



KELLERBERRIN SRRG

Chairperson: Tammin Shire Delegate **Secretary:** Mr R Munns

Deputy Chairperson: Cunderdin Shire Delegate

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Unconfirmed Minutes of the Kellerberrin SRRG meeting held via TEAMs Video Conference on Thursday the 25th June 2026 commencing at 10.33 am.

1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Chairperson, Cr Ashley Mackin declared the meeting open at 10.33 am and welcomed everyone in attendance.

2. ATTENDANCE/APOLOGIES

Delegates Attended

Name	Council	Delegate – RRG Role
Cr. Ashley Mackin	Shire of Tammin	Delegate – Chairperson & WBN RRG Delegate
Cr Jo Fulwood	Shire of Cunderdin	Delegate – Deputy Chairperson, WBN RRG Proxy Delegate & WSNF Steering Comm. Proxy Delegate
Cr. Donna Crook @ 10.36am	Shire of Merredin	Delegate
Cr. Chris Meakins	Shire of Dowerin	Delegate
Cr. Paul Brown	Shire of Kellerberrin	Delegate & WSNF Steering Committee Delegate

Officers & Observers Attended

Name	Position – Council	RRG Role
Mr Raymond Griffiths	CEO – Shire of Kellerberrin	WSNF Deputy Tech Committee Rep
Mr Stuart Hobley	CEO – Shire of Cunderdin	WSNF Tech Committee Rep
Mr Andrew Malone	CEO – Shire of Tammin	
Ms Manisha Barthakur	CEO – Shire of Dowerin	
Mr Craig Watts @ 10.36am	CEO – Shire of Merredin	
Mr Ben Forbes	Manager of Infrastructure & Projects - Shire of Dowerin	WBN RRG Tech Committee Rep
Mr Musa Mono @ 10.36am	Exec. Manager Infrastructure Services – Shire of Merredin	
Mr Lawrie Carr @ 10.36am	Works & Services Manager – Shire of Merredin	
Mr Mike Silver	Manager of Technical Services	

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	– Shire of Tammin	
Mr Chris Zalmstra	Manager of Works & Services – Shire of Kellerberrin	
Ms Allison Hunt	MRWA Wheatbelt Region Local Government Interface Manager	WBN RRG Secretary
Mr Rod Munns	Consulting Engineer - RMECS	Secretary

Apologies

Name	Council	Delegate – RRG Role
Mr John Nuttall	Program Director - WSNF	

3. CONFIRMATION OF MINUTES OF MEETING 29th October 2025

RESOLUTION 2026 - 006	
That the Minutes of the Kellerberrin SRRG TEAMS Video Conference Meeting, held on the 10 th February 2026, be confirmed as a true and correct record of proceedings.	
Moved Cr C Meakins	Seconded Cr P Brown
Carried: Yes (4/0)	

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

5. CORRESPONDENCE

5.1 Correspondence In

- a) WN RRG Technical Committee Meeting Agenda (for meeting held 19th February 2026) – received via email from Allison Hunt (Att 2a) on 19th February 2026.
- b) Request for 2025/26 Yr RRG Program Project Status Updates – received via email from Allison Hunt (Att 2b) on 24th February 2026.
- c) WN RRG Meeting Agenda (for meeting held 9th March 2026) – received via email from Allison Hunt (Att 2c) on 3rd March 2026.
- d) Advice from MRWA relating to Interstate N5 and N6 RAVs using alternative northern Wheatbelt Freight Routes in lieu of the Great Eastern Hwy – received via email from Elizabeth Davies (Att 2d) on 20th March 2026.
- e) Advice of latest 2025/26 Yr WN RRG Road Program Funding Recoup Register – received via email from Jacqui Early (Att 2e) on 23rd March 2026.
- f) Response Letter to our Letter of Concern (Re no WSNF Funding being allocated in the State Government's 2026/27 Yr Budget to leverage Federal Government Funding) – received via email from Minister Saffioti (Att 2f i) on 31st March 2026 and copy of Response Letter (Att 2f ii).
- g) Request for Emergency Water Facilities List Update – received via email from Allison Hunt (Att 2g) on 10th April 2026.
- h) Request for 2023/24 and 2024/25 Yr RRG Carryover Projects Status Updates – received via email from Allison Hunt (Att 2h) on 14th April 2026.
- i) Notification of 27/28 Yr Blackspot Program Schedule and Crash Map Update – received via email from Allison Hunt (Att 2i) on 30th April 2026.
- j) Notification of MRWA / IPWEA – WA Online Road Safety Training Course – received via email from Allison Hunt (Att 2j) on 4th May 2026.

- k) Provision of WN RRG Funding Recoup Register – received via email from Allison Hunt (Att 2k – email only) on 20th May 2026.
- l) Provision of WN RRG 2027/28 Yr RRG Road Program MCA Template – received via email from Allison Hunt (Att 2l – email only) on 28th May 2026 (MCA Template not attached).
- m) Request for potential change to Scope of Works on the Chandler - Merredin Rd 25/26 Yr Carryover Project into the 26/27 Yr – received via email from Craig Watts (Att 2m) on 28th May 2026.
- n) Provision of SAC Minutes of Meeting held 4 May 2026 – received via email from Allison Hunt (Att 2n – Meeting Minutes only) on 2nd June 2026.
- o) Provision of June 2026 RRG Report – received via email from Allison Hunt (Att 2o – RRG Report only) on 3rd June 2026.
- p) Notification of WN RRG 2026/27 Yr Direct Grant Funding Allocations – received via email from Allison Hunt (Att 2p) on 11th June 2026.
- q) Notification of WA 2026/27 Yr Blackspot Funding Allocations – received via email from Allison Hunt (Att 2q) on 16th June 2026.
- r) Provision of WN RRG Funding Recoup Register – received via email from Allison Hunt (Att 2r – email only) on 23rd June 2026 (see Attachment 3 for WNE SRRG portion of this Funding Recoup Register).
- s) Request for potential change to Scope of Works for 26/27 Yr RRG Program – received via email from Craig Watts (Att 2s) on 23rd June 2026.

5.2 Correspondence Out

- a) Advice to Jacqui Early from MRWA quantifying the issues causing Interstate N5 and N6 RAVs using alternative northern Wheatbelt Freight Routes in lieu of the Great Eastern Hwy – sent via email from myself (Att 2t i) on 20th March 2026 and a copy of the attached marked up N6 RAV Access Route Map showing the gap in N6 access on the Great Eastern Hwy between Northam and Perth, and the alternative northern Wheatbelt freight routes being taken (Att 2t ii).
- b) Forwarded Minister Saffioti's Response Letter to our Letter of Concern (Re no WSFN Funding being allocated in the State Government's 2026/27 Yr Budget to leverage Federal Government Funding) – email from myself to all Group Members (Att 2u) on 31st March 2026.
- c) Response to Shire of Merredin request to alter 25/26 Yr Carryover Project Scope of Works on the Chandler – Merredin Rd – email from myself to Craig Watts (Att 2v) on 18th June 2026.

Note that the four (4) Group Members from the Shire of Merredin joined the Meeting at the commencement of this item (at 10.36am), including Cr Donna Crook.

RESOLUTION 2026 - 007	
That the Incoming and Outgoing Correspondence be received.	
Moved Cr J Fulwood	Seconded Cr P Brown
Carried: Yes (5/0)	

6. BUSINESS ARISING FROM CORRESPONDENCE

6.1 WSFN – Disparity in Opinions on Business Case Completion for 26/27 Yr State Funding

Cr Brown raised the issue that it appears from Minister Saffioti's response letter (attached in Appendix 1 at the rear of these Minutes), that the WSFN Business Case had not been completed in order to leverage 26/27 Yr State Government Funding. However, he also advised that WSFN Program Director John Nuttall advised at our last meeting and at the last WSFN Steering Committee Meeting that the WSFN Business Case was near completed, but they were told that the State Government weren't going to provide funding, and it was not finalized and submitted.

There is obviously some disparity as to whether the WSFN Business Case was completed or not, given Minister Saffioti has stated in her reply letter that the WSFN Business Case was not completed.

Cr Fulwood advised that John Nuttall had mentioned that the WSFN had completed the Business Case to 95%, when they were told that they would not be awarded State Funding in the 2026/27 Yr.

Post Meeting, I rang WSFN Program Manager Peter Hall to ask him specifically what occurred in relation to the above issue. Peter advised that the process for submitting Business Cases in seeking State Government Funding each year, is as follows:

- Senior Staff in State Government Departments are the only people that can submit Business Case Funding Requests to the WA Treasury. In the instance of Road Funding, this implies senior MRWA staff.
- Generally, the proponents complete 95 to 98% of the Business Case in conjunction with the Senior Staff in State Government Departments, and then those Senior Staff complete the final 2 – 5% of the Business Case and submit it to Treasury for funding, if Treasury believes the proposal will be approved.

In the case of the WSFN Business Case for the 26/27 Yr, Peter Hall advised that the WSFN had completed their 95% of the Business Case in conjunction with Senior MRWA Staff, but MRWA Senior Staff did not complete their last 5% of the proposal, since they were advised by Treasury that the WSFN proposal would not be funded (despite getting through a few levels of consideration and being one of the last proposals to be cut from attaining funding). As a result, both John Nuttall and Minister Saffioti have made correct statements, however it appears Minister Saffioti has taken some liberty in her wording in relation to “the WSFN Business Case being completed” as a result of the bureaucratic process - in her response letter dated 31st March 2026 as attached in Appendix 1 at the rear of this document.

7. GENERAL BUSINESS

7.1 Funding Recoup Items – Current Financial Yr

The following default items require discussion:

- a) Review of Direct Grant Funding – claims to MRWA by no later than 31 August
- b) All projects – claiming first 40% of approved project funds
- c) Road Project Funding - estimated completion dates and maximising expenditures as at 30 June

The KELLERBERRIN SRRG part of the current WN RRG Funding Recoup Register (at 22nd June 2026) is attached for reference (Att 3). This Recoup Register shows that our SRRG has 24% of its 2025/26 Yr RRG Road Program Funding unrecouped to date. The amounts of funding unrecouped for each Council within our SRRG is shown in Table 1 below:

Council	% of Funding <u>Unrecouped</u>
Cunderdin	0%
Dowerin	0%
Kellerberrin	4%
Merredin	36%
Tammin	16%
Average Unrecouped Funding for our SRRG	13%

Table 1.

FYI – the other 3 x SRRG's currently have unrecouped funding percentages of (this includes some carryover funding from the previous financial year but excludes any Blackspot Funding since these Projects are often staged and carried over):

Avon SRRG	- 7%
Moora SRRG	- 5%
WNE SRRG	- 5%
Kellerberrin SRRG	- 13%
Total WN RRG	- 7%

Alli Hunt advised that the Shire of Merredin had submitted additional Recoups since the 22nd June and subsequently, their 36% unrecouped value will have decreased slightly.

Given that either all 25/26 Yr Projects had been completed and fully recouped, or incomplete and affected funding is recommended within this agenda for carryover (and reallocation) into the 26/27 Yr (in red text) – as shown in Table 2 below, there was no requirement for each Member Council to provide an update on the status of their Projects. In Table 2, the % figures in the “% Funding NOT Recouped To Date” column have been extracted from the latest Recoup Register dated 22nd June 2026 – see Att 3.

In light of our Group's relatively high carryover funding percentage this financial year, we need to continue to try to minimize this carryover funding amount into the future. This is especially the case, since:

- at the last WN RRG Meeting held 9th March 2026, I asked whether we could write to the SAC requesting they look at reallocating some of the Metro RRG's Road Program funding into the eight (8) Rural RRG's, since the Metro RRG often has carryover funding amounts of around 50% (and in the State Government Fund to Local Roads Agreement, the Road Program Funding is split near the top between the Metro RRG and the eight (8) Rural RRG's).
- Our Group has often been one of the best performing SRRG's in the WN RRG at expending funding in the past, but we are now at risk of becoming one of the SRRG's contributing majorly to the expected high carryover funding amount.
- Over the last few years, the WN RRG has implemented:
 - Project staging within the MCA submission process, to permit initial funding for Project development, so that the following construction stage can proceed without any expected holdups and subsequent carryover, and
 - Requesting 5 Yr RRG Funding Programs to assist Member Council's to get more organized with their planning and reduce subsequent funding carryovers.

Given the above, we cannot go holding out our hand for more funding, if it appears we aren't spending the funding we are already currently allocated, despite the recent processes we have put in place to alleviate funding carryovers.

Minutes of the Kellerberrin SRRG Meeting held 25th June 2026

Council	Road	Original Project SLKs	Project Length Km	Project Description	% Funding NOT Recouped To Date	Status (Expected Completion Date)	Status (Expected Recoup Date)
Cunderdin	Southern Brook Rd	5.72 - 7.39	1.67	Reconstruct existing Type 4 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 7.5m primerseal width.	0%	Complete	Fully Recouped
	Cunderdin / Wyalkatchem Rd	6.00 - 6.46	0.46	Reconstruct existing Type 5 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 7.5m primerseal width.	0%	Complete	Fully Recouped
	Moore Rd	12.3 - 16.3	4.00	Shovel Ready Project - Gravel Resheeting and Clearing	0%	Complete	Fully Recouped
	Cunderdin / Wyalkatchem Rd	6.46 - 6.90	0.44	Shovel Ready Project - Clearing and Reconstruction of Pavement Failure Section	0%	Complete	Fully Recouped
Dowerin	Dowerin - Meckering Rd	23.84 - 25.64	1.80	Reconstruct existing Type 4 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 8.0m primerseal width. Will include some Subbase Stabilisation Work.	0%	Complete	Fully Recouped
	Dowerin - Meckering Rd	21.50 - 23.84	2.34	Shovel Ready Project - Sngle Coat (14mm) S45R Crumbed Rubber Reseal	0%	Complete	Fully Recouped
Kellerberrin	Doodlakine South Rd	9.80 - 12.40	2.60	Reconstruct existing Type 4 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 8.0m primerseal width.	0%	Complete	Fully Recouped
	Kellerberrin - Shackleton Rd	5.10 - 12.60	7.50	Shovel Ready Project - Sngle Coat (14mm) S45R Crumbed Rubber Reseal	11%	Complete - Requesting Reallocation of Unspent Funding in 26/27 Yr to one of endorsed 26/27 Yr Projects on same road.	Fully Recouped to match expenditure to date.
Merredin	Chandler - Merredin Rd (Project # 30003834)	12.17 - 15.47 17.74 - 20.04	5.60	Shoulder Widen and Primerseal to Upgrade Section from Type 4 to Type 5 standard (Minimum 10m pavement width and 7m seal width)	20%	Complete	Fully Recouped
	Chandler - Merredin Rd (Project # 30004635)	23.54 - 27.54	4.00	Shoulder Widen and Primerseal to Upgrade Section from Type 4 to Type 5 standard (Minimum 10m pavement width and 7m seal width)	60%	Request to Carryover into 26 / 27 Yr and change Projects to another 2040 Road despite 40% of funding being claimed for the original project.	In the 26/27 Yr
	Chandler - Merredin Rd (Project # 30004444)	20.04 - 23.54	3.50	Apply a single coat Reseal (to section Shoulder Widened and Primersealed last year)	20%	Complete	Fully Recouped
	Crooks Rd (Project # 30003577)	0.00 - 0.23	0.23	Carryover Project - Widen to 8 m seal. Permits & tree removal. Earthworks & embankment widening. Stabilise existing & new sections - 10m wide/200mm deep. 8 m wide two coat seal (14mm & 10 mm) Line marking, signage, guideposts	33%	Shire has reallocated the remaining unspent funding into Project #s 30003834 & 30004444 on the Chandler - Merredin Rd that are now complete and fully recouped.	Fully Recouped
Tammin	Bungulla North Rd	7.97 - 8.60 13.82 - 14.30	1.09	Reconstruct existing Type 4 section in poor condition to Type 6 sealed pavement - to Minm 10m carriageway width & 8.0m primerseal width.	0%	Complete	Fully Recouped
	York - Tammin Rd	14.53 - 17.66	3.13	Seal Shoulder Widen sealed pavement via "Saferoads" type sealed shoulders from SLK 14.53 - 16.74 to widen seal from 6.3/6.6m width to 7.6m width. Reseal section from SLK 14.53 to 17.66.	37%	Partially Complete from SLK 14.53 - 16.70. Request to carryover Section from SLK 16.70 - 17.66 & complete in 26/27 Yr.	Fully Recouped to match expenditure to date.

Table 2.

RESOLUTION 2026 - 008

That the 25/26 Yr RRG Road Program Status be accepted.

Moved Cr D Crook

Seconded Cr J Fulwood

Carried: Yes (5/0)

5.2 Status of 25/26 Yr Commodity Route and Blackspot Road Projects

The following Member Councils have Commodity Route or Blackspot Road Projects in the 25/26 Yr Road Program and will need to provide an update on the status of the Blackspot Project:

- Shire of Dowerin – Commodity Route Project on the Dowerin – Koorda Rd (currently showing 0% Funding unrecouped in the 22nd June 2026 WN RRG Funding Recoup Register – is Complete and fully Recouped)
- Shire of Dowerin – National Blackspot Project on the Dowerin – Meckering Rd (currently showing 100% Funding unrecouped in the 22nd June 2026 WN RRG Funding Recoup Register)

RESOLUTION 2026 - 009

That the Shire of Dowerin's National Blackspot Project Funding on the Dowerin – Meckering Rd, be carried over into the 26/27 Yr for completion (currently 100% of the allocated funding).

Moved Cr P Brown

Seconded Cr D Crook

Carried: Yes (5/0)

5.3 WSNF Project Update – State Matching Funding Issue

As per attachment 2f in section 5, and in response to our letter to Minister Saffioti (registering our concerns with the WA State Government's decision to not commit to match potential additional WSNF Funding in the 2026/7 year for a new round of WSNF Funding for a further four (4) year period), we received a response letter from Minister Saffioti. It appears that contrary to what John Nuttle at WSNF has previously advised, apparently the WSNF had not prepared a business case. The WSNF Program Director John Nuttall will be attending this meeting and is keen to address this response.

I forwarded this response letter onto all Group members on the 31 March 2026 – see Att 2h in item 5.

See item 6.1 above in relation to the discussion on this item.

5.4 Representation at WN RRG Meetings

At the 9 March 2026 WN RRG Meeting, there was discussion relating to our Group not having a Delegate present at the meeting and that this has become a common issue (I can recall there not being a KELLERBERRIN SRRG Delegate present for at least two of the last three WN RRG meetings – and stand corrected if this is not the case). The result of this discussion was that Alli Hunt was asked to write to our Group requesting that we ensure that at least one (1) Delegate and preferably two (2), be present at these meetings. We have not received this letter as yet as

Alli has been away on leave, but upon expecting this correspondence to arrive soon, I have included this issue in this meeting Agenda for discussion.

This item was discussed and it was realized that there was some confusion over who the Delegates were that should attend WN RRG Meetings. It was agreed that Cr Mackin, Cr Fulwood and myself would in future make contact prior to these meetings and ensure that at least one of Cr Mackin or Cr Fulwood would attend, and if not, then a Proxy Delegate would be organized to attend.

5.5 Interstate N5 and N6 RAV's using alternate northern Wheatbelt Routes in lieu of the Great Eastern Hwy

At the 9 March 2026 WN RRG Meeting, Cr Ashley Walker from the Shire of Mukinbudin and representing the WNE SRRG, raised the issue of Interstate N5 and N6 General Freight RAV's using alternate northern Wheatbelt freight routes in lieu of the Great Eastern Hwy to access freight terminals in Perth via the Great Northern Hwy and Northlink. The reason for this, is so they don't have to break their configuration down to the permissible N4 configuration between Northam and Midland on the Great Eastern Hwy, to save time from not having to do two (2) runs.

As can be seen in MRWA's response email (see attachment 2d), they have advised:

- that they are aware of this issue,
- that bridge works are being progressed on the Northam – Pithara Rd 5km north of Northam which should assist to alleviate current issues and provide a quicker route from the Great Eastern Hwy to the Great Northern Hwy via Goomalling, Wongan Hills and Calingiri (via MRWA controlled roads) – than the alternate northern Wheatbelt freight routes being taken (one of which is the Local Government controlled Bullfinch to Koorda Route which includes Shadbolt St, the main street in Mukinbudin)
- their suggestion that the Shire of Mukinbudin may want to change the levels of RAV Access on the Koorda – Bullfinch Rd to prevent these Interstate General Freight N5 & N6 RAVs from using this route as a short cut to Perth.

At the WNE SRRG Meeting held 8th April 2026, there was considerable discussion on this item, which was summarized as follows:

- It was agreed that Interstate N5 & N6 Operators are not going to travel through to Northam, turn right and drive 100kms north to Wongan Hills via the Northam – Pithara Rd, then virtually turn around and head south back to Perth via the Wongan Hills – Calingiri Rd, Calingiri Rd and Gt Northern Hwy – once the bridge just north of Northam is upgraded.
- The Shire of Mukinbudin advised they would not be reducing the level of RAV Access on their local Road Network to prevent Interstate N5 & N6 RAV Operators using this alternate route to Perth, since it will penalize their constituents – and as a result they are “stuck between a rock and a hard place” in relation to this issue.
- MRWA HVS are reluctant to reduce levels of permitted RAV access, once they have been put in place.
- At the 2nd December 2025 SAC Meeting, it is minuted that *“SAC members were advised that Main Roads changed the wording on the condition requiring RAV operators to have Local Government counter sign the CA07 letter without consultation with Local Governments. This has been replaced by a requirement to notify the Local Government of proposed use of the road. It was noted that the CA07 letter has been used as a tool for LGs to manage extraordinary freight tasks through cost recovery or maintenance agreements”* (see section 6.3 Heavy Vehicle Services). This in effect is excluding Local Government from having any say in which RAV Operators are utilizing their Road Networks. It was agreed that this is in line with what most Member Councils have noted recently, with requests from RAV Operators to

increase RAV Access Levels, in their dealings via MRWA HVS. Often, Local Governments have been overruled.

Post meeting, Mr Gren Putland from MRWA advised that MRWA HVS were currently trialing N5 & N6 RAV's operating on the Great Eastern Hwy between Northam and Perth. Apparently, this trial has been going on for nearly a year now.

5.6 Shire of Merredin – Request to Alter Scope of Works on 25/26 Yr Carryover Project and 26/27 Yr Road Program.

As per Att 2s in Item 5, the Shire of Merredin requested the Group's approval to reallocate all remaining funding not expended on the Chandler – Merredin Rd (from SLK 23.54 – 27.54) in the 2025/26 Yr, and from the endorsed Project in the 26/27 Yr - to complete a new Reconstruction Project on the Burracoppin South Rd from SLK 31.00 – 36.00 in the 26/27 Yr. Due to the late notice of this request, I haven't had a lot of time to peruse their request for Program change, but have noticed that:

- They've claimed 40% of the \$ 463,320 of RRG Funding for the TEC Shoulder Widening Project from SLK 23.54 – 27.54 on this road, that appears may not have been commenced – as this is one of the Projects requested to be carried over, and the Shire of Merredin needs to confirm that none of this recouped funding has been expended on this Project in the 25/26 Yr (and they will carry this \$ 123,552 of RRG funding into their 26/27 Yr Budget as tied funding).
- The MCA submission they provided with their request email shows a TEC for the proposed new 5km Reconstruction Project on the Burracoppin South Rd of \$ 1,511,400, yet the total funding available from the 25/26 Yr carryover Projects and 26/27 Yr Projects on the Chandler – Merredin Rd totals only \$ 1,420,320. There is no note within their MCA advising if the Shire of Merredin are going to provide additional matching funding to offset the \$ 91,080 variance in these TEC values.

Existing Endorsed 25/26 and 26/27 Yr Program Details – Not Now to be Completed

Original Project Year	Project No. (if applicable)	Road Name	SLKs	Treatment Description	TEC	RRG Funding Component	Matching Muni Component
2025/26	30004635	Chandler - Merredin Rd	23.54 - 27.54	Shoulder Widening & Primerseal and Reseal Widened Seal	\$463,320	\$308,880	\$154,440
2026/27	N/A	Chandler - Merredin Rd	27.54 - 31.54	Shoulder Widening & Primerseal	\$357,447	\$238,298	\$119,149
2026/27	N/A	Chandler - Merredin Rd	23.54 - 27.54	Reseal Widened Seal	\$300,000	\$200,000	\$100,000
2026/27	N/A	Chandler - Merredin Rd	27.54 - 31.54	Reseal Widened Seal	\$300,000	\$200,000	\$100,000
					\$1,420,767	\$947,178	\$473,589

Proposed New 26/27 Yr Program Details

Road Name	SLKs	Treatment Description	TEC	RRG Funding Component	Matching Muni Component
Burracoppin South Rd	31.0 - 36.0	Reconstruct Section from Type 4 to Type 6 Standard.	\$1,511,400	\$947,178	\$564,222
			\$1,511,400	\$947,178	\$564,222

At the meeting, Craig Watts advised that the Shire of Merredin would not know what the final expenditure and status of 25/26 Yr Projects are until the EOFY, and this will obviously affect the carryover funding amount and subsequent available funding will be for the proposed new 26/27 Yr Reconstruction Project on the Burracoppin South Rd. As a result, the full extent of this

requested carryover of funding and Program change is not currently fully known and the recommendation is not current. Subsequently, it was agreed that the decision on this issue be endorsed Out of Session via flying minute, after the Shire of Merredin provide MRWA with final expenditure figures at the EOFY in the next week. The Shire of Merredin advised they would provide an updated MCA with TEC for the Burracoppin South Rd Reconstruction Project matching the available funding.

Recommendation

That:

- the Shire of Merredin's 26/27 Yr RRG Road Program be altered to a single new Reconstruction Project on the Burracoppin South Rd from SLK 31.0 – 36.0 - with TEC = \$ 1,511,400.
- the Shire of Merredin's original 26/27 Yr Projects on the Chandler - Merredin Rd, being:
 - The Shoulder Widening and Primerseal Project from SLK 27.54 – 31.54, and
 - The Reseal Project from SLK 23.54 – 27.54, and
 - The Reseal Project from SLK 27.54 – 31.54
 be withdrawn, and the total \$ 638,298 of RRG Funding from these three Projects be reallocated to the new Burracoppin South Rd Project above.
- the Shire of Merredin's original 25/26 Yr Shoulder Widening Project on the Chandler - Merredin Rd from SLK 23.54 – 27.54 (Project # 30004635) be withdrawn, and the \$ 308,880 of RRG Funding be carried over into the 26/27 Yr and reallocated to the new Burracoppin South Rd Project above.
- the Shire of Merredin allocate an additional \$ 90,633 of matching Funding (total matching funding for this Project in 26/27 Yr being \$ 564,222) to make up the TEC of \$ 1,511,400 for this Project – to offset the variance in cost between the TEC and available RRG Funding.

be endorsed.

Moved

Seconded

Carried: Yes / No

RESOLUTION 2026 - 010

That:

- the Shire of Merredin's 26/27 RRG Road Program and their 25/26 Chandler – Merredin Road Project withdrawal, to be finalised out of session (in the near future once EOFY costs have been provided), and
- the final funding Reallocations and 26/27 Yr Project Scope of Works, to be approved by flying email and be ratified at the next Group meeting

be endorsed.

Moved Cr D Crook

Seconded Cr C Meakins

Carried: Yes (5/0)

5.7 Shire of Tammin – Request to Carryover Part of 25/26 Yr Project on the York - Tammin Rd.

The Shire of Tammin requested the Group's approval to carry a part (approximately 37% by scope of works and financially) of their Shoulder Seal Widening and Reseal Project on the York – Tammin Rd from SLK 15.30 – 17.66 (Project # 30004446). The 1.4km section from SLK 15.30 – 16.70 has been completed. The 0.96km section from SLK 16.70 – 17.66 was not completed, as the original Scope of Works did not include Shoulder Seal Widening, and it should have been.

This curved section currently varies in width from 6.4 to 7.0m width, and given its deficient radius, the seal should be widened out to 8.4m width. The Shire did not apply the Reseal to this section this year, as it needs to be applied after the Shoulder Seal Widening is complete.

The carryover funding amount is \$ 107,988 (including RRG & Matching Muni Funding), and the revised cost to complete the Shoulder Seal Widening work and Reseal has been estimated to be \$ 145,640. The Shire of Tammin will provide the additional \$ 37,652 of matching funding to offset the variance in TEC cost verses available carryover funding.

RESOLUTION 2026 - 011

That:

- the Shire of Tammin's unclaimed \$ 71,992 of RRG Funding from its incomplete 25/26 Yr Shoulder Seal Widening and Reseal Project on the York – Tammin Rd (Project # 30004446) be carried into the 26/27 Yr to complete the same treatment on the section currently not completed, from SLK 16.70 – 17.66.
- the Shire of Tammin allocate an additional \$ 37,652 of matching Funding (total matching funding for this Project in 26/27 Yr being \$ 73,648) to make up the TEC of \$ 145,640 for this Project – to offset the additional Shoulder Seal Widening work on this section not originally allowed for.

be endorsed.

Moved Cr P Brown

Seconded Cr J Fulwood

Carried: Yes (5/0)

5.8 Shire of Kellerberrin – Request to Carryover Surplus Funding from completed Kellerberrin – Shackleton Rd Reseal Project to top up endorsed 26/27 Yr Reconstruction Project on same Road.

The Shire of Kellerberrin has completed their Shovel Ready RRG Funded Project on the Kellerberrin – Shackleton Rd from SLK 5.10 – 12.60 (Project # 30004766). They have claimed all funding apart from \$ 32,575 of surplus funding. Since this funding will remain within the Group, the Shire is seeking approval from the Group to carryover this funding into the 26/27 Yr and reallocate to the currently endorsed Kellerberrin – Shackleton Rd Reconstruction Project from SLK 17.45 – 17.95 to top up funding (no increase to the Scope of Works). This Reconstruction Project has recently been re- costed and is currently under funded. The additional \$ 48,862 of total funding will make up the difference in cost estimates.

RESOLUTION 2026 - 012

That:

- the Shire of Kellerberrin's surplus and unclaimed \$ 32,575 of RRG Funding from its completed 25/26 Yr Shovel Ready Reseal Project on the Kellerberrin - Shackleton Rd (Project # 30004766) be carried into the 26/27 Yr to and reallocated to their currently endorsed Reconstruction Project on the same road from SLK 17.45 – 17.95.
- the Shire of Kellerberrin's 26/27 Yr Reconstruction Project on the Kellerberrin – Shackleton Rd from SLK 17.45 – 17.95:
 - TEC will increase to \$ 215,436.
 - Scope of Works will not alter, since the additional funding is required to offset recent cost increases and a pavement stabilization upgrade cost.

be endorsed.

Moved Cr P Brown

Seconded Cr J Fulwood

Carried: Yes (5/0)

5.9 2023/24 Yr and 2024/25 Yr RRG Carryover Projects Status

As per Att 2h in item 5 above, the Shire of Merredin has carryover funding of two (2) RRG Road Projects on Crooks Rd that were initiated in the 2023/24 and 2024/25 Years (Project #s 30003023 & 30003577). Ms Alli Hunt requested information from the Shire of Merredin as to whether they were planning on submitting Recoups for this carryover funding on these Projects - on the 14th April 2026. Ms Hunt has advised that currently the Shire of Merredin has requested reallocations of unspent RRG funding on the 24/25 Yr Crooks Rd Project (30003577) to two (2) of the Chandler – Merredin Rd Projects (one originated in the 24/25 Yr – 30003834, and the other in the 25/26 Yr - 3000444), so these Projects on the sections of Chandler – Merredin Rd from SLK 12.17 to 23.54 that are complete, can be fully recouped (via the Certificates of Completion provided for Project #s 30003834 and 3000444).

The Shire of Merredin has now completed and fully recouped all of the funding from their historical carryover Projects from the 2023/24 and 2024/25 Yr and these Projects will be removed from the WN RRG Funding Recoup Register.

RESOLUTION 2026 - 013

That the Shire of Merredin's surplus RRG funding from their two completed Crooks Rd Projects originating in the 2023/24 and 2024/25 Years be reallocated to the 2025/26 Yr Chandler – Merredin Rd Projects.

Moved Cr D Crook

Seconded Cr C Meakins

Carried: Yes (5/0)

5.10 2026/27 Yr RRG Road Program

On the 8th April when we were last due to meet, but did not as a result of not having a quorum, most of the Member Council CEO's and some Works Managers had a lengthy discussion about what effects the recent extraordinary increases in bitumen and diesel (as a result of the Iran conflict) may have on our 2026/27 Yr RRG Road Program projects. We agreed to postpone that meeting until around this time, hoping that the costs for these materials may have steadied and returned to what they were prior to the conflict starting. It appears that at this stage at least,

that the conflict is not nearing a conclusion and is likely to affect Bitumen and Diesel costs into the near future at least. Having stated this, in the last month, the Diesel cost has recovered slightly from the peak of around \$ 3.20 / L at mid April 2026 to \$ 2.20 / L currently.

The Bitumen price has recently recovered only \$ 20 / Tonne from the peak of \$ 1,850.10 / Tonne in April / May 2026 (Puma) to \$ 1,830.10 / Tonne currently – still some \$ 505 / Tonne greater than the cost rate prior to the conflict and a two (2) year low price in March 2026 of \$ 1,325.10 / Tonne. See the two year WA Bitumen Price Index monthly bitumen prices table in Appendix 1 at the end of this agenda.

Please note that the above Bitumen cost rates appear to be those from PUMA (based upon my cross checking of the monthly index cost rates and quote offers my LG clients have received over the last two year period), and generally over this time the Bitumen cost rate for Bitumen supplied by SAMI has generally been about \$130 – 230 / Tonne lower than PUMA.

I have had discussions with several Works Managers and Alli Hunt recently, and we are all in agreement that rather than go changing Scopes of Works to fit the allocated funding for each Project, based upon a best guess of what Bitumen and Diesel costs may do in the next 8-10 months, that we accept our current endorsed 26/27 Yr Program (with any endorsed changes subject to this meeting), and deal with the outcomes as they become apparent. The Group was happy to head down this path in the coming financial year, and we will deal with any required changes to scopes of works that may result as a result of extraordinary bitumen and diesel cost variances.

For this reason, can I please strongly advise that in relation to your forthcoming 26/27 Yr Bitumen Surfacing RFQs, that all Member Councils try and get these RFQs out as soon as possible after Budget adoption (regardless of what time of the financial year you are targeting for various bitumen surfacing works), and include a provision for rise and fall in bitumen costs, including requesting the current Bitumen cost rate per Tonne, and a formula showing how the variation in bitumen prices will affect your cost rates (whether they are per m2 or per L).

At the meeting I commented that Surfacing Companies have recently advised that they expect the Bitumen Price (Index) to lower as soon as the next shipment of Bitumen arrives in WA – since Oil Prices have lowered from when that shipping commenced its journey (ie Bitumen Pricing is related to the Oil Price as ships leave their source). Subsequently, those in the Industry believe the Bitumen Prices will start lowering in the next couple of months. I advised that this made sense since the Shire of Kellerberrin completed around 70,000 m2 of Resealing in Mid March this year (some 2 weeks after the Iran Conflict commenced) and received a fall in cost rates as the Bitumen Price was the lowest it had been in two years and some \$105 less than the price at tender time in November 2025 – since this was based upon bitumen pricing for the bitumen already shipped into WA at that time.

5.11 WSN Program Update

WSN Program Director John Nuttall advised he would be an apology to this meeting as he would be at MRWA working on updating the WSN Business Case. He advised that he would provide feedback to the Group Members in the near future.

5.12 Shire of Cunderdin – Request to Alter Scope of Works on 26/27 Yr RRG Program.

As per the email shown in Appendix 2 at the end of this document, the Shire of Cunderdin requested the Group's approval to alter their 26/27 Yr RRG Road Program via:

- Withdrawing their existing endorsed Reconstruction Project on Moore Rd from SLK 0.00 to 2.00, with TEC = \$ 756,025
- Proposing a new single 26/27 Yr Reconstruction Project on Doodenanning Rd from SLK 9.14 – 11.64, with TEC = \$ 756,025.

as shown in the tables below.

There is no net financial variation to the Shire of Cunderdin's 26/27 Yr RRG Road Program. The reason for the Program change is explained in the extract from the support documentation provided for the new Project on Doodenanning Rd – as shown in Appendix 1. It is basically due to the Shire of Cunderdin's inability to source a suitable supply of gravel around the Moore Rd area. The Doodenanning Rd Upgrade works is the next 2040 Road planned to be upgraded in their 5 Yr RRG Plan, and suitable gravel is available in that area.

Existing Endorsed 26/27 Yr Program Details – Not Now to be Completed

Road Name	SLKs	Treatment Description	TEC	RRG Funding Component	Matching Muni Component
Moore Rd	0.00 - 2.00	Reconstruction from Type 4 to Type 6 Standard	\$756,025	\$504,017	\$252,008
			\$756,025	\$504,017	\$252,008

Proposed New 26/27 Yr Program Details

Road Name	SLKs	Treatment Description	TEC	RRG Funding Component	Matching Muni Component
Doodenanning Rd	9.14 - 11.64	Reconstruction from Type 4 to Type 6 Standard	\$756,025	\$504,017	\$252,008
			\$756,025	\$504,017	\$252,008

Please note that at 11.25pm at the start of the discussion of this item, my TEAMS platform timed out (subscription issues had limited the meeting to a 1 Hr Limit). However, upon immediately restarting the TEAMS meeting, all attendees except the Shire of Dowerin Delegate Cr Chris Meakins and CEO Manisha Barthakur rejoined the meeting and it continued. Subsequently, the number of voting Delegates reduced to four (4) from this point in the meeting.

Recommendation

That:

- the Shire of Cunderdin's 26/27 Yr RRG Road Program be altered to a single new Reconstruction Project on Doodenanning Rd from SLK 9.14 – 11.64 - with TEC = \$ 756,025 (comprising \$ 504,017 of RRG Funding).
- the Shire of Cunderdin's original 26/27 Yr Reconstruction Project on Moore Rd from SLK 0.00 – 2.00, be withdrawn, and the total \$ 504,017 of RRG Funding from this Project be reallocated to the new Project above.

be endorsed.

Moved Cr J Fulwood

Seconded Cr P Brown

Carried: Yes (4/0)

8 OTHER BUSINESS

8.1 RRG Procedures and MCA Submission Training at Trayning – Post Meeting Addition

This item has been added Post Meeting for information, as I was supposed to have raised this issue at this meeting and did not. At the WNE SRRG meeting held just prior to this Group's meeting, it was discussed and agreed that Alli Hunt will travel up to Trayning mid July 2026 and provide training for LG Staff for a ½ day during the day on RRG processes, including the MCA submission process (despite that we will have a new MCA Model Worksheet in the next year for the completion of the 28/29 Yr RRG Program due in August 2027). This would be ideal timing wise, since the 27/28 Yr RRG Road Program MCA submissions will have been requested by then and will be due by the end of the first week in August 2026 (to be considered at the 13th August 2026 SRRG Meeting). The Shire of Trayning advised they were happy to facilitate this Workshop. I will send out an email to all Member Council CEOs in the neat future advising the Date and Time for this Training Workshop.

9 NEXT MEETING DATES

9.1 Next WN RRG meeting

Date for this meeting is expected to be around early October 2026 (soon TBA), at the Shire of Northam's Recreation Centre, at 44 Peel Terrace, commencing at 10.00am.

9.2 Next WN RRG Technical Committee meeting

Date for this meeting is TBA.

9.3 Schedule next Kellerberrin SRRG meeting date.

The next meeting was tentatively scheduled for Thursday 13th August 2026, commencing at 10.30am.

10 CLOSURE OF MEETING

The Chairperson thanked everyone for their attendance. There being no further business, the meeting was closed at 11.33 am.

APPENDIX 1



**Deputy Premier
Treasurer; Minister for Transport; Sport and Recreation**

Our ref: 72-65251/1

Mr R Munns
Secretary
Kellerberrin SRRG
rod@rmecs.com.au

Dear Mr Munns

WHEATBELT SECONDARY FREIGHT NETWORK SUBMISSION FOR FUNDING

I refer to your letters dated 10 February 2026, regarding future funding of the Wheatbelt Secondary Freight Network (WSFN). I acknowledge that you have written on behalf of the Kellerberrin Sub Regional Road Group and the Wheatbelt North East Sub Regional Road Group.

Since taking responsibility for the Transport Portfolio in 2017, I have remained committed to delivering significant investment to local government road networks across Western Australia.

In 2016/17, under the then Liberal-National Government, funding provided to local government via the State Road Funds to Local Government Agreement was \$172.3 million. Under the Cook Labor Government this has increased substantially to \$307.5 million. That is almost double the amount of funding provided by the State to assist local government to build and maintain their assets, supporting this Government's commitment to deliver quality infrastructure across our State.

As part of this commitment to Local Governments, the State Government has also prioritised investment in the State's freight network to support road safety outcomes and increasing productivity for the agriculture and resource sectors.

Since 2020, our Government has partnered with the Australian Government to allocate to date nearly \$124 million (LG \$8.3 million/State \$16.5 million/AG \$99.2 million) on the WSFN. This funding has increased freight efficiency and productivity, reduced vehicle operating costs, and improved road safety along strategic freight routes within the Wheatbelt region as part of the overall \$187.5 million (LG \$12.5 million/State \$25 million/AG \$150 million) program.

Outside of the WSFN program, our Government has continued to work with the Australian Government to invest record amounts through the Regional Road Safety Program

– 2 –

(RRSP) towards upgrading our State's regional road network, with \$220 million allocated to improving Wheatbelt roads since 2020.

In 2025, our Government expanded the successful RRSP to include local government roads for the first time, supported by a \$125 million funding boost. More than \$39 million has been allocated as part of the RRSP expansion so far, with \$14.7 million going towards improvements on local governments roads throughout the Wheatbelt. It is important to note that the WSN continues to be funded through to mid-2027, with \$24.5 million allocated to be spent in 2026-27.

As I understand, Main Roads has had discussions with WSN Program Director, Mr John Nuttall, emphasising that to enable a funding request to be supported and submitted for consideration, a comprehensive business case needs to be completed.

I am advised that Main Roads has provided support to the WSN for over 18 months to develop a new submission.

I understand the WSN is still to complete the business case necessary to support a funding submission. Unfortunately, without a business case, Government cannot consider the proposal. In this regard, Main Roads will continue to offer support to the WSN in preparing the business case.

I would encourage the WSN to submit a proposal for consideration when the business case is complete.

Yours sincerely



**HON RITA SAFFIOTI MLA
DEPUTY PREMIER
MINISTER FOR TRANSPORT**

31 MAR 2026

APPENDIX 2

From: Robert Bell
To: Mr. All Hunt
Subject: RRG 27/28
Date: Wednesday, 24 June 2026 2:01:00 PM
Attachments: image001.png
image007.png
WSR Item 84ae5502-1e3a-48a3-ba5e-13ed9b7d4185.png
websterion-1c08a9e3-9f5c-4f4d-9e1c-9f5d01d6b3aa
facebook-16a0d753-c77a-5bae-bd11-7d4d1a6e0264.png
Minutes DCM June 2026 - Agenda Item 12.1 - Regional Road Group.pdf
scan.pdf
scan.pdf

 Moore road Doodenanning RD.xlsx
 RRG MCA 2026).xlsx
 Regional road group 2027 Doodenanning.docx

Hello Rod,

Here is my regional road group submission. The change of roads has been accepted by council due to lack of gravel available for purchase in Meckering, Agenda minutes above.

I apologise on the word document it won't allow me to send the traffic count information pictures, so I have sent it on a separate PDF.

Thanks.

Robert Bell
Manager of Works



SHIRE OF
CUNDERDIN

Shire of Cunderdin
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The views expressed in this e-mail are those of the author and do not represent those of the Shire of Cunderdin unless it is clearly indicated. You should scan this e-mail and any attachments for viruses. The Shire of Cunderdin accepts no liability for any direct or indirect damage or loss resulting from the use of any attachments to this e-mail.

The program that was approved in August 2024 included works on Moore Road for 2027/28 to 2029/30. This has had to be amended due to the lack of gravel that is being made available for road works in the area. The Shire received out of session "Shovel Ready" funding from Main Roads in this financial year to complete gravel re-sheeting works on Moore Road. It was extremely difficult to source gravel in the area and the gravel that was made available was of poor quality.

It is proposed to amend the program from Moore Road to the Carter-Doodenanning Road. The Shire has good gravel that is readily available on the Carter-Doodenanning Road in close proximity to the proposed road works. The works would commence at 9.15 SLK and conclude at the Shire boundary, a distance of 2.5kms.

The proposed works would include:

- Improving and reinstating drainage,
- Widening the shoulder and improving sightlines,
- Reconstruction of failed sections of the existing bitumen surface,
- Gravel re-sheeting and widening and bitumen sealing the current gravel sections of the road.