



# REPORT

To: Chair and Directors

Report Number: ENV-BRD-047

From: Paulo Eichelberger, GM of Environmental Services

Date: March 25, 2021

**Subject: Charlie Lake Trucked Waste Receiving Facility – Provincial Road Exemption Agreement**

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## **RECOMMENDATION: [Corporate Weighted]**

That the Regional Board approve entering into an agreement with the Ministry of Transportation and Infrastructure for a period of 5 years, holding \$100,000 in capital reserve under the Charlie Lake Trucked Waste Receiving Facility for potential road repairs, allowing registered sewer haulers to access the facility during road ban season; further, that the Chair and Chief Administrative Officer be authorized to sign the agreement.

## **BACKGROUND/RATIONALE:**

The Charlie Lake Trucked Waste Receiving Facility (TWRF) is located on 273 Road, near Charlie Lake, BC. The roads<sup>1</sup> utilized by haulers to get to the TWRF are subject to road restrictions<sup>2</sup> on a seasonal basis every year. Because the facility serves an essential need for the disposal and treatment of domestic wastewater from rural areas, it is necessary for haulers, who are registered under the TWRF, to access the site throughout the road ban season.

For the TWRF to receive wastewater loads for treatment all year, it is necessary to obtain exemptions from the BC Ministry of Transportation and Infrastructure (MoTI) annually for haulers. To do that, MoTI establishes agreements with facility owners, such as the PRRD, to ensure monies are secured in the event repairs are made on the affected road to address damages from hauling during periods of road restrictions. Once exemptions are in place, registered haulers will be permitted to access the TWRF without being flagged by Commercial Vehicle Safety and Enforcement (CVSE).

As part of the agreement, the PRRD (facility owner) is required to hold monies in reserve to pay for repairs which are related to hauling on specified roads (see Financial Considerations). MoTI will conduct inspections prior to spring thaw and provide a report to the PRRD, which will serve as a baseline for the year. Any road damage resulting from traffic coming to and from the TWRF that require repairs by MoTI will be paid by drawing down on the security.

## **ALTERNATIVE OPTIONS:**

1. That the Regional Board provide further direction.

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<sup>1</sup> Charlie Lake South 273Q from Charlie Lake Frontage 703A south for 2.2 km and Charlie Lake Frontage 703A from Highway 97N to Charlie Lake South 273Q, as identified by MoTI.

<sup>2</sup> Restrictions apply to the weight commercial transports may haul and are typically issued during the spring freshet season to prevent damage to public road infrastructure. This usually occurs during spring freshet and can range from restricting the weights of loads for haulers all the way down to full bans (i.e. – zero commercial traffic permitted).

## STRATEGIC PLAN RELEVANCE:

☒ Not Applicable to Strategic Plan.

## FINANCIAL CONSIDERATION(S):

Per the conditions of the agreement regarding road repairs, the PRRD is required to hold in reserve a minimum of \$100,000 as a security. Funds would be drawn from the Charlie Lake Sewer Function's capital reserve for the TWRF in the event of road repairs. If no repairs are required, then no monies are withdrawn from the capital reserve. The TWRF is funded strictly by user fees, which will be used to top up the portion of the security that is drawn in a calendar year in the event that road repairs occur.

The term of the agreement is 5 years, which means that the \$100,000 security will be held for the 5-year term. The 2022-2026 budget years will show \$100,000 earmarked in the capital expenditures line item in order to fully reserve the funds as intended for this security.

The Capital Reserve (TWRF) is \$595,075 as of March 15, 2021.

## COMMUNICATIONS CONSIDERATION(S):

None at this time.

## OTHER CONSIDERATION(S):

Road map showing distance from Hwy 97N turnoff to TWRF

