

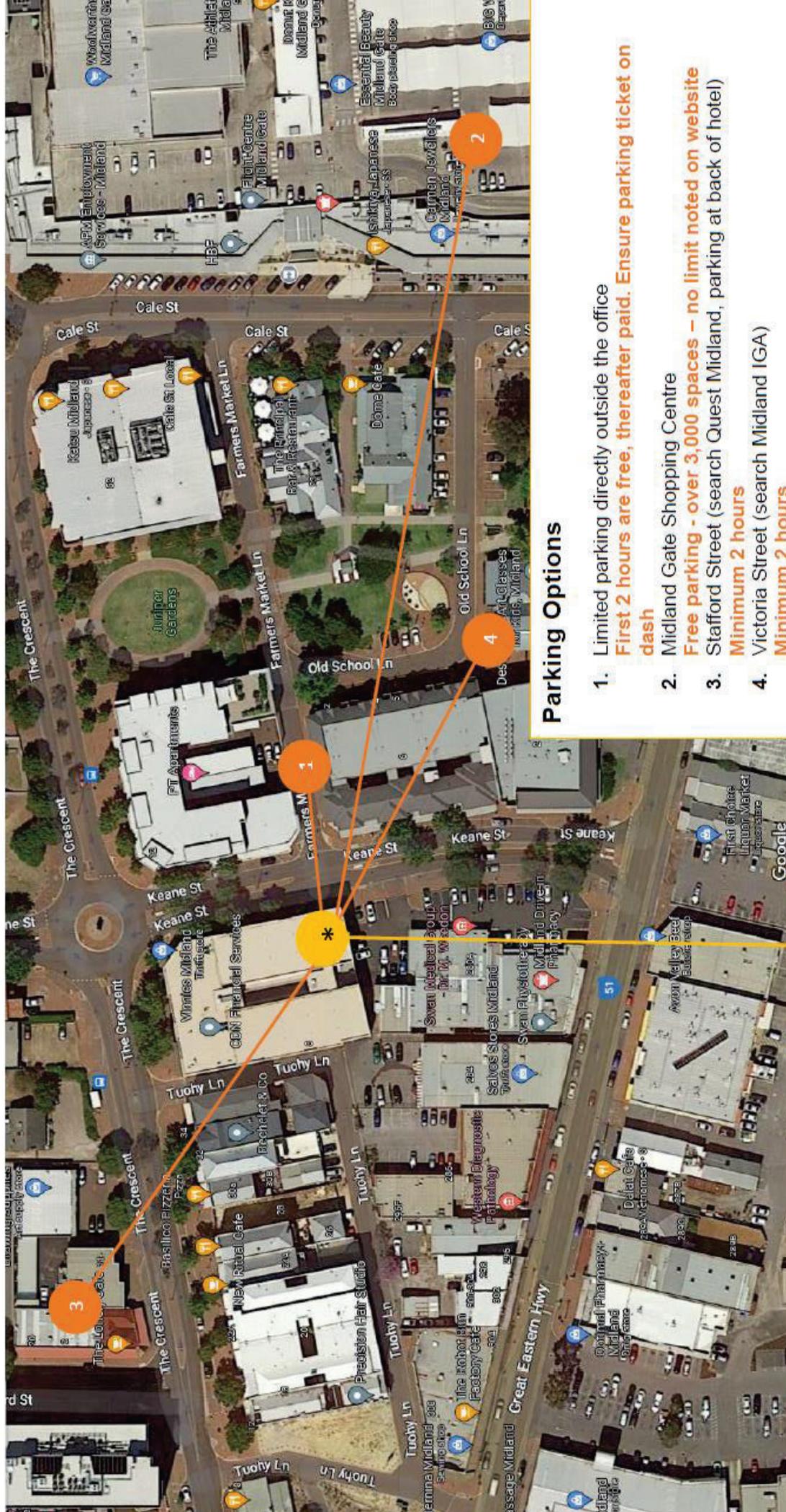


## STEERING COMMITTEE MEETING

# MINUTES

03 May 2024 at 10:00 am

# WSFN Office – 37/5 Keane Street MIDLAND 6056



**We are here**

## Parking Options

1. Limited parking directly outside the office  
**First 2 hours are free, thereafter paid. Ensure parking ticket on dash**
2. Midland Gate Shopping Centre  
**Free parking - over 3,000 spaces – no limit noted on website**
3. Stafford Street (search Quest Midland, parking at back of hotel)  
**Minimum 2 hours**
4. Victoria Street (search Midland IGA)  
**Minimum 2 hours**

**STEERING COMMITTEE MEETING  
FRIDAY 03 MAY 2024  
TABLE OF CONTENTS**

1.0	OPENING – RECORD OF ATTENDANCE .....	5
2.0	DECLARATIONS OF INTERESTS (Financial / Impartiality / Proximity) .....	5
3.0	CONFIRMATION OF PREVIOUS MINUTES OF MEETING – 30 JAN 2024 ..	6
4.0	PROGRAM FINANCIALS AND PPR UPDATE .....	7
5.0	SCOPE CHANGES / VARIATIONS / DEVELOPMENT ETC. ....	8
5A	SHIRE OF CORRIGIN – SCOPE CHANGE .....	8
5B	SHIRE OF WONGAN-BALLIDU - DEVELOPMENT .....	10
5C	SHIRE OF DOWERIN – DEVELOPMENT PROJECT .....	12
5C-1	SHIRE OF DOWERIN – CONSTRUCTION PROJECT - DEFERRAL .....	14
5D	SHIRE OF KULIN - DEVELOPMENT .....	15
5E	SHIRE OF WANDERING – VARIATION .....	17
5F	SHIRE OF DALWALLINU – VARIATION .....	18
6.0	PASSING LANES – REQUEST FROM THE LAKES SOUTH REGIONAL ROAD  GROUP .....	20
7.0	ROAD SAFETY AUDIT (RSA) GUIDELINES .....	21
8.0	WSFN MULTI CRITERIA ANALYSIS (MCA) REVIEW .....	23
9.0	REVIEW OF THE WSFN GOVERNANCE PLAN – MARCH 2024 .....	25
10.0	WSFN INFORMATION TECHNOLOGY (IT) SYSTEMS .....	27
11.0	PROJECT PROPOSAL REPORT (PPR) APPROVAL AND FUTURE FUNDING	29

**12.0 LINE MARKING .....31**

**13.0 GENERAL BUSINESS / OTHER MATTERS .....33**

**14.0 DATE OF NEXT MEETING – TO BE CONFIRMED.....33**

**15.0 CLOSURE .....33**

The Deputy Chairperson of the Steering Committee served as the Chair, opened the meeting at 10:00am and read the record of attendance.

## 1.0 OPENING – RECORD OF ATTENDANCE

### Invited Attendees:

WSFN            John Nuttall – Program Director  
                   Peter Hall – Program Manager  
                   Racelis Rose – Executive Officer

Delegate	SRRG	Proxy
Cr Roland Van Gelderen	Avon	Cr Michael McKeown
Cr Ian Turton	Hotham-Dale	Cr Jackie McBurney
Cr Darrel Hudson	Kellerberrin	Cr Matthew Steber
Cr Grant Robins – <b>Deputy Chairperson</b>	Lakes	Cr Julie Russell
Cr Wayne Gibson - <b>Chairperson</b>	Moora	Cr Wayne Fewster
Cr Graham Broad	Narrogin	Cr Scott Ballantyne
Cr Eileen O’Connell	North-East	Cr Wayne Della Bosca
Cr Trevor Stacey	Roe	Cr Kevin Foss
Jacqui Early	Main Roads WA	
Nazmus Sadat	Main Roads WA	
Mohammad Siddiqui / Suvrat Pattell	Main Roads WA	
Chris Sharples	Wheatbelt Dev Commission	
Josh Pomykala	Regional Dev Australia	
Ian Duncan	W A L G A	

### 1.1 Present

Cr Grant Robins	Cr Wayne Gibson	Ian Duncan
Cr Darrel Hudson	Cr Graham Broad	Chris Sharples
Cr Eileen O’Connell	Cr Trevor Stacey	Jacqui Early
Cr Scott Ballantyne		Suvrat Pattell

### 1.2 Apologies

Cr Ian Turton	Josh Pomykala
Cr Wayne Della Bosca	Mohammad Siddiqui

### 1.3 Visitors / Observers

Nil

## 2.0 DECLARATIONS OF INTERESTS (Financial / Impartiality / Proximity)

(a) Cr Darrel Hudson submitted a Declaration of Interest (Impartiality) for the following items:

- 5C – Shire of Dowerin – Development Project
- 5C-1 – Shire of Dowerin – Development Project – Deferral

Cr Hudson is a Councillor for the Shire of Dowerin.

(b) Grant Robins submitted a Declaration of Interest (Impartiality) for Item 5D – Shire of Kulin – Development. Cr Robins is the President/Councillor for the Shire of Kulin.

### 3.0 CONFIRMATION OF PREVIOUS MINUTES OF MEETING – 30 JAN 2024

Correction to the Minutes of Meeting – Mr Josh Pomykala from the Regional Development Australia (RDA) submitted on **12 February 2024** a Declaration of Interest (Impartiality) for Item 10L – Shire of Narrogin Project Assessment 2024/2025.

Although a non-voting member, Mr Pomykala is a Councillor for the Shire of Narrogin.

#### **RESOLUTION**                      **SC2024/05-044**

That the Minutes of the Steering Committee meeting held on 30 January 2024 be confirmed as a true and accurate record of the meeting.

**MOVED:**                      **Cr Darrel Hudson**  
**SECONDED:**                **Cr Trevor Stacey**  
**CARRIED:**                    **6/0**

*Ian Duncan from WALGA arrived at 10:30am and was acknowledged by the Deputy Chairperson.*

#### 4.0 PROGRAM FINANCIALS AND PPR UPDATE

<b>Title</b>	Financial Reports and update on the PPR
<b>Date of Report</b>	22 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Nil - Financial Reports will be handed on the meeting day
<b>Senior Officer</b>	Mr John Nuttall – Program Director

##### Background

The Steering Committee has requested the Program Management Team (PMT) provide a financial progress report each meeting.

The Project Proposal Report (PPR) has been signed by the Hon Catherine King MP. The document has released the remainder of the current WSFN Funding up to \$187.5 million.

A letter outlining the current WSFN funding for 2023/2024 as well as the next steps to be done was sent to the CEO of the 42 member Shires for information.

##### Consultation:

Wheatbelt Secondary Freight Network – Program Management Team.

##### Proposal:

The Steering Committee receive the financial progress reports.

##### Financial Implications:

Nil.

##### Risk Assessment:

Nil.

##### Comment:

Nil.

#### **RESOLUTION**                      **SC2024/05-045**

That the Steering Committee receive the Program Summary.

**MOVED:**                      **Cr Graham Broad**  
**SECONDED:**                **Cr Eileen O'Connell**  
**CARRIED:**                    **6/0**

## 5.0 SCOPE CHANGES / VARIATIONS / DEVELOPMENT ETC.

### 5A SHIRE OF CORRIGIN – SCOPE CHANGE

<b>Title</b>	Corrigin Scope Change
<b>Date of Report</b>	09 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	PSIF, photo, variation form, design, costings
<b>Senior Officer</b>	Mr John Nuttall – Program Director

#### Background:

Upon reviewing the project for the 2023/2024 financial year, the Shire of Corrigin (Corrigin) identified that the existing scope would not cover the existing pavement problems. Corrigin approached the PMT to investigate the best resolution. The PMT discovered that the scope was no longer in keeping with the WSNF funding agreement and that the reseal would not be recommended because the existing seal was under 8m. This meant that any variation applied for would be rejected by the Technical Committee and Steering Committee.

This is in keeping with a previous decision of a similar nature in Dowerin.

The works are currently combined with the intersection of Bullaring Gorge Rock Road. This intersection has been designed for a major realignment and Corrigin is trying to pursue Black Spot funding which could be another couple of years. The WSNF and Corrigin recognised that it would be better to get the floodway completed for safety and road user peace of mind.

#### Consultation:

Wheatbelt Secondary Freight Network – Program Management Team

#### Proposal:

It is proposed to upgrade the final 400m of 3.6 to 4m seal on the Rabbit Proof Fence to WSNF standards.

The 400m section includes upgrading a large floodway that has some structural issues to Main Roads WA standard, renewing a culvert widening the pavement and sealing to suit. Some geo testing will be required to properly design the pavement.

A design has been undertaken and a discussion with Siva Thillainath of Stabilised Technology regarding anticipated worst case sub grade strength, this information will form the basis for costing.

#### Financial Implications:

No extra funding should be required however, the works will be extensive as the floodway has a history of failing.

An estimate of \$351,705 has been provided.

#### Risk Assessment:

It is the last 3.6 to 4m section of seal on the whole Rabbit Proof Fence Road - from Wagin/Lake Grace Road to Great Eastern Highway from a road user and safety point of views the works are long overdue.

Comment:

The initial approved project was already outside of the WSFN funding criteria in that there was no upgrade component and the reseal proposed was on an existing seal less than WSFN requirements. However, the original scope and project had been approved previously the requested scope variation triggered the ability for the WSFN to review the entire project and bring it back in line with current funding agreement.

**RESOLUTION**                      **SC2024/05-046**

That the Steering Committee **approve:**

- the scope and budget change for the Shire of Corrigin.  
The existing project details are:
  - Rabbit Proof Fence Rd - 0 to 16.61 – **\$581,713**  
The proposed project details are:
  - Rabbit Proof Fence Rd - 16.65 to 17.02 - **\$351,705.**
  
- a recommendation that the Shire of Corrigin replaces the asphalt with bitumen and use rock subject to receipt of the Geotesting results and approval from the WSFN Program Management Team.

**MOVED:**                      **Cr Wayne Gibson**  
**SECONDED:**              **Cr Trevor Stacey**  
**CARRIED:**                      **6/0**

<b>Title</b>	Shire of Wongan-Ballidu Development
<b>Date of Report</b>	09 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"> <li>• Quotes</li> <li>• Project Scope Identification Form</li> </ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

The Shire of Wongan-Ballidu (Wongan) have a project on the Dowerin/Kalannie Road from 14 to 19 slk programmed for 2023/ 2024, this has now been pushed to 2024/2025. Wongan have been encouraged to undertake some development especially of a geotechnical testing and pavement design which identifies the best process to achieve the desired results for a 40-year life span. In reviewing future and existing works, it was identified that some intersections required a greater level of consideration than initially thought. A review with the WSNF PMT identified 6 intersections that have potential compliance issues and quotes were requested to undertake a design of these intersections.

Consultation:

- Zone 50
- Stabilisation Technology

Proposal:

Wongan are proposing to undertake Geotesting and intersection design works for future works. Quotes have been received.

WSNF reviewed the 6 intersections and 3 will be within the following two years projects, these are:

- Rabbit Proof Fence Road
- Hospital Road
- Burakin – Wialki Road

The other 3 intersections of Dowerin Kalannie construction were completed in 2022/2023, the intersections were not upgraded as part of the construction. Unless the WSNF approves a standalone project specifically for these intersections, then the WSNF would only recommend that they be added when Wongan commences work on the Cadoux Koorda Road and so probably will not be funded for approximately 5 years.

Financial Implications:

The geotechnical investigation will be \$25,860 including estimated shire costs.

The 6 intersections design estimate aggregates to \$71,950.

Making a total of \$97,810.

As only 3 are recommended to be funded, then design aggregated estimate is \$39,990.

Making a total of **\$65,350**.

Risk Assessment:

Geotechnical investigation is strongly advised and encouraged by the WSNF, it promotes confidence in the construction methodology and estimate.

Intersection design is encouraged where there are existing issues with the current alignment and all of these intersections have traffic flow issues.

Comment:

The design quotes criteria says that savings have been calculated if more than two intersections are approved at the same time. Given 3 intersections will be in the next couple of years projects these are recommended to be funded.

**RESOLUTION** **SC2024/05-047**

That the Steering Committee **approve** the Geotechnical investigation and the design of the 3 proposed intersections:

- Rabbit Proof Fence Road
- Hospital Road
- Burakin / Wialki Road

making for a total development project of **\$65,350** for the Shire of Wongan-Ballidu.

**MOVED:** Cr Darrel Hudson  
**SECONDED:** Cr Eileen O'Connell  
**CARRIED:** 6/0

*Cr Scott Ballantyne arrived at 10:38 am and joined the meeting.*

Before the following items were discussed, the Deputy Chairperson announced that Cr Darrel Hudson submitted Declarations of Interests (Impartiality) for the following two (2) items:

- 5C – Shire of Dowerin – Development Project
- 5C-1 – Shire of Dowerin – Development Project – Deferral

Cr Hudson is a Councillor for the Shire of Dowerin.

**NOTE: Items 5C and 5C-1 were tabled to be discussed after discussions of Item 7 has been completed.**

5C	SHIRE OF DOWERIN – DEVELOPMENT PROJECT
----	--

<b>Title</b>	Shire of Dowerin – Development Project
<b>Date of Report</b>	11 April 2024
<b>Author</b>	Peter Hall
<b>Attachments</b>	Request and estimate
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

The Shire of Dowerin (Dowerin) has been looking at future works and identified that the intersection of Dowerin-Kalannie Road and Ward Road has some line of sight and alignment issues. It would require more in-depth investigation to ensure road users safety etc.

Consultation:

- Zone 50
- Allister Butcher – Rural Infrastructure
- Siva Thilainath – Stabilisation Technology

Proposal:

Dowerin are requesting \$50,000 to undertake survey, some geotechnical investigation, develop a site-specific Traffic Management Plan and stockpile gravel for testing.

Financial Implications:

\$50,000 as new development project

Risk Assessment:

It was identified that the intersection had very limited sight distance, Dowerin contacted PMT and Zone 50 and both confirmed vision issues that would require further investigation to ensure road user safety when RAV vehicles enter Dowerin Kalannie.

Comment:

It is locally known as a dangerous intersection. With significant development work being required prior to any construction works being undertaken it is appropriate that development start as soon as possible.

**RESOLUTION                      SC2024/05-048**

That the Steering Committee **approve:**

- the Development project for the Shire of Dowerin on the Dowerin/Kalannie Road at the intersection of Ward Road to a project value of **\$54,000**.

- the inclusion of a Road Safety Audit (RSA) and the cost of the RSA be added to the project value.
- the Shire of Dowerin bear 50% of the cost of the RSA because Ward Road is **not** a WSNF road.

**MOVED:** Cr Trevor Stacey  
**SECONDED:** Cr Wayne Gibson  
**CARRIED:** 6/0

<b>Title</b>	Shire of Dowerin - <b>Deferral</b>
<b>Date of Report</b>	18 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Technical Committee Recommendation – TC2024/01-29 (19 January 2024), Project details.
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

The WSFN PMT sent out request letters to all shires that had works in the 2023/24 financial year. The letter highlighted that the PPR was significantly delayed and signing approval was not anticipated in the foreseeable future. It requested some information about the shires plans with encouragement to review and plan to defer the 23/24 project until the next financial year, due to the closeness of winter and the risk of delivery during winter. The Shire of Dowerin (Dowerin) Works Manager was on holidays and the PMT did not receive a response from Dowerin CEO. The timeline was exhausted in getting ready for the SC meeting and the PMT had no time to pursue the multiple nonresponsive shires. In fairness, the PMT requested deferral of all shires that had not indicated that the works would be completed.

The Dowerin Works Manager returned and made contact after Dowerin had a meeting, the outcome was that Dowerin had a contract with the primary contractor and had the funds to carry the 2023/2024 project to completion financially. The decision was made with consultation with the PMT to undertake the 2023/2024 project. The 2023/2024 project is complete.

Consultation:

All projects on the 2024/2025 program were reviewed by the Technical Committee on the 19 January 2024 in the hope that the PPR would be signed in time and the program would resume somewhat delayed.

Proposal:

Dowerin requests that the Steering Committee reinstate the 2024/2025 project and to approve it for delivery in the 2024/2025 financial year.

Financial Implications:

The project value is **\$1,385,100**.

Risk Assessment:

The WSFN needs to maintain \$30 million expenditure per year to maximise spend and the Wheatbelt region benefits are fully realised.

Comment:

Dowerin are consistent performers who deliver a quality product.

**RESOLUTION** **SC2024/05-049**

That the Steering Committee **reinstates and approves** for delivery the Shire of Dowerin 2024/2025 project on the Dowerin Kalannie Road slk 37.81 to 41.71 at a value of **\$1,385,100**.

**MOVED:** Cr Graham Broad  
**SECONDED:** Cr Eileen O'Connell  
**CARRIED:** 6/0

Before this item was discussed, the Deputy Chairperson read the Declaration of Interest (Impartiality) submitted by Cr Grant Robins for Item 5D – Shire of Kulin – Development. Cr Robins is the President/Councillor for the Shire of Kulin.

**NOTE:** Item 5D was tabled to be discussed after discussions of Item 7 has been completed.

5D SHIRE OF KULIN - DEVELOPMENT
---------------------------------

<b>Title</b>	Kulin Development Variation
<b>Date of Report</b>	08 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	<ul style="list-style-type: none"> <li>• Request – funding increase from the Shire of Kulin</li> <li>• Variation Calculation – Shire of Kulin</li> <li>• Quote email – RTSM Consulting</li> <li>• RSI / RSA Service Proposal</li> </ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

In the last section of the Rabbit Proof Fence Road for Shire of Kulin (Kulin), it was identified that the Swainston intersection required a greater level of upgrade due to poor sight distances etc.

Kulin got a detailed design undertaken and a cost estimate to complete. WSN also requested some geotechnical testing and a Road Safety Audit (RSA) be undertaken.

A quote was sourced in December 2023 and Kulin determined that it would not have enough money remaining in the development budget to cover the costs.

Consultation:

Nil

Proposal:

WSN approved the Geotesting as it was time sensitive, and the value was within the contingency. However, the cost of the RSA pushed the required funding outside of the available funds, Kulin is requesting an extra \$8,300.

Financial Implications:

Kulin is requesting **\$8,300** however the quote is from December 2023 and the actual may exceed this.

Risk Assessment:

WSN and Kulin have determined when assessing the site that a Road Safety Audit would be appropriate.

Comment:

Road Safety Audit is recommended in this instance due to poor sight distance.

**RESOLUTION****SC2024/05-050**

That the Steering Committee:

- **approve** the additional funding of **\$8,300** for the Shire of Kulin to undertake a Road Safety Audit on the Rabbit Proof Fence Road / Swainston Road intersection.
- **authorises** the WSFN Program Director to approve payment for increase in cost.
- in this case, the Steering Committee **does not** recommend a Road Safety Audit (RSA) be done.

**MOVED:**  
**SECONDED**  
**CARRIED:**

**Cr Graham Broad**  
**Cr Eileen O'Connell**  
**6/0**

<b>Title</b>	Wandering Variation
<b>Date of Report</b>	09 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Shire of Wandering – Variation Calculation Sheet
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

The Shire of Wandering (Wandering) was approved a development project for the North Bannister to Wandering Road from SLK 9.1 to the 22. The first construction project being 9 to 13.6 has had development completed and Wandering discovered that the section was more complex than initially thought. Additional survey and geotesting was conducted.

A review by WSNF and Wandering in March 2023 expanded the SLK from 22 to 24.26 to upgrade the pavement into the Wandering town boundary. It also identified that most culverts had structural issues, they needed to be replaced not extended, these problems were not identified in the original scope. Replacement means that the culverts need to be surveyed so that the water course and flow is not impacted. The assessment estimate was that the extra could be covered in the budget, however the survey took longer than anticipated. The budget was expended with some remaining works required to complete development for the whole section.

Consultation:

Nil

Proposal:

Wandering is requesting an increase in the budget to cover the extra costs to Geotest the next section from 13.6 to 24.26 at a cost of **\$28,725** including Shire costs.

Wandering is requesting an extra **\$20,771** to cover the extra Survey cost 9.1 to 24.26 and Geotesting required to complete the first section 9.1 to 13.6.

Financial Implications:

Additional amount **\$49,496** is being requested by the Shire of Wandering.

Risk Assessment:

The North Bannister/Wandering Road has some big structural, drainage and environmental issues. The undulating terrain means a significant number of culverts. Development is critical.

Comment:

Development is always recommended to improve estimate certainty.

**RESOLUTION** **SC2024/05-051**

That the Steering Committee **approve** the additional funds in the amount of **\$49,496** to complete the development of the North Bannister to Wandering Road 9.1 to 24.26 SLK.

**MOVED:** Cr Wayne Gibson  
**SECONDED:** Cr Darrel Hudson  
**CARRIED:** 6/0

5F SHIRE OF DALWALLINU – VARIATION
------------------------------------

<b>Title</b>	Shire of Dalwallinu - Variation
<b>Date of Report</b>	23 April 2024
<b>Author</b>	Mr John Nuttall – Program Director
<b>Attachments</b>	<ul style="list-style-type: none"> <li>• Summary of Calculations</li> <li>• WSNF Project Cost Variation Sheets (x3),</li> </ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

Background:

The Shire of Dalwallinu (Dalwallinu) have 3 projects which are now due to be delivered in financial year 24/25. These projects are:

- Dalwallinu Kalannie Road SLK 31.47 to 37.08 – current budget \$1,350,253
- Dalwallinu Kalannie Road SLK 38.15 to 46.09 – current budget \$1,914,594
- Dalwallinu Kalannie Road SLK 46.09 to 49.64 – current budget \$802,300

Dalwallinu are delivering these projects solely via contract. Given the deferral of these projects due to the delay in the PPR being signed, Dalwallinu have been proactive and have asked their contractors for revised quotes to deliver next financial year. Unfortunately, there have been significant increases in these contracts communicated to the Shire. Subsequently, the Shire have requested this variation.

Consultation:

Communication with Mr Marc Bennett, Manager Works & Services – Shire of Dalwallinu

Proposal:

The request is as follows:

- Dalwallinu Kalannie Road SLK 31.47 to 37.08 – current budget \$1,350,253  
**New budget \$1,458,405**
- Dalwallinu Kalannie Road SLK 38.15 to 46.09 – current budget \$1,914,594  
**New budget \$2,113,362**
- Dalwallinu Kalannie Road SLK 46.09 to 49.64 – current budget \$802,300  
**New budget \$965,082**

Financial Implications:

Significant increases are requested by the contractors. The attached budget variation forms show the individual contract increases requested.

Risk Assessment:

There are several risks inherent in this variation request:

- This is likely to be the first of several such requests and precedence must be considered.
- The increases sought are significant (around 20%) and if this level of increase is replicated it has significant ramifications for the program.
- Should the request be refused what alternatives are available? The delay is not the fault of Dalwallinu.

Comment:

This is not an easy situation to determine. Whilst the request is an appropriate one given the delay in the program, the increases are significant and not easy to justify. However, alternatives seem to be just as difficult. Dalwallinu could be invited to return to market, but this will lead to additional delay and work for the Shire.

It is important for the committee to note that the PMT have already authorised use of the contingency in 2 of these projects (31.47 to 37.08 and 38.15 to 46.09). This was done due to increased transport costs (relating to cartage distance rather than other cost increases). This means that the budget on those 2 projects already includes use of the contingency. Therefore, any increase approved must be done with that in mind. The third project budget is the original amount approved. Any increase here could make use of the 10% contingency first.

Given all of the explanations provided, and the fact that the delay was not the fault of Dalwallinu the PMT are just persuaded to support the variation request. As mentioned, however, the committee needs to understand that there may well be more variation applications to consider in the very near future. Should the committee agree it is the respectful submission of the PMT that any revised budget be the final amount and no 10% contingency be available over and above the revised amounts.

**RESOLUTION** **SC2024/05-052**

That the Steering Committee **approve** variations to the Shire of Dalwallinu budget as follows:

- Dalwallinu Kalannie Road SLK 31.47 to 37.08 –**New budget \$1,458,405**
- Dalwallinu Kalannie Road SLK 38.15 to 46.09 –**New budget \$2,113,362**
- Dalwallinu Kalannie Road SLK 46.09 to 49.64 –**New budget \$965,082**

All amounts above are **final amounts** with no contingency available. It is accepted that the increase in this case is based on remobilisation and long-term contract rate.

**MOVED:** Cr Wayne Gibson  
**SECONDED:** Cr Graham Broad  
**CARRIED:** 6/0

## 6.0 PASSING LANES – REQUEST FROM THE LAKES SOUTH REGIONAL ROAD GROUP

<b>Title</b>	Passing Lanes – Lakes SRRG Request
<b>Date of Report</b>	25 March 2024
<b>Author</b>	Mr John Nuttall - Program Director
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Email from the CEO – Shire of Dumblyung - 13/02/2024.</li><li>• Extract of Item 9.4 Lakes SRRG Meeting Minutes dated 05 February 2024</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The WSFN PMT received correspondence (attached) from the Lakes Sub Regional Road Group regarding passing lanes on WSFN roads. The issue was further raised in the Wheatbelt South Regional Road Group Meeting.

### Consultation:

Nil apart from the correspondence received.

### Proposal:

That the WSFN Technical Committee consider the matters raised in the correspondence from the Lakes SRRG and determine if any action is required.

### Financial Implications:

If changes are proposed to the way WSFN roads are constructed as a result of this request, there may be financial implications.

### Risk Assessment:

The Lakes SRRG request relates to a potential risk that needs to be assessed by the Technical Committee.

### Comment:

The Lakes SRRG have raised a potential issue that they say is affecting them on WSFN constructed roads. As this issue has been raised, the Technical Committee are asked to consider the submission and determine if any changes are required to WSFN roads. Any changes will have to be considered with a view to additional costs and how that might affect the budget.

## **RESOLUTION                      SC2024/05-053**

That the Steering Committee as recommended by the Technical Committee:

- **decline** the request from the Lakes Sub Regional Road Group.
- **direct** the WSFN Program Director to communicate the above resolution to the Lakes Sub Regional Road Group.

**MOVED:**                      **Cr Eileen O’Connell**  
**SECONDED:**                **Cr Darrel Hudson**  
**CARRIED:**                    **6/0**

## 7.0 ROAD SAFETY AUDIT (RSA) GUIDELINES

<b>Title</b>	Road Safety Audit (RSA) Guidelines
<b>Date of Report</b>	15 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Road Safety Audit Policy
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

WALGA endorsed a policy, to conduct a Road Safety Audit (RSA) using the Main Roads WA portal in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit. The audits are to be undertaken at preliminary design, detailed design, and post construction phases of projects.

The audit triggers appear to be:

- Black Spot projects – all projects
- Road Projects greater than \$1 million in value that involved a permanent change to the road network.
- Land Developments - Road safety audits shall be conducted on land use developments that intersect the road network in accordance with the requirements of this policy.
- Existing Roads - Road safety inspections shall be undertaken for existing intersections or road sections where there is a traffic management or road safety concern.

### Consultation:

This item was put forward for consideration and to provide some guidance to Local Governments by the WSN.

### Proposal:

Item is up for discussion.

### Financial Implications:

The financial implications could be enormous if the WSN adopts to conduct a multiple stage RSA for all projects.

### Risk Assessment:

Road Safety Audits (RSA) are a valuable tool that the WSN has requested at various times when there is a risk to road users identified. Predominantly intersections that have poor visibility or interaction with rail crossings and short stacking distances or has complaints and near miss reports. The RSA has been used to support the business case for a greater intervention than a simple upgrade.

### Comment:

Most of the WSN projects whilst over \$1M do not involve design works - they are simply upgrades and making safer an existing road asset, the Road Safety Audit is not triggered in this event.

**RESOLUTION****SC2024/05-054**

That the Steering Committee, as recommended by the Technical Committee **approves** that all projects shall be considered on a case-by-case basis and request the Program Management Team to include a Road Safety Audit:

- in the Basis of Design for information and guidance.
- in the Project Scope Identification document for assessment check.
- Black spot funding should be considered in every case.
- the Committee may consider a cost sharing arrangement in every case.

**MOVED:** Cr Darrel Hudson  
**SECONDED:** Cr Graham Broad  
**CARRIED:** 6/0

*Note: After Item 7 was discussed, the Committee discussed the following deferred / tabled items for discussions:*

- *Item 5C - Shire of Dowerin – Development Project*
- *Item 5C-1 – Shire of Dowerin – Construction Project – Deferral*
- *Item 5D – Shire of Kulin – Development*

*The Committee had a break at 12:15pm.*

*Cr Wayne Gibson left at 12:30pm and did not return to the meeting room.*

*Please note that there were five (5) Councillors left – a quorum was established, and the meeting continued at 12:35pm.*

## 8.0 WSNF MULTI CRITERIA ANALYSIS (MCA) REVIEW

<b>Title</b>	WSFN MCA Review
<b>Date of Report</b>	09 April 2024
<b>Author</b>	Mr Peter Hall – Program Manager
<b>Attachments</b>	Traffic Speed Deflectometer (TSD) Data Assessment document from Main Roads WA
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The WSNF committees identified the need to undertake a review of the existing Multi Criteria Analysis (MCA) in line with the other reviews undertaken. The review was considered necessary because the existing MCA did not reflect the current practices and directions of the WSNF and Shires were requesting the WSNF to alter the order of funding in preference of some roads over others based on local pressures and costs.

It needs to be stated that the MCA review will not impact any of the current funded construction projects.

### Consultation:

- Per Sauer the original developer of the MCA
- 40 Local Government authorities of the Wheatbelt Region
- Main Roads WA

### Proposal:

The MCA will be put on the main screen in the office for view and discussion during the meeting. It is a very large file and incomplete, so it is not possible for it to be shared at this time.

The MCA has moved forward in the review and some issues need to be discussed and resolved so that the review can be completed. A short list is compiled.

- Assessment of the 4 condition criteria so that the outcome can be added to the table.
  - TSD – Defection at D0 or wheel axle and deflection curvature
  - Rutting – wheel path rutting depths in mm.
  - Cracking – As a percentage of lane
  - Roughness – NAASRA counts.
  - Information gaps, zero or blank cells will have a direct impact on any calculations, discuss how to treat these cells.
- Traffic Counts – most shires complied and have supplied counts however some have not, discuss impacts and resolutions.
- Seal widths – WSNF was undertaking a ground truthing of the existing seal widths, this has stalled for safety reasons a way forward needs to be determined.
- Set a period to review MCA regularly.

### Financial Implications:

Nil

### Risk Assessment:

A strong MCA will stabilise the workflow and allow the WSNF to create a program out to year 10+, it will also boost confidence to the fund providers and strengthen future funding applications.

Comment:

Open discussion is encouraged.

**RESOLUTION** **SC2024/05-055**

That the Steering Committee as recommended by the Technical Committee **accepts** the following MCA issues

1. Blank Cells due to no TSD data collected (start and end of roads):  
These cells should be ignored as it is not possible to assess what is not available.
2. Missing Data (From a whole road or route)  
Remove from the document and deal with these routes on a case-by-case basis.
3. Weightings  
The changes adopted by the Steering Committee were discussed again and understood. These will be used to formulate the MCA.
4. The Program Management Team to obtain additional road count data from all Shires for the last three (3) years.

**MOVED:** Cr Eileen O'Connell  
**SECONDED:** Cr Graham Broad  
**CARRIED:** 5/0

*Chris Sharples left the meeting room at 1:03pm and did not return to the meeting.*

## 9.0 REVIEW OF THE WSNFV GOVERNANCE PLAN – MARCH 2024

<b>Title</b>	Review / Revision - WSNFV Governance – March 2024
<b>Date of Report</b>	14 March 2024
<b>Author</b>	Mrs Racelis Rose – Executive Officer
<b>Attachments</b>	<ul style="list-style-type: none"><li>• Original – WSNFV Governance Plan – August 2022</li><li>• Revised – WSNFV Governance Plan – March 2024</li><li>• Summary of Proposed Changes – WSNFV Governance Plan</li></ul>
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The WSNFV Governance Plan (GP) provides a framework and guidelines for the operation of all 42-member local government authorities with the Wheatbelt Region. The GP outlines how the key administrative roles associated in managing the program e.g., stakeholder engagement, funding acquittal, project development and delivery and all general correspondence that needs to be undertaken. The Governance Plan (GP) provides:

- Strategic leadership and direction for the WSNFV to ensure accountability and transparency.
- Ensures timely and fully informed decisions concerning the implementation of the program is made at the appropriate level.
- Ensures that ongoing funding support is maintained.

### Consultation:

In conducting this review, the author of this report sought the guidance, assistance, and advice of the WSNFV Program Director.

### Proposal:

It is proposed that both the WSNFV Technical and Steering Committees will accept the changes made within the Governance Plan.

### Financial Implications:

None in reviewing the document although some matters within the document do have financial aspects.

### Risk Assessment:

There is a risk to the organisation if the Governance Plan is not reviewed regularly.

### Comment:

A Summary of Proposed Changes within the Governance Plan is enclosed.

## **RESOLUTION SC2024/05-056**

That the Steering Committee:

1. **accept** the proposed changes to the Governance Plan ‘in principle’.

2. **direct** the Program Director to seek approval for the changes from the Wheatbelt North and Wheatbelt South Regional Road Groups.
3. **present** the draft Governance Plan and any resolutions/comments from the Regional Road Groups to the first Steering Committee Meeting following receipt of the same for adoption.
4. Technical Committee membership will no longer be automatically disbanded due to the election cycle but will move to 12 monthly SRRG endorsement.

**MOVED:** Cr Darrel Hudson  
**SECONDED:** Cr Eileen O'Connell  
**CARRIED:** 5/0

*Cr Scott Ballantyne left the meeting room at 1:39 pm and did not return to the meeting.*

## 10.0 WSFN INFORMATION TECHNOLOGY (IT) SYSTEMS

<b>Title</b>	WSFN Information Technology (IT) System
<b>Date of Report</b>	17 April 2024
<b>Author</b>	Mr John Nuttall – Program Director
<b>Attachments</b>	Nil
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Program Management Team (PMT) are endeavouring to implement systems which allow appropriate and necessary tracking of decisions relating to individual projects within the Wheatbelt Secondary Freight Network (WSFN). This is currently undertaken via Microsoft Excel. Whilst this system has been appropriate to date, the more information, projects and changes to the program that occur, the more difficult it becomes to maintain this information via Excel due to the limitations within that software. Additionally, an improved or bespoke system would allow for better and more appropriate reporting both to the committees and back to the state and federal funding bodies.

Additionally, the need to track financial information within the program, along with other information, record keeping, contractors etc led the PMT to consider alternative IT systems that may deliver what is needed.

### Consultation:

There have been discussions amongst the PMT regarding the current issues and the systems that would be required to overcome them. The PMT have also held some preliminary discussions with some providers to determine the type of costs that may be involved.

### Proposal:

Whilst it would be very useful to have an IT system that delivers all the program needs, the PMT also recognise the associated costs. Any IT system implementation would be a long-term project and likely better deferred until future, ongoing funding has been sourced.

### Financial Implications:

To achieve a system that is capable of delivering all of the current IT requirements, and also being capable of allowing the respective Local Governments to also utilise and *'feed into'* the system is likely to cost well in excess of \$100,000. Cheaper alternatives that deliver less (perhaps to compliment the continued use of Excel) would also be available.

### Risk Assessment:

There are various risks associated with IT systems which are not designed to deliver WSFN requirements including an inability to appropriately track projects, budgets, variations and contractors. Additionally, financial management, record keeping, IT links with those Local Governments who have projects and future planning would all be greatly enhanced with *'fit for purpose'* systems.

### Comment:

Whilst it would be extremely useful to have an IT system to deal with the current issues, the PMT also recognise the need for financial prudence until any future funding has been secured. It would not make sense to purchase an IT system without the promise of ongoing monies. There is no doubt, however, that if additional monies are provided it will be imperative that a system is purchased as the program will become too big and data heavy to appropriately function using just excel documents.

**RESOLUTION** SC2024/05-057

That the Steering Committee **acknowledge** the need for appropriate IT systems but defer any decision regarding the choice, purchase, and implementation of such systems until future ongoing funding has been secured.

**MOVED:** Cr Graham Broad  
**SECONDED:** Cr Darrel Hudson  
**CARRIED:** 5/0

## 11.0 PROJECT PROPOSAL REPORT (PPR) APPROVAL AND FUTURE FUNDING

<b>Title</b>	Project Proposal Report Approval and Future Funding
<b>Date of Report</b>	22 April 2024
<b>Author</b>	Mr John Nuttall – Program Director
<b>Attachments</b>	Australian Government – Infrastructure Policy Statement
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

The Project Proposal Report (PPR) relating to development and construction works for the 2023/2024 financial year was completed by the PMT and lodged with Main Roads WA (MRWA) in March 2023. This was then sent to the Federal Government by MRWA in April 2023. It had been anticipated that it would be assessed, signed, and returned sometime around September 2023 to allow Local Governments to deliver their projects in this current financial year.

Steering Committee Members are aware that the approval and signing process was delayed at the Federal Government level until very recently – the signed documents finally being returned to the WSNF on 28 March 2024. In anticipation of these delays, the Steering Committee took the decision to defer some works for 2024/2025 for those shires who would have to roll over their current year's program.

The PPR that was prepared and approved releases the remainder of the current funds (to the total of \$187.5 million). Similar delays should not therefore be an issue in the upcoming years.

WSNF now needs to look towards obtaining funding for works beyond the current available monies. It is likely any funding that is approved will be different from the current arrangement. This follows the release of the Federal Government Infrastructure Policy Statement (November 2023 – copy attached) in response to the Independent Infrastructure Review. That document (page 5) determines that funding will be provided on a 50:50 basis rather than the current 80:20.

### Consultation:

Nil

### Proposal:

It is proposed that the Project Director be authorised and empowered to liaise with State and Federal Government to lobby for additional funding, followed by formal applications to both governments. Any formal application and business case would be presented to the Steering Committee for approval prior to submission.

### Financial Implications:

The current funding will be expended by 2026/2027. Now that the PPR has been signed. (a document which acknowledges a change from 'a project' to 'a program') it is open to seek funding on a rolling basis from the end of the current funds.

### Risk Assessment:

Should no further funding be provided the program will have expended its funds by 2026/2027 and will not be in a position to deliver any further works.

Comment:

The process to secure future funding for the WSFN can commence now that the PPR has been approved and signed by the Federal Government. It is proposed that the State Government be approached and asked to confirm their support for the program into the future, and to determine what kind of contribution they are prepared to make. The committee also needs to turn its mind to a consideration about what contribution Local Governments will have to make in the future. It is likely this will be in excess of the current 6.7%.

Once all of the above matters are resolved then formal funding requests along with a business case can be prepared and delivered. That business case will address the Federal Governments considerations for project delivery in order to demonstrate how the WSFN will assist the government to meet its targets.

**RESOLUTION** **SC2024/05-058**

That the Steering Committee **authorise** the Program Director to open a dialogue with the State Government regarding future funding of the WSFN with progress to be reported to the next Steering Committee Meeting.

**MOVED:** Cr Trevor Stacey  
**SECONDED:** Cr Eileen O'Connell  
**CARRIED:** 5/0

## 12.0 LINE MARKING

<b>Title</b>	Line Marking
<b>Date of Report</b>	22 April 2024
<b>Author</b>	Mr John Nuttall – Program Director
<b>Attachments</b>	Nil
<b>Senior Officer</b>	Mr John Nuttall – Program Director

### Background:

In previous discussions, the Steering Committee were made aware that Main Roads WA (MRWA) had taken the decision to allow all WSNF roads to be line marked. The roads to be line marked can be broken into three (3) separate groups:

- Roads already constructed.
- Roads currently under construction.
- Future projects.

It had been considered previously that the best way to deliver line marking on roads already constructed and currently under construction would be via the WSNF Program Management Team and in package form to minimise costs as much as possible. To that end, the PMT were asked to prepare a policy to oversee this delivery.

During the course of writing the requested policy, the PMT started to consider a number of issues. The more these issues were considered, the more it became apparent that delivery of the line marking through the PMT was not as simple or as cost effective as originally thought. These issues include, but are not limited to:

1. The service charge of 10% to undertake the work via the Shire of Kellerberrin. It is not considered that the savings by the PMT undertaking the work will reach that level.
2. The cash flow implications for Kellerberrin given the line marking is estimated somewhere between \$3 and \$5 million.
3. How would the tender process for this work be undertaken?
4. How would the respective Local Governments pay their contribution? And how would this work for MRWA?

The PMT therefore spent significant time considering alternative arrangements that would allow the line marking to be delivered as cost effectively as possible. As part of these considerations there was conversation with MRWA Wheatbelt. It appears that a suitable, and indeed maybe far superior alternative process has been discovered. This item requests the Steering Committee to approve that process.

### Consultation:

Ms Jacqui Early – MRWA

Mr Peter Mawby – MRWA (Wheatbelt)

Proposal:

It is proposed that all line marking – past, present, and future be undertaken by MRWA Wheatbelt. They are prepared to utilise their panel contract (thereby delivering financial savings) and to oversee and approve the works.

There are still some issues to iron out (including how payments are processed via the MRWA system) but the shires will be asked to approve the works and confirm they are liable for their portion of the costs (roughly 6.7%). It is anticipated this will be resolved in a meeting between MRWA and the PMT.

The works will be packaged up by the PMT to allow for the most effective delivery. This program would then be sent to Peter Mawby who will include and deliver it within his current line marking program.

Financial Implications:

The cost of the line marking of roads already constructed and under construction is anticipated to be at least \$3 million. These works will be delivered within the current funding available and before that funding is expended.

Risk Assessment:

Alternative options were considered. The risks with the PMT delivering the program are already highlighted above.

The alternative of each Local Government being awarded a new budget to deliver the works themselves was considered but rejected, some of the reasons being:

1. The cost of delivering a small section in remote areas could be prohibitive.
2. The ability for Local Governments to find and engage contractors willing to deliver small sections is greatly reduced.
3. Control over who delivers the line marking would be lost and subject to individual Local Government financial processes. Given the technical and legal requirements of line marking this was considered a significant risk.

Comment:

Having spent time considering the issue of line marking, it is considered by the PMT that the process recommended within this item is the best, most cost effective and most appropriate delivery method.

It is further respectfully suggested that given the process recommended utilising MRWA, there is no need for the WSFN to have a policy regarding delivery cost and requirements as these are all MRWA standards which will be enforced anyway.

**RESOLUTION** **SC2024/05-059**

That the Steering Committee **approve** delivery of the line marking program – past, current, and future – be undertaken via Main Roads WA Wheatbelt.

**MOVED:** Cr Trevor Stacey  
**SECONDED:** Cr Eileen O’Connell  
**CARRIED:** 5/0

### **13.0 GENERAL BUSINESS / OTHER MATTERS**

A proposed list of development and construction projects from various Shires were presented to the Committee for discussion.

### **14.0 DATE OF NEXT MEETING – TO BE CONFIRMED**

The next Steering Committee meeting is on Friday 28 June 2024 at 10:00 am.

### **15.0 CLOSURE**

There being no further business to discuss the Chairperson closed the meeting at 2:46 pm.

**\$1,504,196** all yrs incl PM, excl contingency

Year	Total Projects	3 funds		2 funds		3 funds		2 funds		2 funds		2 funds	
		PPR	Completed Projects	Fed and State Cont	PPR	Allocated to Projects	Federal and State Contribution	Completed Projects	Claimed to date	Completed / Balance to claim	Completed / Claimed to date	Completed / Balance to claim	Incomplete project TOTAL VALUE
2019/20	10	\$ 1,000,000	10	\$ 933,333	\$ 895,359	\$ 835,290	\$ 832,932	\$ -	\$ 71,906	\$ -	\$ -	\$ -	
2020/21	31	\$ 2,000,000	29	\$ 1,866,666	\$ 3,020,881	\$ 2,819,489	\$ 2,011,535	\$ 95,353	\$ 158,852	\$ 174,348	\$ 167,259	\$ 167,259	
2021/22	15	\$ 1,381,333	13	\$ 1,480,000	\$ 1,562,476	\$ 1,458,311	\$ 697,691	\$ 637,298	\$ 706,131	\$ 899,251	\$ 1,605,383	\$ 333,200	
2022/23	18	\$ 2,789,390	7	\$ 2,603,430	\$ 2,435,914	\$ 2,273,519	\$ 637,298	\$ 899,251	\$ 706,131	\$ 899,251	\$ 1,605,383	\$ 333,200	
2023/24	13	\$ 1,800,000	1	\$ 1,679,999	\$ 2,581,212	\$ 2,409,131	\$ 86,291	\$ 292,945	\$ 2,029,895	\$ 2,029,895	\$ 1,212,173	\$ 1,605,383	
2024/25	Requested	\$ 2,500,000	Requested	\$ 2,627,081									
2025/26	Requested	\$ 14,196,471	60	\$ 8,464,761	\$ 10,485,842	\$ 9,795,741	\$ 4,265,747	\$ 1,461,897	\$ 2,966,784	\$ 2,966,784	\$ 3,318,015	\$ 3,318,015	

**Actual Surplus**

\$100,401
-\$312,128
\$350,443
\$360,748
-\$970,045
\$0
\$0
-\$470,582

**Actual Surplus**

-\$111,616
\$723,583
\$13,644
\$853,682
-\$1,628,429
\$0
\$0
-\$149,137

**Surplus PM Funds**

\$636,462
\$962,667
\$957,279
-\$388,594
-\$43,898
\$2,123,915

**Actual surplus**

\$625,246
\$1,374,121
\$1,321,366
\$825,836
-\$2,642,373
\$1,504,196

**Actual Surplus**

\$111,616
\$723,583
\$13,644
\$853,682
-\$1,628,429
\$0
\$0
-\$149,137

**Surplus PM Funds**

\$636,462
\$962,667
\$957,279
-\$388,594
-\$43,898
\$2,123,915

**Actual surplus**

\$625,246
\$1,374,121
\$1,321,366
\$825,836
-\$2,642,373
\$1,504,196

**Construction**

Year	Total Projects	3 funds		2 funds		3 funds		2 funds		2 funds		2 funds	
		PPR	Completed Projects	Fed and State Cont	PPR	Allocated to Projects	Federal and State Contribution	Completed Projects	Claimed to date	Completed / Balance to claim	Completed / Claimed to date	Completed / Balance to claim	Incomplete project TOTAL VALUE
2019/20	2	\$ 2,000,000	2	\$ 1,866,666	\$ 2,310,500	\$ 2,156,466	\$ 1,978,282	\$ -	\$ -	\$ -	\$ -	\$ -	
2020/21	11	\$ 16,470,000	11	\$ 15,371,995	\$ 16,265,384	\$ 15,181,024	\$ 14,648,412	\$ -	\$ -	\$ -	\$ -	\$ -	
2021/22	30	\$ 30,390,000	26	\$ 28,363,990	\$ 31,817,941	\$ 29,696,738	\$ 22,635,967	\$ 4,750,068	\$ 964,311	\$ 6,202,023	\$ 9,004,099	\$ 5,714,379	
2022/23	40	\$ 37,432,620	26	\$ 34,937,100	\$ 39,744,592	\$ 36,181,620	\$ 25,079,319	\$ 6,202,023	\$ 2,802,076	\$ 9,580,588	\$ 16,322,703	\$ 25,903,291	
2023/24	33	\$ 32,160,000	6	\$ 30,015,989	\$ 31,011,055	\$ 28,943,641	\$ 2,839,832	\$ -	\$ -	\$ -	\$ -	\$ -	
2024/25	Requested	\$ 33,022,000	Requested	\$ 30,820,522									
2025/26	Requested	\$ 15,328,909	71	\$ 14,306,977	\$ 120,149,472	\$ 112,139,489	\$ 67,181,812	\$ 20,532,679	\$ 20,089,090	\$ 20,089,090	\$ 40,621,769	\$ 40,621,769	

**Program Management**

Year	Total Projects	2 funds		2 funds		2 funds		2 funds		Balance to claim
		PPR	Allocated PM	Completed Projects	Amount Paid	Completed Projects	Amount Paid	Completed Projects	Amount Paid	
2019/20	1	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 363,538	\$ 363,538			
2020/21	1	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 37,333	\$ 37,333			
2021/22	1	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 42,721	\$ 42,721			
2022/23	1	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 986,594	\$ 986,594			
2023/24	1	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 843,899	\$ 843,899			
2024/25	Requested	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000					
2025/26	Requested	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000					
		\$ 6,500,000	\$ 4,400,000	\$ 4,400,000	\$ 4,400,000	\$ 2,276,085	\$ 2,276,085			

**Totals (including Program Management)**

Year	Total Projects	3 funds		2 funds		3 funds		2 funds		2 funds		2 funds	
		PPR	Completed Projects	Fed and State Cont	PPR	Allocated (inc PM)	Federal and State Contribution	Completed Projects	Claimed to date	Completed / Balance to claim	Completed / Claimed to date	Completed / Balance to claim	Incomplete project TOTAL VALUE
2019/20	12	\$ 4,000,000	12	\$ 3,799,999	\$ 4,205,859	\$ 3,991,756	\$ 3,174,752	\$ -	\$ 71,906	\$ -	\$ -	\$ -	
2020/21	42	\$ 19,470,000	40	\$ 18,238,661	\$ 20,286,265	\$ 19,000,513	\$ 16,697,280	\$ 95,353	\$ 158,852	\$ 174,348	\$ 167,259	\$ 167,259	
2021/22	45	\$ 32,870,000	39	\$ 30,745,323	\$ 34,380,417	\$ 32,155,049	\$ 23,376,379	\$ 4,924,416	\$ 1,123,163	\$ 6,047,579	\$ 6,047,579	\$ 333,200	
2022/23	58	\$ 40,822,010	33	\$ 38,140,529	\$ 41,780,506	\$ 39,035,139	\$ 26,705,211	\$ 7,101,274	\$ 3,508,207	\$ 10,609,482	\$ 10,609,482	\$ 333,200	
2023/24	46	\$ 34,760,000	7	\$ 32,495,989	\$ 34,392,267	\$ 32,152,772	\$ 3,770,022	\$ 9,873,533	\$ 18,352,597	\$ 18,352,597	\$ 27,115,464	\$ 1,605,383	
2024/25	Requested	\$ 36,322,000	Requested	\$ 33,900,500									
2025/26	Requested	\$ 19,255,990	131	\$ 17,679,000	\$ 135,045,313	\$ 126,335,230	\$ 73,723,644	\$ 21,984,576	\$ 23,055,873	\$ 23,055,873	\$ 95,519,284	\$ 1,605,383	
	203	\$ 187,500,000	60	\$ 175,000,000	\$ 135,045,313	\$ 126,335,230	\$ 73,723,644	\$ 21,984,576	\$ 23,055,873	\$ 23,055,873	\$ 95,519,284	\$ 1,605,383	

**Actual Surplus**

\$100,401
-\$312,128
\$350,443
\$360,748
-\$970,045
\$0
\$0
-\$470,582

**Actual Surplus**

-\$111,616
\$723,583
\$13,644
\$853,682
-\$1,628,429
\$0
\$0
-\$149,137

**Surplus PM Funds**

\$636,462
\$962,667
\$957,279
-\$388,594
-\$43,898
\$2,123,915

**Actual surplus**

\$625,246
\$1,374,121
\$1,321,366
\$825,836
-\$2,642,373
\$1,504,196