



STEERING COMMITTEE MEETING

(VIA TEAMS)

MINUTES

01 AUGUST 2025 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



**STEERING COMMITTEE MEETING
(VIA TEAMS)
FRIDAY 01 AUGUST 2025**

TABLE OF CONTENTS

1.0	OPENING – RECORD OF ATTENDANCE.....	4
2.0	DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY).....	5
3.0	CONFIRMATION OF PREVIOUS MINUTES – 16 MAY 2025.....	5
4.0	WHEATBELT SECONDARY FREIGHT NETWORK – PROGRAM FINANCIAL	6
5.0	CONSTRUCTION PROJECTS.....	8
5.1	SHIRE OF DALWALLINU - CONSTRUCTION.....	8
5.2	SHIRE OF DUMBLEYUNG - CONSTRUCTION	10
5.3	SHIRE OF NUNGARIN - CONSTRUCTION.....	12
6.0	RESEALS – SHIRES OF DUMBLEYUNG / NUNGARIN / WONGAN BALLIDU	14
7.0	ROUTE REVIEW – ROUTE 21 – DANGIN MEARES TO KWEDA.....	16
8.0	SHIRE OF BROOKTON – VARIATION	19
9.0	GENERAL BUSINESS / DISCUSSIONS	20
10.0	DATE OF NEXT MEETING	21
11.0	CLOSURE.....	21

1.0 OPENING – RECORD OF ATTENDANCE

Attendees:

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

Delegate	SRRG	Proxy
Cr Roland Van Gelderen – Shire of Goomalling	Avon	Cr Michael McKeown – Shire of Toodyay
Cr Ian Turton – Shire of Wandering	Hotham Dale	Cr Jackie McBurney – Shire of Pingelly
Cr Darrel Hudson – Shire of Dowerin	Kellerberrin	Cr Matthew Steber – Shire of Kellerberrin
Cr Grant Robins – Shire of Kulin	Lakes	Cr Julie Russell – Shire of Wickepin
Cr Wayne Gibson – Shire of Dandaragan Chairperson	Moora	V A C A N T
Cr Graham Broad – Shire of Narrogin	Narrogin	Cr Scott Ballantyne – Shire of Cuballing
Cr Eileen O'Connell – Shire of Nungarin	North-East	Cr Wayne Della-Bosca – Shire of Yilgarn
Cr Trevor Stacey – Shire of Quairading	Roe	Cr Kevin Foss – Shire of Bruce Rock
Mohammad Siddiqui	Main Roads WA	
Jacqui Early		
Ian Duncan	WALGA	
Chris Sharples	Wheatbelt DC	
Josh Pomykala	RDA	

The Steering Committee meeting via TEAMS was chaired by **Cr Graham Broad**.
Cr Broad opened the meeting at 10:01 am, read the attendance and noted the apologies.

1.1 Present:

Cr Ian Turton
Cr Eileen O'Connell
Ian Duncan

Cr Darrel Hudson
Cr Trevor Stacey
Chris Sharples

Cr Grant Robins
Jacqui Early
Josh Pomykala

1.2 Apologies

Cr Wayne Gibson

Mohammad Siddiqui

1.3 Observers / Visitors / Presenters

Cr Alan Price - Deputy President from the Shire of Wandering attended the meeting as a guest of Cr Ian Turton.

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

The following Declarations of Interests were submitted and tabled at the meeting:

Name	Item No / Description	Nature of Interest	Extent of Interest
Cr Eileen O'Connell	Item 5.3 – Shire of Nungarin – Construction Item 6.0 – Reseals – Shires of Dumbleyung / Nungarin / Wongan Ballidu	Impartiality	Councillor – Shire of Nungarin
Cr Trevor Stacey	Item 7.0 – Route Review – Route 21 – Dangan Mears Road	Impartiality	Councillor – Shire of Quairading

3.0 CONFIRMATION OF PREVIOUS MINUTES – 16 MAY 2025

RESOLUTION SC2025 / 08-130

That the Minutes of the Steering Committee meeting held on 16 May 2025 be confirmed as a true and accurate record of the meeting.

MOVED: **Cr Eileen O'Connell**
SECONDED: **Cr Trevor Stacey**
CARRIED: **6/0**

4.0 WHEATBELT SECONDARY FREIGHT NETWORK – PROGRAM FINANCIAL

Title	Financial Reports
Date of Report	25 July 2025
Author	Mr John Nuttall – Program Director
Attachments	Financial Reports
Senior Officer	Mr John Nuttall – Program Director

Background:

The Steering Committee requested the WSFN Program Management Team to provide a financial progress report each meeting.

As this is the first Steering Committee meeting of the new financial year (2025 / 2026), in addition to receiving the usual financial documents the Committee is invited to approve the following:

- Program Management running costs budget.
- Line Marking budget.

Consultation:

Main Roads WA

WSFN Program Management Team

Proposals:

The Steering Committee receive the financial reports.

The Steering Committee approve budgets for the Program Management and the line marking programs.

Financial Implications:

The Steering Committee has oversight of the financial welfare of the fund and so it is appropriate that the annual budget for the PMT and the line marking program be approved at the start of the financial year.

Risk Assessment:

Nil

Comment:

The Steering Committee is invited to approve the following budgets:

1. Program Management = **\$802,500**
2. Line Marking = **\$200,000**

A budget document will be provided to the Steering Committee to demonstrate the Program Management budget.

The Line Marking budget is calculated as follows:

Year 6 KM construction = 30

Average cost per KM for Line Marking = \$6,000

Some remainder Line Marking from Year 5 = \$20,000

Total = \$200,000

RESOLUTION SC2025 / 08-131

That the Steering Committee:

1. **Receive** the financial reports.
2. **Approve** the Program Management budget in the amount of **\$802,500**.
3. **Approve** the Line Marking budget in the amount of **\$200,000**.

MOVED:	Cr Grant Robins
SECONDED:	Cr Darrel Hudson
CARRIED:	6/0

5.0 CONSTRUCTION PROJECTS

5.1 SHIRE OF DALWALLINU - CONSTRUCTION

Title	Shire of Dalwallinu – Construction - Carot Well Road
Date of Report	25 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	• Project Scope Identification Document (PSID) • Construction Estimate Summary • Method Statement • Project Planner • Cartage Calculation • WSN Traffic Reports • Intersection overhead picture
Senior Officer	Mr John Nuttall – Program Director

Background

The Shire of Dalwallinu has a small section of Carot Well Road at 3.01 km. This is the last section of the route from Midlands Road through to Great Northern Highway. The Shire of Dalwallinu is programmed to complete the Miling North Road section in the 2025 / 2026 financial year. The Shire of Moora is completing the last section on Carot Well Road in the 2025 / 2026 financial year.

Consultation:

Shire of Moora

WSFN Program Management Team

Proposal:

The TSD data for this section shows the largest deflection is -472 no section is red.

The Shire of Dalwallinu proposes to replace a culvert at Slk 1.6, undertake minimal clearing, widen the pavement to 10 metres, import 150mm base course, wet mix 200mm - compact, trim and shape, then apply a prime and 2 coat seal 14/10 SR45R.

The Shire is requesting to asphalt the intersection of Miling North and Carot Well Roads. In support of asphalt, Dalwallinu is providing the following information.

- Traffic Counts – Carot Well Average 61 VPD, 17% heavies mostly Class 11
- Traffic Counts – Miling North Average 109 VPD, 83% heavies, full spread concentrated on class 11.
- The current intersection is not preapproved but has existing seal damage which would be worst except the traffic short cuts the corner.

Financial Implications:

The Shire of Dalwallinu is requesting **\$1,003,309** to complete the 3.01 km on Carot Well Road.

Risk Assessment:

The price is contingent on the works being completed in conjunction with the works on Miling North Road. The sections join each other and non-funding at this point would mean extra costs for mobilisation etc would need to be added.

Comment:

The Shire of Dalwallinu has consistently delivered quality projects, and it will be great to close a full section of a route.

RESOLUTION **SC2025 / 08-132**

That the Steering Committee **approve** the funding for the Shire of Dalwallinu on the Carot Well Road at Slk 0 to Slk 3.01 at a value of **\$1,003,309** in the 2025 / 2026 financial year.

MOVED:	Cr Eileen O'Connell
SECONDED:	Cr Trevor Stacey
CARRIED:	6/0

5.2 SHIRE OF DUMBLEYUNG - CONSTRUCTION

Title	Shire of Dumbleyung - Construction – Dumbleyung / Nyabing Road
Date of Report	25 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	• Project Scope Identification Document (PSID) • Construction Estimate Summary • Method Statement • Project Planner • Cartage Calculation
Senior Officer	Mr John Nuttall – Program Director

Background

The Shire of Dumbleyung is progressing with works on the Dumbleyung-Nyabing Road and the first project has been delivered. The Nyabing Road has some difficulties in pavement strength and the gravels are poorly graded. Water supply is an issue for Dumbleyung, and they have to truck it in from either dams or standpipes within the Shire. There are sub soil water problems that is affecting the pavement on Bahr Road opposite a dam which appears to be leaking.

Consultation:

Rural Infrastructure Services

Proposal:

The TSD data on this section has some very high counts and large sections of red, the highest being -981. The data assessment identifies the main failure occurs in the base course with only small sections of weakness in the subbase layer.

It is proposed that the Shire of Dumbleyung perform the following:

- Undertake shoulder widening where required to achieve a minimum 10m formation.
- Install underground ‘aggie’ drainage on each side of the road in the drains to direct water away from pavement for Bahr Road SLK 0.22-0.39.
- Cement stabilises existing seal and base course to a depth of 250mm with 2% GP cement. Stabilising is only required for SLK 0.00 to 0.94 on Bahr Road and SLK 0.00 to 1.92 and SLK 3.01 to 3.60 on Dumbleyung-Nyabing Road as these sections have not been cemented stabilised within the last ten years.
- Import 150mm of gravel for a new base course and cement stabilise with 1% by mass GP cement the base course for the entire length to a depth of 170mm.
- Seal with an emulsion prime and two coat S45R seal.

Financial Implications:

The Shire of Dumbleyung is requesting **\$1,898,777** for the 4.54kms project.

Risk Assessment:

The Shire of Dumbleyung currently has four (4) projects open – two Development and two Construction projects.

Water supply will be from standpipes and the Water Corporation capacity to supply will be tested. The pavement opposite the dam on Bahr Road is not holding and requires regular maintenance intervention.

Comment:

The Shire Dumbleyung has come a long way and delivers most of the works in house.

RESOLUTION **SC2025 / 08-133**

That the Steering Committee **approve** the Shire of Dumbleyung's project on the Dumbleyung-Nyabing Road at Slk 0 to Slk 3.6 **plus** Bahr Road at Slk 0 to Slk 0.94 with a total length 4.54 km at a value of **\$1,898,777** for the financial year 2025 /2026 subject to completion and acquittal of the two (2) outstanding construction projects.

MOVED:	Cr Grant Robins
SECONDED:	Cr Darrel Hudson
CARRIED:	6/0

The Program Director announced that Cr Eileen O’Connell submitted two (2) Declarations of Interest – Impartiality for the following consecutive items for discussion:

- *Item 5.3 – Shire of Nungarin – Construction*
- *Item 6.0 – Reseals – Shires of Dumbleyung / Nungarin / Wongan Ballidu*

Cr O’Connell is a Councillor for the Shire of Nungarin.

5.3 SHIRE OF NUNGARIN - CONSTRUCTION

Title	Shire of Nungarin – Construction - Nungarin North Road
Date of Report	25 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	• Project Scope Identification Document (PSID) • Construction Estimate Summary • Method Statement • Project Planner • Cartage Calculation
Senior Officer	Mr John Nuttall – Program Director

Background

This is the second project that the Shire of Nungarin will deliver. Nungarin has looked at the WSNF projects with enthusiasm and has wholeheartedly committed to maximising benefits from any funds received. Nungarin had some big learnings from the first project and have taken the lessons into this project.

Consultation:

Rural Infrastructure Services
Stabiltech

Proposal:

The TSD data shows patches of red but nowhere near as complex as the first year’s project. The highest deflection is -1155 in the subgrade stabilisation area. The primary failure layers are Base and Subbase with a couple of patches of subgrade in target area.

Reconstruct pavement to a 10m wide pavement width and 8m seal width, Type 6 Standard Road to achieve:

- Six culverts systems will be removed, replaced, and extended past the edge of formation at SLK 11.93, 13.35, 14.17, 14.74, 15.67. Retain culvert system at SLK 12.84. Rock protection at all culverts.
- Subgrade stabilization to occur between SLK 12.4 to 13.05 (650m long 11m wide). Lime stabilized at 2% at 200mm deep.
- Gravel imported will be 80mm compacted depth to ensure adequate pavement strength.
- Base course will then be stabilised with GP cement at 1% at 300mm deep.
- A primer seal of 95/5 C170 and 10mm aggregate

Financial Implications:

The Shire of Nungarin is requesting **\$1,688,471** for 4.4km

Risk Assessment:

The Shire of Nungarin has two projects open one development and one construction. This project has medium risk in that there is some subgrade stabilisation involved. Outside of that the project is straight forward.

Comment:

The WSNF Steering Committee supported Nungarin with the first project and the investment has paid off. The Shire of Nungarin has grown exponentially.

RESOLUTION **SC2025 / 08-134**

That the Steering Committee **approve** the Shire of Nungarin's funding application for **\$1,688,471** on the Nungarin North Road at Slk 11.6 to Slk 16 in the 2025 / 2026 financial year, subject to the completion and acquittal of the outstanding construction project.

MOVED:	Cr Ian Turton
SECONDED:	Cr Trevor Stacey
CARRIED:	6/0

6.0 RESEALS – SHIRES OF DUMBLEYUNG / NUNGARIN / WONGAN BALLIDU

Title	Reseals – Shires of Dumbleyung / Nungarin / Wongan Ballidu
Date of Report	7 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	• Project Scope Identification (PSID) • Construction Estimate Summary
Senior Officer	Mr John Nuttall – Program Director

Background

The WSNF tries to be flexible in its approach to delivery especially with seals, each practitioner has their favourite, 'never fails me,' seal type and application. WSNF supports both a single visit double/double and two visit single/single - both systems work and have good success stories as well as failures.

Sealing is more an art than a science when it is being applied, there are rules, but things must be adjusted to suit the local daily conditions and only experience can assist here.

The WSNF encourages the use of a rubber modified binder on at least the last coat to bring extra benefits and life to all stakeholders.

Interestingly, Allister Butcher has had a recent experience applying an S5r in winter at Wyalkatchem with promising results as an alternative to emulsion.

Consultation:

WSNF Technical Committee

Proposal:

There are three (3) Shires that have opted to apply a reseal 12 months after the initial seal, they are:

1. **Shire of Dumbleyung** – Dumbleyung got caught on the Dumbleyung / Nyabing project, the variation was approved late, and this impacted the ability to apply their preferred seal. The Shire sought advice from industry experts and decided on an emulsion seal to protect the pavement over winter. Dumbleyung is requesting to apply a final seal of 14mm S45r.
2. **Shire of Nungarin** – Nungarin has delivered their first contract; they also had temperature problems. Nungarin is a small Shire and to keep a positive cashflow, WSNF gave them the option to close the existing contract return the unspent funds and reseal with a new project. This action also benefits WSNF. The Shire of Nungarin's preferred option is to separate the seals and is proposing to apply a final seal of 14mm S45r.
3. **Shire of Wongan-Ballidu** – Wongan-Ballidu had some delays waiting for some testing results that had a bearing on this contract, it impacted and delayed the start of the project. They were hit with cold weather notwithstanding it is Wongan-Ballidu's preference to separate the seals. Wongan is proposing to apply a 10mm S45r final seal.

Financial Implications:

The Shires have requested the following funds:

- Dumbleyung is requesting **\$281,885** to apply final seal on 5.11 km.
- Nungarin is requesting **\$242,140** to apply a final seal to 4.06 km.

- Wongan is requesting **\$282,900** to apply a final seal to 5 km.

Risk Assessment:

The final seal is integral to the longevity of the pavement.

Comment:

There is nothing of a technical nature for the Technical Committee to decide.

RESOLUTION **SC2025 / 08-135**

That the Steering Committee **approve** the funding to apply the final seals for the financial year 2025 / 2026 as per the listed items:

1. Dumbleyung is requesting **\$281,885** to apply final seal to 5.11 km on the Dumbleyung Nyabing Road at Slk 3.6 to Slk 8.71.
2. Nungarin is requesting **\$242,140** to apply a final seal to 4.06 km on the Nungarin North Road at Slk 16 to Slk 20.06.
3. Wongan-Ballidu is requesting **\$282,900** to apply a final seal to 5 km on the Dalwallinu Kalannie Road at Slk 14 to Slk 19.

MOVED: Cr Trevor Stacey
SECONDED: Cr Grant Robins
CARRIED: 6/0

The Program Director announced that Cr Trevor Stacey submitted a Declaration of Interest – Impartiality for Item 7.0 – Route Review – Route 21 – Dangin Meares to Kweda.

Chris Sharples joined the TEAMS meeting at 10:56 am

7.0 ROUTE REVIEW – ROUTE 21 – DANGIN MEARES TO KWEDA

Title	Route Review – Dangin Meares to Kweda (Route 21)
Date of Report	25 July 2025
Author	Mr John Nuttall – Program Director
Attachments	• Email from the Shire of Quairading • Photographs (4) – (a) Brookton Highway/Dangin Meares Intersection (b) Dangin Meares/York/Merredin Intersection (1) (c) Dangin Meares/York/Merredin Intersection (2) (d) DRF Dangin includes Austin and Greig Intersection (e) Project Scope Identification Document (PSID) (f) Project Development Budget
Senior Officer	Mr John Nuttall – Program Director

Background:

Route 21 (Dangin Meares to Kweda) has been the subject of development and construction funding to both the Shires of Brookton and Quairading.

At the last Steering Committee meeting held 16 May 2025, the Shire of Brookton were requesting funding for additional development works on the section SLK 0 to 3.15. Brookton already have development funding to deal with a DRF issue (SLK 7.15 to 8) and have undertaken construction works (SLK 8 to 12.93 and 3.15 to 7.15). Those works were completed except for the intersection (SLK 12.95) with Brookton Highway (State Road) which stalled due to complications.

When the request for development funding was presented to the Steering Committee in May 2025, they decided to defer a decision in order to receive an overview of the route and any issues in order that they could have an understanding of the whole route rather than making decisions in isolation.

The PMT decided that as the review had been requested, it was prudent to present it to the Technical Committee for comment prior to it being presented to the Steering Committee. At the Technical Committee meeting held on Friday 18 July the following comments were made:

- Defer any constructions on this route.
- Continue necessary development works.
- Spend money on other priority routes (Quairading / Corrigin Roads)
- Revisit this matter once the rail crossing issue has been resolved.
- Traffic counts are very low to progress this project.

- Cost / Benefit ratio is better for Quairading / Corrigin Road as a parallel route.

Consultation:

There have been meetings and correspondence with the Shires of Brookton and Quairading. Both Shires were given the opportunity to provide written submissions. An email from the Shire of Quairading is attached.

Proposal:

For comment and direction by the Technical Committee prior to presentation to the Steering Committee.

Financial Implications:

It is not possible to say until this review is completed.

Risk Assessment:

The Steering Committee wished to make a decision when they had all the route information before them, which is a prudent decision.

Comment:

Matters to consider:

1. Quairading Section

Intersection of Dangin Mears & York Merredin – Rail Crossing SLK 0.04 - Zone 50) have been asked to prepare a concept for raising the road level – i.e burying the tracks – that can be used to approach ARC. This will be a lengthy process and is by no means guaranteed to be successful. Additionally, the intersection is in the middle of a left curve super elevation and so will need substantial redesign works in order to allow any RAV vehicles safe passage.

Quairading do not prioritise this route currently and feel their Shire would be better served by focussing on expending monies on the Quairading-Cunderdin and Quairading-Corrigin Roads.

2. Brookton Section

DRF Issues (SLK 7.15 to 8) – no clear knowledge of how long this application will take, and indeed if it will even be successful. Brookton are currently determining what options are available should the DRF clearing not be granted.

Intersection with Highway (still to be determined the nature and scope of these works)
Intersections at Greig Road and Austin Road (within the DRF section).

Outstanding development item from last Steering Committee meeting (deferred to tie-in to this item).

Generally, the question around what RAV rating the route will be able to achieve (and requires) needs to be considered!

It is clear that there are difficulties across this route for both Shires to have to try to deal with. However, the route was 'confirmed' in the route review item that was presented to both Technical and Steering Committees earlier this year. Additionally, funds have already been spent on both ends of the route, and there is ongoing funding already in place. It would also respectfully be suggested that funding for a preliminary intersection design be awarded in

order that Heavy Vehicle Services (HVS) can be engaged to determine their views on the intersection design.

This item was presented to the recent Technical Committee for comment. The received comments from that group are presented in the background section.

The Steering Committee is now re-presented with the recommendation from the last meeting which was deferred as an attachment to this item for reference. However, the recommendation from that item is reproduced below as no decision had been made with the item being deferred. The Steering Committee are invited to discuss and determine the route (as requested) and following that determination consider the request for development funding.

PLEASE NOTE:

*This item was discussed in depth and an alternate Resolution was presented in conjunction with the next **Item 8 – Shire of Brookton – Variation.***

8.0 SHIRE OF BROOKTON – VARIATION

Title	Variation – Shire of Brookton – Development SLK 7.15 to 8
Date of Report	29 July 2025
Author	Mr John Nuttall – Program Director
Attachments	• Dangin Mears Road Environmental Services – SLK 7.15- SLK 8.0 • Letter to CEO dated 24 February 2025 – Development – Shire of Brookton • Email from Garrick Yandle – Corrigin Bruce Road Road Survey Award (03 July 2025) • Email from Garrick Yandle – RFQ XX-2025 Environmental Services Dangin – Mears Road (03 July 2025) • Eco Scape Letter dated 22 November 2024 – Dangin Mears Road, Brookton Environmental Services • Shire of Brookton WSNF Project Development Budget 20250625 – Enviro PM • Shire of Brookton WSNF Project Development Budget Nov2024 – Enviro PM • WSNF Project Cost Variation Sheet Dangin Mears Road SLK 7.15-8.0 Project Development Environmental
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Brookton was awarded development funding to deliver DRF clearing on the Dangin Mears Road (SLK 7.15 to 8). The amount awarded was based upon a quote provided by Ecoscape.

Once the funding was awarded and communicated to Brookton, they approached Ecoscape and asked them to carry out the work as quoted. Regrettably at this point, Ecoscape informed Brookton that they were no longer willing / able to provide the works. Given that information, Brookton were forced to find an alternative provider.

The only alternative was provided by Coterra and regrettably is at a higher cost than the original quote. Brookton are therefore seeking a variation to cover the difference. To support their request Brookton have provided:

- Variation Sheet
- Various correspondence to demonstrate the issues raised above

Consultation:

The Shire of Brookton have been communicating with the PMT during the course of these issues.

Proposal:

That the requested variation be approved in order that Brookton can find a resolution with the DRF issues on the Dangin Mears Road.

Financial Implications:

Brookton were awarded **\$38,000** to deliver this development project. They are now seeking an **additional \$19,610** to bring the project total to **\$57,610**

Risk Assessment:

Nil

Comment:

In this instance, there is no blame on the Shire of Brookton who obtained a quote and provided that to obtain their development funding. The PMT request is that this variation be approved to allow the clearing permit works to commence as soon as possible.

*The following Resolution was presented in conjunction with **Item 7.0 – Route Review – Route 21 – Dangin Meares to Kweda***

RESOLUTION **SC2025 / 08-136**

The Steering Committee:

1. **Approve** the variation request from the Shire of Brookton in relation to the Development Funding for DRF Works at Dangin Mears Road SLK 7.15 to 8 as follows:
 - Current Funding **\$38,000**
 - Varied Funding **\$57,610**
2. **Requires** the Shires of Brookton and Quairading to complete **all** their outstanding projects (development and construction) before any further funding request on Route 21 – Dangin Meares to Kweda is awarded.

MOVED:	Cr Eileen O'Connell
SECONDED	Cr Grant Robins
CARRIED:	6/0

9.0 GENERAL BUSINESS / DISCUSSIONS

- A discussion regarding the budget options for the year 2026 onwards and how best to deal with the remainder of the current funding took place during the discussion of Item 4.0.
- The Committee requested that the update email sent out by the Program Director be attached to the minutes of the meeting.

Good afternoon Steering Committee Members,

By way of update since the last meeting:

- Continuing to work closely with MRWA in the finalisation of the funding application
- Dealing with end of financial year matters – both with MRWA and with shires
- Reviewing various applications made for funding prior to presenting to TC and SC
- Preparations for upcoming meetings
- PMT have visited or met with the following:
 - Brookton
 - Wagin
 - Narrogin
 - Corrigin
 - Wickepin
 - Williams
 - Pingelly
 - Goomalling
 - Trayning
 - Wyalkatchem
 - Mukinbudin
 - Koorda
 - Bruce Rock
 - Quairading
 - Cunderdin
 - Merredin
 - Dalwallinu
 - Wongan-Ballidu

TC meeting is listed for next week (18/7) via teams.

Reminder the next SC is listed for 1 August and is currently to be via Teams unless otherwise directed.

Happy to answer any questions.

Regards,

John

John Nuttall
Program Director

10.0 DATE OF NEXT MEETING

The Steering Committee discussed the meeting dates for both the Technical and Steering Committees for the rest of the year 2025 as follows:

- | | |
|-------------|--|
| 03 October | Steering Committee meeting (in person at WSFN Office) |
| 28 November | Technical Committee meeting (in person at WSFN Office) |

It was suggested that an end-of-year lunch to thank all the Committee members for their participation / contributions to the WSFN program.

11.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 11:11 am.