Part A
Introduction
Role of SEQIPP

The South East Queensland Infrastructure Plan and Program 2010–2031 (SEQIPP) outlines the Queensland Government’s infrastructure priorities to support the South East Queensland Regional Plan 2009–2031 (SEQ Regional Plan). It establishes priorities for regionally significant infrastructure over the next four years and outlines the longer-term planning horizon to 2031.

First released in 2005, the plan is updated annually to reflect and align with the latest planning and budget commitments. It sets relevant timeframes and budgets to ensure the timely delivery of infrastructure to support the region’s growth.

This year’s SEQIPP remains relatively unchanged. Next year when it transitions to a state-wide document it will be realigned to more effectively link to Growth Management Summit outcomes including regionalisation and feedback from Local Government’s on population estimations.

The plan gives direction and momentum to infrastructure and services investment, taking into account other government plans and policies including:

- SEQ Regional Plan 2009–2031
- Queensland Growth Management Summit findings
- The Queensland Government budget process
- Toward Q2: Tomorrow’s Queensland
- Queensland Transport and Roads Investment Program
- Queensland Government Economic Policy
- Health Services Strategy
- Queensland Skills Plan
- Queensland Housing Affordability Strategy
- South East Queensland Water Strategy

As these plans are revised more detailed infrastructure planning takes place. This means that while the first four-year period will predominantly remain unchanged, projects listed in the longer-term planning horizon may change to better reflect the emerging needs of the region.

SEQIPP is integral to ensuring a sustainable future for South East Queensland.

Other Queensland Government plans and policies

While some areas of infrastructure are not covered in this plan, they are outlined in other Queensland Government plans and policies and are still significant for Queensland.

Information and communication technology

Toward Q2 through ICT 2009–2014 – the Queensland Government’s strategy for government ICT outlines priorities and targets to help create more accessible, efficient and effective services for all Queenslanders.

For more information, visit www.qgcio.qld.gov.au.

Social housing

The South East Queensland region will continue to benefit from the social housing component of the Nation Building Economic Stimulus Plan. This will supply much-needed social housing and maximise the involvement of the not-for-profit sector across the state.

For more information visit www.public-housing.qld.gov.au.

Tourism

The recently released Tourism Action Plan to 2012 has a strong focus on tourism investment and infrastructure development.

For more information visit www.industry.qld.gov.au.
Queensland Growth Management Summit

The Queensland Growth Management Summit, held in March 2010, explored solutions for a way forward and delivered new strategies for the future of a growing Queensland population.

Experts in planning, development, infrastructure and sustainability led discussions around the three key themes of prosperity, sustainability and liveability.

As a result of the summit, the Queensland Government has announced 22 new initiatives and 25 new supporting actions as their official growth management response. Some of the key announcements related to SEQIPP include:

- Establishment of a Queensland Infrastructure Plan (QIP) that will be a long term planning document for infrastructure for the entire state, integrating SEQIPP and other state planning documents.
- Establishment of Growth Management Queensland, to improve development approval processes, create delivery timetables for land supply, accelerate development of infill sites and delivery of transit oriented development precincts and protect and improve liveability in our community.
- Establishment of a new Infrastructure Charges Taskforce to look at how local governments deliver infrastructure for new development in Queensland.
- Development of three new master planned cities at Ripley Valley, Greater Flagstone and Yarrabilba that will become Queensland’s first model communities and drive population growth to the west of South East Queensland.
- Work in partnership with local government to confirm the distribution of dwelling targets within South East Queensland, helping to strengthen the link between infrastructure investment and accommodating dwelling targets.


Queensland Infrastructure Plan

In 2011, a Queensland Infrastructure Plan (QIP) will be developed to ensure the capital works program is ready to anticipate and manage population growth across the state.

QIP will clearly link infrastructure delivery with population and economic development priorities, simplifying infrastructure planning and delivery through the inclusion of existing successful infrastructure planning documents such as SEQIPP, Far North Queensland Infrastructure Plan and the Road Implementation Program.

The plan will clearly list infrastructure priorities linked to growth issues and link closely with regional and state-wide initiatives being delivered through Growth Management Queensland.

QIP will provide:

- A clear state-wide blueprint of road, public transport, health and education infrastructure needs to match forecast population growth.
- A clear state-wide pipeline of targets with the credibility to attract federal funding.
- A robust prioritisation, sequencing and maturity assessment of projects across all of Queensland’s regional planning frameworks.
- A plan that incorporates significant economic development activities (such as the new LNG industry) and associated infrastructure needs.
Job creation

The Queensland Government set a target to create 100,000 new jobs to guide Queensland through the global financial crisis and make the state even stronger than before. The four-point plan to reach this target by 2012 is:

- Keeping Queensland’s record building program going
- Preparing for recovery by developing skills for the future
- Creating new jobs by supporting the new industries of the future like liquefied natural gas (LNG) and solar, while focusing on traditional strengths like tourism
- Developing new job creation programs.

SEQIPP investment for the region through to 2031 is estimated to reach $134 billion. This investment will fund regionally significant projects across the transport, water, energy, social and community infrastructure sectors.

These projects are estimated to support up to 930,000 jobs through to 2031.

Some of the major job generating infrastructure projects across the region include:

- Reconstruction of the 3.3 kilometre section of the Pacific Motorway between Springwood South and Daisy Hill. This will sustain an average of 1409 direct and indirect jobs over the life of the project.
- Construction of the Eastern Busway connecting the South East Busway at Buranda to Main Avenue at Coorparoo. This will generate 2509 direct and indirect jobs over the life of the project.
- Stage one of the Gold Coast Rapid Transit project linking Griffith University to Broadbeach via the key activity centres of Southport and Surfers Paradise. This will generate 6300 direct and indirect jobs over the life of the project.
- Construction of the 750 bed Gold Coast University Hospital. This will generate 9847 direct and indirect jobs over the life of the project.
- Construction of the 359 bed Queensland Children’s Hospital. This will generate 7744 direct and indirect jobs over the life of the project.

Future major projects such as Cross River Rail, future stages of Gold Coast Rapid Transit and the Bruce Highway Upgrade have the potential to become some of the biggest job generators across the state.

To support this job generation, the Queensland Skills Plan outlines the measures the Queensland Government will take to ensure people with adequate skills are trained to deliver infrastructure projects into the future.
Part A: Introduction

SEQIPP remains the largest regional infrastructure plan in Australia. It gives a long-term outlook on investment, providing certainty to industry and the community. It also identifies an estimated $134 billion in infrastructure projects to support regional planning outcomes in South East Queensland to 2031.

Estimated SEQIPP funding in 2010-11 is about 33 per cent of capital spending across the state.

It is estimated that an average of $37,000 per South East Queensland resident will be spent to 2031 to deliver infrastructure across the region.

The Queensland Government is getting on with the job of delivering vital infrastructure for the region.

Some of the key projects completed over the past 12 months include:

- The Ipswich/Logan Motorway Interchange—the completed $255 million federally-funded project opened to traffic in November 2009, improving both safety, reliability and traffic flow for Ipswich Motorway motorists and local access to Gailes and Goodna.
- Ipswich Courthouse, police station and watch house—the $110 million Ipswich legal precinct opened for business in December 2009. It includes a new major courthouse, a watch house and a new 24-hour police station. The courthouse includes eight Magistrates courtrooms, one of which is a specialist Children's Court, three District Court courtrooms, registry and office accommodation for Department of Justice staff.
- North Lakes Health Precinct—construction of the new North Lakes Health Precinct was completed in 2009, giving local residents access to services including children's health, dental clinics and antenatal clinics.
- Toowoomba Pipeline—opened in January 2010, the 38 kilometre Toowoomba Pipeline has the capacity to transport 14,200 megalitres a year and, ultimately, up to 18,000 megalitres a year to secure Toowoomba’s water supply.
- Eastern Busway—stage one of the Eastern Busway was opened in August 2009 connecting the University of Queensland and the Eleanor Schonell Bridge to the South East Busway at Buranda. The busway includes a new station at Princess Alexandra Hospital and the new Boggo Road busway station located adjacent to the Park Road rail station.
- Northern Busway—stage one of the Northern Busway from Royal Children’s Hospital to Windsor was opened in August 2009. It links with the Inner Northern Busway and includes a new station at the Royal Brisbane and Women’s Hospital.
- Beerwah grade separation—opened to traffic in November 2009, the Beerwah rail crossing project eliminated the rail level crossing to improve safety for road and rail traffic. Safe and easy pedestrian access across the rail corridor and a new pedestrian and cycle path was also constructed as well as a new pedestrian underpass under Roberts Road.
- Robina to Varsity Lakes Rail Extension—this $324 million project included a new rail track from Robina to Varsity Lakes. It included the new Varsity Lakes Station complete with a 300-space commuter car park.
- Gold Coast Highway bus priority—opened in February 2010, the Gold Coast Highway T2 transit lanes run from Broad Street down to the Loder Creek bridges, providing priority and faster passage to high-occupancy vehicles such as taxis and buses.
- Go Between Bridge—Brisbane City Council’s Go Between Bridge (formerly Hale Street Link) is now operational. The four-lane toll bridge connects the northern and western suburbs with South Brisbane and West End.
- Clem Jones Tunnel (CLEM7)—the CLEM7 tunnel opened to traffic on 15 March 2010. The 6.8 kilometre tollway links five major roads north and south of the Brisbane River. It is the first section of Brisbane’s new M7 motorway, due to be fully completed in 2012 following the construction of the Airport Link tunnel. The M7 will provide a direct link from Woolloongabba to the airport and fast-growing northern suburbs.

Highlights and achievements
Sir Leo Hielscher Bridges

The new Sir Leo Hielscher Bridge opened to traffic six months early in May 2010.

A community open day was held on 16 May 2010 to celebrate the opening.

This bridge is part of the Gateway Upgrade Project which includes construction of a second bridge, 12 kilometres of upgrades to the Gateway Motorway in the south and 7 kilometres of new motorway in the north.

In addition to the 10 minutes in travel time savings already being experienced due to free-flow tolling and completed upgrades, it is expected motorists will save an additional 15 minutes when the project is fully completed.

The entire project is expected to be opened in stages over 2010.
Figure 5 – Delivered projects pipeline (119 completed projects)

Projects completed in 2005–2009

Abermain substation
Aquatic Centre upgrades – Mt Gravatt, Runcorn and Redcliffe
Australian TradeCoast Transport Study
Automotive trade training facility – Toowoomba
Bounty Boulevard State School
Bribie Island Groundwater Project
Brisbane Aquifer Project
Brisbane Cricket Ground Woolloongabba
Brookman Off-Stream Storage
Browns Plains Health Precinct
Burpengary Meadows State School (Stage 1 and 2)
Bus priority on Smith Street – Olsen Avenue to Gold Coast Highway
Caboolture Northern Bypass
Caloundra Road – additional lanes from Bruce Highway to Pierce Avenue
Caltex Brisbane Recycled Water Project (BCC project)
Cedar Grove Weir
Centenary Highway Boundary Road underpass (joint Brisbane City Council and Main Roads project)
Centenary Highway two lanes – Springfield to Yamanto
Chancellor State College (Stage 2)
Clive Berghofer Stadium – Toowoomba upgrade
Construction of major substations at Algester (Brisbane), Goodna (Ipswich), Molendinar (Gold Coast) and Sumner (Brisbane)
Construction of new transmission lines between Belmont and Murarrie (Brisbane), between Greenbank (Logan) and Maudsland (Gold Coast) and between Middle Ridge (Toowoomba) and Greenbank (Logan)
Coomera Springs State School (Stage 1 and 2)
Cricket Centre of Excellence, Albion – Stage 1
Eastern Pipeline Interconnector
Enoggera Reservoir Water Treatment Plant
Further TransApex investigations – Airport Link
Gold Coast Convention and Exhibition Centre extension
Greenbank substation
Hamilton/Eagle Farm Transport Investigation

Helensvale to Robina, Salisbury to Kuraby – additional rail track and upgrades
Highland Reserve State School
Inner City Bus Access Capacity Study
Inner Northern Busway Improvements and new busway stations
Ipswich Motorway alternative northern corridor investigation
Ipswich to Springfield Public Transport Corridor Study
KTIA Nicklin Way – additional lanes
Lamington – Springbrook Great Walk
Linkfield Connection Road
Meridan State College (Stage 1 and 2)
MMTC – Caloundra-Mooloolaba Road (new two–lane road) – Caloundra Road to Creekside Boulevard
New passenger rail stock – (24 x 3–car sets)
New zone substations in Currimundi, Holland Park and Wacol South
Norfolk Village State School
Northern Link – Toowong to Kelvin Grove tunnel investigation
Northern Pipeline Interconnector – Stage 1 and Ewen Maddock Water Treatment Plant
Ormeau to Coomera – rail track duplication
Ormeau Woods State High School
Pacific Motorway – Stewart Road Currumbin interchange (Tugun Bypass)
Pacific Motorway – Tugun Bypass
Park Lake State School
Pine Rivers Courthouse, Strathpine
Qld Sport and Athletics Centre, Nathan upgrade – hydrotherapy centre
Queensland Sport and Athletics Centre, Nathan
Queensland Tennis Centre, Tennyson
Recycling, desalination and groundwater investigations and preliminary studies
Salisbury to Flagstone/Greenbank passenger rail investigation
Sandgate Courthouse
Skilled Park, Robina
South Pine substation
Southbank Institute of TAFE
Southern Regional Water Pipeline
Springfield Lakes State School
State Softball Centre, Ormiston
Sretton State College (three stages)
Subsidies paid for completed local government projects
Sunshine Motorway – Sippy Downs to Kawana Arterial
Sunshine Motorway upgrade – Maroochydore Road to Pacific Paradise (including Maroochy River Bridge)
The Prince Charles Hospital – upgrade to general hospital
Underground subtransmission cables between Crestmead and Browns Plains North substations
Warrego Highway – Plainlands interchange
Western Corridor Recycled Water Project

Projects completed in 2009–10
Bay View Primary School (Stage 1)
Brisbane North Institute of TAFE – Grovely
Bruce Highway additional lanes from Boundary Road to Caboolture
Campus establishment – Kawana
Clem7 (North–South Bypass Tunnel)
Conondale Range Great Walk
Coolum Great Walk
Eastern Busway – Buranda to PA Hospital to Boggo Rd to Eleanor Schonell Bridge
Annerley – replace underground cables nearing end life with new larger cables
Southport – increase substation capacity by installing third transformer
Gateway Motorway, Nudgee Rd to Bruce Highway planning study
Gold Coast Highway – bus priority and bus stations
Grade separation of Mt Lindesay Highway and interstate rail, Acacia Ridge
Hale Street Link (Go Between Bridge - BCC project)
Highfields indoor multi–purpose auditorium
Houghton Highway duplication and bus priority (Ted Smout Memorial Bridge)
Ipswich court, watchouse and police station
Ipswich/Logan Motorway interchange
Kurilpa Bridge
Metropolitan South Institute of TAFE – Loganlea
Mt Lindesay Beaudesert strategic network investigation
Nautilus study
North Lakes Health Precinct
Pacific Motorway Bikeway
Peregian Springs Primary School (Stage 1)
Powerlink upgrades – South Pine to Sandgate line (275/110 kV)
Rail crossing grade separation – Beerwah
South East Queensland (Gold Coast) Desalination Facility
Southern Freight Rail Corridor Study
Toowoomba Pipeline – Wivenhoe to Cressbrook
Pressure Reduction and Leakage Management Program
Western Brisbane transport network investigation

Completed project stages 2005 to 2009–10
Caboolture to Beerburrum additional rail line
Caboolture to Bribie Island Road additional lanes from Aerodrome Road to Pasturage Road
Cunningham Highway to Warrego Highway connection study
Hope Island Road – duplicate 2 to 4 lanes from Columbus Avenue to Lue Drive
Maroochydore Road – additional lanes from Bruce Highway to Martins Creek
Mitchelton to Keperra rail line – track duplication
Mt Lindesay Highway upgrade – Green Road to Rosia Road section
Nerang–Broadbeach Road – intersection upgrades
Southern extension of rail line (Robina to Varsity Lakes extension)
Warrego Highway–Brisbane Valley interchange study

Notes:
1. All works within the project scope have been completed, however some works are continuing to optimise project outcomes.
2. This figure does not include three Energex network program upgrades across South East Queensland completed during 2005 and 2009.
About SEQIPP

SEQIPP was first released in 2005, and is updated annually to reflect and align with the latest planning and budget commitments. This year it has transitioned to better complement the new priorities and timeframes set in the SEQ Regional Plan.

The format takes a greater-region approach to allow communities to get a snapshot of infrastructure planned or underway in their local area, from transport through to schools and hospitals.

The four greater-regions are Western Corridor and Western South East Queensland, Sunshine Coast, Gold Coast and Greater Brisbane. There is an additional section for South East Queensland outlining infrastructure spanning the entire region including water, energy, ports and freight.

The plan has been broken down into these four greater-regions to best reflect the regional growth areas within the Urban Footprint—defined in the SEQ Regional Plan 2009–2031—and the connecting transport and infrastructure supporting these areas.

The document provides a snapshot of the population, infrastructure and expenditure, information on regional outcomes and the infrastructure to meet these goals in each of the four greater-regions.

SEQIPP not only establishes priorities for regionally significant infrastructure over the next four years, it also outlines the longer-term planning horizon through to 2031. There are two tables in each greater-region section reflecting this split in timing.

Greater region break down

South East Queensland comprises 11 regional and city councils. The area covered by SEQIPP includes the following local governments:

- Brisbane City Council
- Gold Coast City Council
- Ipswich City Council
- Lockyer Valley Regional Council
- Logan City Council
- Moreton Bay Regional Council
- Toowoomba Regional Council (part of)
- Redland City Council
- Scenic Rim Regional Council
- Somerset Regional Council
- Sunshine Coast Regional Council.
Map 1—Greater region breakdown

Note: This map is not intended as a reference to specific parcels of land and is to be treated as indicative only. The map should also be used in conjunction with the copyright information on the inside cover of the publication.
Part A: Introduction

The SEQ Regional Plan articulates a vision for a region of interconnected communities, with excellent accessibility and an extensive and efficient public transport system assisting in the reduction of greenhouse gas emissions.

A subtropical world-class city, Brisbane is the heart of South East Queensland and is surrounded by large urban areas separated by open space and small to medium-sized towns and villages, each with its own character and identity.

The vision for South East Queensland is a future that is sustainable, affordable, prosperous, liveable and resilient to climate change. The regional priorities from the SEQ Regional Plan which SEQIPP support include:

- Creating a more sustainable future
- Addressing climate change and oil vulnerability
- Protecting the regional landscape
- Supporting rural production
- Accommodating future residential and employment growth
- Facilitating growth in the west
- Delivering smart growth
- Regional accessibility
- Building a series of strong and identifiable communities
- Providing infrastructure and services
- Supporting strong and healthy communities.

SEQIPP supports the regional plan by outlining infrastructure projects designed to contribute to the desired regional outcomes:

1. Sustainability and climate change—the region grows and changes in a sustainable manner, generating prosperity, maintaining and enhancing quality of life, minimising the use of resources, providing high levels of environmental protection, reducing greenhouse gas emissions and becoming resilient to natural hazards including the projected effects of climate change and oil supply vulnerability.

2. Natural environment—a healthy and resilient natural environment is protected, maintained and restored to sustainably support the region’s rich biodiversity and ecosystem services including clean air and water, outdoor lifestyles and other community needs that critically underpin economic and social development.

3. Regional landscape—key environmental, economic, social and cultural values of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability.

4. Natural resources—regional natural resources and rural production areas are protected, managed and used sustainably.

5. Rural futures—rural communities are strong and viable with sustainable economies contributing to the health, wealth, character and liveability of the region.

6. Strong communities—cohesive, inclusive and healthy communities have a strong sense of identity and place, and access to a full range of services and facilities that meet diverse community needs.

7. Engaging Aboriginal and Torres Strait Islander peoples—Aboriginal and Torres Strait Islander peoples are actively involved in community planning and decision-making processes and Aboriginal traditional owners are engaged in business about their country.

8. Compact settlement—a compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern.

9. Employment location—a plan for employment to support a strong, resilient and diversified economy that grows prosperity in the region by using its competitive advantages to deliver exports, investment and sustainable and accessible jobs.

10. Infrastructure—plan, coordinate and deliver regional infrastructure and services in a timely manner to support the regional settlement pattern and desired community outcomes.

11. Water management—water in the region is managed on a sustainable and total water cycle basis to provide sufficient quantity and quality of water for urban, industrial and rural uses and to protect ecosystem health.

12. Integrated transport—a connected and accessible region based on an integrated transport system that is planned and managed to support more compact urban growth and efficient travel; connect people, places, goods and services; and promote public transport use, walking and cycling.

Further information on these desired regional outcomes can be found in the SEQ Regional Plan.
Strategic regional priorities

The Queensland Government is committed to maintaining a strong infrastructure program. SEQIPP outlines an estimated $134 billion in infrastructure investment to 2031. The government funds infrastructure from government cash flows, borrowings and alignment of capital portfolio. Additional innovative funding models for infrastructure delivery are being investigated.

It is important for government to maintain a strong balance sheet to provide stability, flexibility and the capacity to deal with any emerging financial and economic pressures. This is why SEQIPP identifies priorities for regionally significant infrastructure over the next four years, but also outlines the longer-term planning horizon to 2031. While there is some certainty around the projects outlined in the immediate four-year period, projects in the longer-term planning horizon may be updated in the future to reflect shifting planning priorities.

SEQIPP funding and delivery

Contributions for infrastructure projects identified in SEQIPP come from all three levels of government as well as the private sector. Some identified projects may be subject to contributions from other levels of government which could affect timing for delivery.

Successful examples of where infrastructure has been delivered (or is being delivered) in partnership with the private sector and other levels of government are outlined.

- Partnerships with industry were used to deliver the South East Queensland Water Grid, the Southbank Institute of TAFE Redevelopment Project and multiple road and rail projects.
- The Queensland Government and the Gold Coast City Council are working together to deliver the Gold Coast Rapid Transit project. The Australian Government has made provision for a contribution of $365 million for the project.
- Seven new schools will be built as part of the South East Queensland Schools public private partnership project. The Aspire Schools consortium will design, build and maintain for 30 years six new primary schools and one new high school in the rapidly growing Sunshine Coast, Western Corridor, Gold Coast and Redland areas.
- Airport Link is currently one of Australia’s largest road tunnel public private partnerships. BrisConnections will finance, design, construct, commission, operate and maintain Airport Link for a period of 45 years.

The government uses the Project Assurance Framework, Value for Money Framework, Capital Works Management Framework and Gateway Review process to initiate, evaluate and deliver projects. These frameworks are the minimum standard for Queensland Government projects and their processes help decide the best delivery model for individual projects.

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Note: This figure shows how the program is maturing from its establishment phase, marked by a significant period of growing investment and gear-up by both industry and government, especially in delivering the SEQ Water Grid, into a stabilisation phase of sustained delivery of infrastructure over the term of the plan. This represents total funds from all sources and is presented in 2010 dollars.

Figure 7
Snapshot of capital spending across the state

Note: SEQIPP capital expenditure does not include all capital spending in South East Queensland.

Department of Infrastructure and Planning
Part A: Introduction

Figure 8
Program expenditure to date

The Australian Government is investing $35.8 billion in road and rail infrastructure across the country through the Nation Building Program over the six-year period from 2008–09 to 2013–14.

In Queensland, federal funding is being provided for, among other things:
- school infrastructure
- public housing
- roads and rail.

Building Australia Fund
The Australian Government has implemented a national approach to planning, funding and delivering the nation’s future infrastructure needs.

In the 2009–10 federal budget, the government committed $8.5 billion to nationally significant infrastructure projects, releasing Infrastructure Australia’s National Infrastructure Priority List.

Projects funded through this list in South East Queensland include:
- Ipswich Motorway additional works—total federal investment will be $884 million, bringing the overall federal contribution to the Ipswich Motorway to more than $3 billion
- Gold Coast Rapid Transit—total federal investment will be $365 million
- Cross River Rail—total federal contribution for a detailed feasibility study will be $20 million
- Bruce Highway, Cooroy to Curra (section B) Duplication—total federal investment will be $248 million.

South East Queensland projects identified for further development and analysis include:
- Port of Brisbane Motorway
- Eastern Busway (stages two and three)
- Bruce Highway Corridor (Brisbane to Cairns, including Cooroy and Curra)
- Fully controlled motorways
- Northern Link Road Tunnel.

A National Health and Hospitals Network
In April 2010, the Council of Australian Government’s (COAG), with the exception of Western Australia, agreed to the establishment of a National Health and Hospitals Network.

The Australian Government will invest $5.4 billion to deliver better health and hospitals across the country.

In Queensland, this funding will deliver improvements in three priority areas:
- better emergency departments
- faster elective surgery
- more hospital beds.
SEQIPP guidelines

Infrastructure tables

In the 2010 version of SEQIPP, the infrastructure projects are represented in two tables:

1. Infrastructure table—shows the forward estimates (FE) period outlining the immediate projects and priorities that are underway within the four-year forward estimates period (2010–11 to 2013–14).

2. Planned infrastructure table—outlines the post FE period providing an indicative delivery timeframe for planned infrastructure projects that align with the medium to long-term needs for the region (2014–15 to 2030–31).

Previous versions of SEQIPP represented staged projects as a single project, for example the South Queensland Correctional Precinct was previously listed as one project. This version breaks projects into stages providing clarity of delivery and funding timeframes, for example the South Queensland Correctional Precinct is now listed on two separate lines.

This separation provides more detailed information and clearly identifies where projects and project stages are subject to change. This is particularly relevant in the post FE table where there are a number of factors or triggers providing indicators of the need for a project.

To have a long-term commitment to an infrastructure program, it is necessary to recognise that some of the broader infrastructure drivers change over time, influencing the scope, sequencing and priority of projects across the region.

These factors include:

- the realisation of population growth and densities consistent with the SEQ Regional Plan
- impacts of climate change
- the availability of funding and investment from federal, state and local government and private investment
- consideration of the ongoing costs associated with operating and maintaining significant assets
- ensuring sufficient capacity and skills are available in the market to deliver projects in a timely manner
- consideration of the dependencies between projects such as hospitals, schools, public transport and roads
- the ability to procure significant corridors and land that aligns with the urban footprint, key activity centres and development areas
- the realisation of economic development opportunities such as increased exports and imports that trigger the need for additional commercial and social infrastructure
- changes to population demographics such as an ageing population.

Estimates for individual projects outside the four-year horizon have not been identified. They are unlikely to have undergone detailed evaluation. A summed total for each greater region, calculated on an estimated basis and including contingency margins to reflect various project uncertainties, is shown at the end of the table.

Infrastrucure investment is classified into five types depending on the level of investigation, approval and progress as follows:

- A pre-project estimate is the earliest estimate of project cost. It is undertaken before concept design and is generally based on the cost of similar projects plus a contingency.
- A concept estimate is typically undertaken in the initial planning stages and is based on a concept design.
- A pre-market estimate is based on a more detailed review of scope and requirements. This estimate is determined after the government has assessed the costs and benefits of a project.
- The market price is the price which has been agreed with the contractor. It is no longer an estimate or cost, since it has not been incurred.
- An ongoing program includes the total estimated cost of an ongoing program that is made up of several projects. It is generally based on the costs of individual projects currently underway and also within the program's planning.

Rounding has been applied to projects with a pre-project, concept or pre-market cost estimate.