one third were still supportive of one or more of the five options.
- Options with tracks and wires received the lowest numbers of positive comments. However, wireless light rail transit was viewed more favourably in the open ended survey feedback and in the deliberative activities. It therefore appears the wires are of significant concern to those persons who participated in the community engagement process. There are four other options without overhead wires that are recommended to progress to the Detailed Business Case.
- However, Light Rail Transit with overhead wires remains a recommended option to progress to the Detailed Business Case because it is the most energy efficient option – transit vehicles utilising steel wheels on steel rails experience less rolling resistance

than rubber-tired vehicles and therefore apply energy more efficiently. Light Rail Transit is also a reliable and well proven technology, particularly over longer routes. It is also acknowledged that a hybrid solution (partially wire free) may also be a suitable variant in certain sensitive locations.

- Most elements of a good public transport system were considered important. However, convenient services on a predictable (legible) route were considered the most important factor, along with frequency and reliability. These important features of a mass transit system are best achieved by four of the five recommended options – Trackless Tram, Bus Rapid Transit, Light Rail and wireless Light Rail, which operate on a dedicated running way.
- There was strong support for maintaining greenspaces, beachside amenity, improving active transport networks and the Sunshine Coast lifestyle into the future. This item has been specifically addressed in Recommendation 2 of the Options Analysis which indicates that some matters would benefit from further consideration during the preparation of the Detailed Business Case. These matters include the consideration of locations where the mass transit route could be close to the beachfront:

‘Conducting a further investigation / co-design of the options (vehicles, electrification, urban design, landscaping, street furniture, active transport provisions, convenient pedestrian crossings and overall safety) for the local mass transit route between Maroochydore and Mooloolaba. This investigation should review potential alternative routes in the area bounded by Alexandra Parade and the Sunshine Motorway and be undertaken in the context of a broader master planning process for the Alexandra Headland area’.

- There was support for the delivery of public transport services in the CAMCOS corridor and improvements to the region-wide public transport network. The need for Council to continue to advocate for these along with the mass transit system has been reflected in the recommendations of the Options Analysis.

A significant amount of feedback provided through the engagement period did not directly relate to the Options Analysis, but will be progressed through other processes including:

- providing feedback to inform the preparation of the new Planning Scheme
- further master planning for certain areas
- placemaking projects
- infrastructure planning (e.g. parks and bikeways)
- Council’s involvement in Department of Transport and Main Road’s consideration of the passenger rail network to and on the Sunshine Coast.

It should be noted that the land use analysis in the Options Analysis is not intended to provide the basis for a planning scheme amendment. The need for any Planning Scheme amendments will be separately considered following the completion of the Detailed Business Case.

Options Analysis Updates

The feedback gathered through the engagement process has been reviewed and, where necessary, further investigations have been undertaken. As a consequence, the Options Analysis has been updated to:

- provide context, e.g. clarifying the level of design and environmental assessment appropriate for an Options Analysis
- address concerns about regional connectivity in a chapter on the Mass Transit Master Plan – in particular public transport services in the CAMCOS corridor being of equivalent

importance, and the need for greater improvements to the high frequency and feeder bus networks across the Sunshine Coast

- ensure currency in terms of projects, policies and plans e.g. SEQ Olympic and Paralympic Games, Translink draft Creating Better Connections Plan and SCC Coastal Hazard Adaptation Strategy
- reflect community feedback, in particular in the Sunshine Coast Mass Transit Master Plan, the social and environmental impact evaluation, the public interest statement, and in the recommendations of the Options Analysis
- analyse the options proposed by the community.

In accordance with the Council resolution of 27 August 2020, it is considered that a comprehensive and meaningful engagement process has been undertaken and that the outcomes of that engagement have been appropriately considered in the finalisation of the Options Analysis. It is now recommended that Council endorse the Options Analysis to proceed to the State Government to seek a decision to progress to the development of a Detailed Business Case.

The Detailed Business Case will undertake more detailed investigation on the options recommended in the Options Analysis – Quality Bus Corridor, Bus Rapid Transit, Trackless Tram, Light Rail Transit and wireless Light Rail and will be led by the Department of Transport and Main Roads in partnership with Council.

The endorsement of the Options Analysis is not an infrastructure investment decision, but a decision to progress investigations into a significantly improved public transport system for the entire Sunshine Coast, with an initial focus on the Maroochydore City Centre to Sunshine Coast University Hospital component of the Mass Transit Master Plan.

Legal

There are no legal implications arising from this report as this is the Options Analysis stage of the business case development process.

The Options Analysis does not identify specific property requirements to deliver a mass transit solution. This level of detail would not be considered until future planning and consultation stages as part of the Detailed Business Case process. This will be led by the Department of Transport and Main Roads as the agency responsible for the delivery of the network solution.

Policy

This report is consistent with Council's policy directions as articulated in:

- Sunshine Coast Council Corporate Plan 2021-2025
- Sunshine Coast Regional Economic Development Strategy 2013-2033
- Sunshine Coast Planning Scheme 2014
- Sunshine Coast Environment and Liveability Strategy 2017
- Sunshine Coast Integrated Transport Strategy 2018
- Sunshine Coast Community Strategy 2019-2041.

Risk

There are two primary categories of risk to be managed for a major project of this nature:

- process risks
- project risks.

Process risks are risks that affect the process of advancing the project through the current and future stages. Process risks do not necessarily have a direct impact on the cost to deliver the infrastructure project. However, process risks may have significant time and management cost impacts.

Key process risks can be mitigated by close involvement with the relevant State and Commonwealth agencies in the preparation of the *Detailed Business Case*, and this already forms part of the current project governance and working arrangements.

Project risks are risks that could affect the outcomes of the project and have a range of potential impacts including time, cost, quality, health and safety, reputation and environment. They mostly relate to risks that will eventuate in the delivery and operating phases of the project. Early known key project risks have been identified and are included in a project risk register that is continuously updated for consideration in any future phases of project delivery.

Endorsing the Options Analysis is not an investment decision and nor does it identify a final transport solution or route, so the risks are low.

However, in light of the State Government's commitment to the preparation of the Detailed Business Case*, the risks of not progressing the Options Analysis include:

- the \$7.5 million contribution from the State Government for the preparation of the Detailed Business Case would likely be reallocated elsewhere
- business-as-usual investment in public transport would continue on the Sunshine Coast for the foreseeable future
- the problems confronting the Sunshine Coast (i.e. accelerating trend towards urban expansion, high dependency on private car transport, growing levels of road congestion and liveability and environmental sustainability challenges), would remain unaddressed
- any future investigations into public transport investment would need to recommence from Strategic Assessment stage and would need to comply with the new State Government and Infrastructure Australia business case development frameworks.

** On 8 May 2019 a joint announcement was made by the Premier and Minister for Trade, the Hon Anastacia Palaszczuk and the Minister for Transport and Main Roads, the Hon Mark Bailey, advising a "contribution of up to \$7.5 million by the State Government would be matched by Council to help develop a detailed business case for the first stage of an integrated urban public transport solution for the Coast," Provision has been made in the State budget and Council's Transport Levy for the Detailed Business Case to be funded over the next 2 years.*

Previous Council Resolution

Special Meeting 27 August 2020 (SM20/17)

That Council:

- (a) receive and note the report titled "Sunshine Coast Mass Transit Update"*
- (b) endorse the community engagement framework contained in Appendix A.*

Ordinary Meeting 20 August 2020 (OM20/89)

That Council:

- (a) direct the Chief Executive Officer to ensure the Sunshine Coast Mass Transit Preliminary Business Case and Options Analysis is not finalised or advanced to the State Government Department of Transport and Main Roads interest check until such time as (b) below is completed.*

- (b) request the Chief Executive Officer to
- (i) prepare a report for consideration at the Ordinary Meeting of 17 September 2020, regarding the Sunshine Coast Mass Transit Preliminary Business Case and Options Analysis, allowing for Council to determine to immediately release the documentation to the public at that time
 - (ii) develop and present a comprehensive and meaningful community engagement plan which must be undertaken, completed and incorporated in the Sunshine Coast Mass Transit Preliminary Business Case, prior to proceeding through to Phase 3 of the Detailed Business Case
 - (iii) communicate to the Department of Transport and Main Roads that Council will only proceed with the Sunshine Coast Mass Transit Detailed Business Case after it has completed community engagement with relation to the Preliminary Business Case and Options Analysis and
 - (iv) ensure the final Preliminary Business Case, including the outcome of the community engagement, is presented to Council for final endorsement and decision prior to proceeding to Phase 3.

Ordinary Meeting 30 January 2020 (OM20/3)

That Council:

- (a) receive and note the report titled "Sunshine Coast Mass Transit - Update" and
- (b) note the findings of the attached report entitled "Sunshine Coast Mass Transit Preliminary Business Case – Interim Findings Report" (Appendix A).

Ordinary Meeting 25 July 2019 (OM19/102)

That Council:

- (a) receive and note the report titled "Sunshine Coast Mass Transit Options Analysis"
- (b) endorse the Strategic Business Case for Sunshine Coast Mass Transit at Appendix A, for the purpose of facilitating further consideration by relevant State and Federal Government agencies
- (c) refer the Strategic Business Case for Sunshine Coast Mass Transit and in the form of a completed "Infrastructure Australia Stage 1 Template" to Infrastructure Australia for its consideration and inclusion in the Infrastructure Priority List, and advise Infrastructure Australia of the intention to complete a Preliminary Business Case
- (d) refer the Strategic Business Case for the Sunshine Coast Mass Transit to Building Queensland for its consideration and inclusion in the Infrastructure Pipeline, and advise Building Queensland of an intention to complete a Preliminary Business Case
- (e) refer the Strategic Business Case for the Sunshine Coast Mass Transit to other relevant government agencies including Transport and Main Roads and Queensland Treasury, and advise the agencies an intention to complete a Preliminary Business Case
- (f) update the project website to provide access to the Strategic Business Case and a summary of the Strategic Business Case.

Ordinary Meeting 23 April 2015 (OM15/59)

That Council:

- (a) authorise the Chief Executive Officer to proceed in accordance with the direction given in confidential session
- (b) confirm the recommended light rail route corridor with which to proceed to more detailed feasibility and business case studies

- (c) confirm support for progressing the establishment of a high frequency branded forerunner bus in conjunction with the State Government
- (d) authorise the Chief Executive Officer to write to the Minister for Transport outlining the findings of the Sunshine Coast Light Rail Route Options Consultation Report and the recommended route and seeking their support for progressing with more detailed feasibility and business case studies and
- (e) authorise the Chief Executive Officer following completion of (d) above to release the findings on the Sunshine Coast Light Rail Route Options Consultation Report.

Related Documentation

Refer to the project website at <https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Major-Regional-Projects/Sunshine-Coast-Mass-Transit-Project>

Critical Dates

Infrastructure Australia has advised that to be considered for inclusion in the February 2022 Infrastructure Priority List, the Stage 2 submission and Options Analysis would need to be provided to Infrastructure Australia in the near future. If the documents are submitted after 31 December 2021, the submission and report will need to comply with the requirements of Infrastructure Australia's new business case framework, which would necessitate considerable rework of the Stage 2 submission and the Options Analysis.

The notional timing for the delivery of Stage 1 of the mass transit project is set out in the table below.

Project Stage	Dates
Strategic Business Case	Completed July 2019
Options Analysis – Stage 1 of the mass transit system	Received by Council September 2021
Detailed Business Case – Stage 1 of the mass transit system	2021 and 2022, with community engagement likely in 2022
Investment Decision and Procurement – Stage 1 of the mass transit system	Depending on the acceptability of the Detailed Business Case, and taking into account other investment policy priorities of the Queensland and Australian Governments, this phase could occur by 2022/2023
Commence operation of Stage 1 of the mass transit system	By 2027 (indicative and as noted above, subject to Queensland and Australian Government approvals)

Implementation

Should the recommendation be accepted by Council, it is noted that the Chief Executive Officer will undertake steps in accordance with the Council resolution to:

- Refer the documents to the relevant State and Commonwealth agencies
- Make any necessary amendments to the Options Analysis as a consequence of Department of Transport and Main Roads assurance review process
- Negotiate a Memorandum of Understanding with Department of Transport and Main Roads in relation to the partnership arrangements for the preparation of the Detailed Business Case.

Next Steps between now and commencement of Detailed Business Case

1. Department of Transport and Main Roads undertakes a Gateway (assurance) review
2. Memorandum of Understanding signed
3. Commencement of Detailed Business Case.



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	v0.4	DATE SUBMITTED	DD/10/2021
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		JOB TITLE		ORGANISATION	
CONTACT DETAILS	Phone	Mobile		Email	
DATE	DD/MM/YYYY				

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

NAME		JOB TITLE		ORGANISATION	
CONTACT DETAILS	Phone	Mobile		Email	
DATE	DD/MM/YYYY				

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 draft 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.

The Options Analysis Report supporting this Infrastructure Australia submission was the version released as draft to the community in April 2021. The Options Report is currently being finalised for approval by Council in October 2021 before being further distributed.

Council intends to provide the updated Options Analysis Report to Infrastructure Australia once Council has approved its release in late October 2021, subject to Council endorsement. Changes to the report (as part of the finalisation process) are predominately about capturing stakeholder feedback, which has not resulted in any substantial change to the economic, environment, financial and technical

assessments. However, the social assessment will be updated based on community feedback along with a new Public Interest Statement chapter.

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 draft Options 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 draft Options 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			

5 NEXT MEETING

Nil

6 MEETING CLOSURE