






Subject: **Road Use Agreement Discussion**
 Meeting Date: Tuesday, November 19, 2024
 Prepared By: Mike Ziehr, Director of Infrastructure
 Presented By: Mike Ziehr, Director of Infrastructure

STRATEGIC PLAN ALIGNMENT: (Check all that apply)

	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>
High Quality Infrastructure		Economic Resilience		Quality of Life		Effective Leadership		Level of Service	

RELEVANT LEGISLATION:

Provincial (cite) AR 315/2002 Commercial Vehicle Dimension and Weight Regulation
 Agricultural Operations Practices Act

Council Bylaw/Policy (cite)- Bylaw 1800 – Traffic Control Bylaw

BACKGROUND/PROPOSAL:

To provide the Committee of the Whole with information regarding the current processes and procedures followed by Administration when enforcing intensive or overweight truck hauls within the County.

While Road Use Agreements are a common practice by a large majority of the municipalities in the province, how they are managed does vary greatly. Some communities prefer to regulate these under Council policy, while others choose to enact a Bylaw which, while more onerous to revise, does allow for the issuance of fines should the agreement not be adhered to.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES/OTHER CONSIDERATIONS:

Kneehill County’s historic approach to managing the impact of the oil and gas industry on its roads is through Road Use Agreements (RUA). These are designed to balance industry needs with infrastructure preservation and mitigating community impact. Here’s a summary of the typical RUA process:

1. **Agreement Initiation:** The oil and gas company contacts the County (via Roadata) with details on proposed routes, equipment, anticipated number of trips, and the haul timeframe.
2. **Pre-Inspection:** County staff conduct road inspections and video documentation to assess the road’s current state and limitations. Fees are collected both for inspections and RUA issuance.
3. **Conditions and Requirements:** Conditions such as contract graders for road maintenance, dust control measures, and weather-based haul limitations are set to manage the haul’s effect on infrastructure and minimize disturbances for nearby residents.
4. **Post Inspection:** County staff inspect the road both during and after the haul is completed, and request repairs if necessary.

These agreements allow the County to ensure road quality, minimize nuisances, and address residents’ concerns proactively.

More recently, the County has employed the same requirement for Road Use Agreements (RUA) on developments or activities that have a potential to negatively impact municipal infrastructure. These



RUA's may be placed as a condition in a development approval, or they may be handled on a case-by-case basis if the activity does not require planning approval.

While similar in nature, the RUA agreement used for non-oil and gas related activities has as few additional requirements that applicants need to adhere to such as:

- Securities in the form of an irrevocable Letter of Credit or deposit is submitted to the County prior to hauling occurring. This ensures that the County has the funds available to complete any maintenance or repair responsibilities if the applicant does not choose to complete them.
- Insurance confirmation for both liability and automobile insurance with the County as a named insured on the policy.

While these separate RUA agreements have been processed separately in the past, there are potential benefits in combining them into one that will provide a clear and consistent process for all applicants.

Road Bans

All commercial heavy truck hauls in the County are required to conform to seasonal road bans when in place. The Road Use Agreement approval does not bypass this requirement. One exception that can be made is to AG industry traffic that has a valid Road Ban Exemption permit issued by the County, specific to certain roads and vehicles, and at the discretion of the County.

Passenger Vehicles

Road Use Agreements are exclusively for the purposes of regulating heavy or intensive truck hauls on Kneehill County roads. As these are public roadways, limiting or redirecting passenger vehicle traffic generated by site activities is not possible under these agreements.

Agriculture Industry Exemptions

Kneehill County does not require Road Use Agreements for agricultural industry related traffic. Given the weather dependent nature of the industry, sheer volume of traffic generated, and exemptions granted to the industry through AOPA and Commercial Vehicle Weight and Dimension regulations, placing these requirements on Agricultural Operations would require a significant amount of County resources to manage.

Operators may also choose to circumvent these RUA requirements and restrictions by utilizing farm equipment for large hauls, which are generally unenforceable and can cause more damage to County infrastructure. Regardless, the vast majority of Agricultural Operators are respectful of County infrastructure and compliance is generally gained through education.

FINANCIAL & STAFFING IMPLICATIONS:

n/a

ATTACHMENTS:

Road Use Agreement Template – Oil and Gas Industry

Road Use Agreement Template – Development

RECOMMENDATION:

That the Committee of the Whole accept the information on Road Use Agreements as information.

APPROVAL(S):

Mike Haugen, Chief Administrative Officer

Approved-

