

APPENDIX B  
ROAD STUDIES  
FINANCIAL COST/BENEFIT ANALYSIS  
SAFE ROAD STUDY

The Kawartha City Road Study states levy fees less capital road expenditures and maintenance costs related to aggregate industry has caused a deficit. The Grey County transportation- master plan also reports significant capital expenditures and maintenance costs related to roads and bridges.

In order to provide safe roads the Municipalities must ensure income (levy fees) cover the capital expenditures and maintenance costs incurred by the aggregate industry.

I recommend the County of Grey prepare a similar report as the City of Kawartha.

The Grey County Information Notes Transportation Master Plan Trucking Companies Meeting February 7, 2013 supports Public concerns regarding safe roads i.e. signage, cyclists, narrow shoulders etc..

See <http://www.grey.ca/services/planning-development/transportation-master-plan/>

**City of Kawartha Lakes Road Study Extracted from ARA Standing Committee Review of ARA**

The City of Kawartha Lakes carried out a roads study recently. In the City of Kawartha Lakes, as in all municipalities across the province and North America, there is an infrastructure deficit. Municipalities are not able to keep up with the expenditures necessary to maintain roads at a reasonable level. Roads that require maintenance on a 35 to 40 year time cycle are being pushed back to 75 to 80 years. As it goes everywhere else, so it goes in North Dumfries Township. We are not immune from this deficit. What compounds the issue for North Dumfries Township, as in the other aggregate producing municipalities, is the gravel truck traffic. The City of Kawartha Lakes recently prepared a report providing an estimate of the road damage attributable to truck traffic associated with the aggregate industry in their municipality. To move 5.4 million metric tonnes of gravel in Kawartha Lakes would require approximately 440,000 trips with a large gravel truck. The Kawartha Lakes report goes on to calculate that the damage incurred on their roads in one year is \$2.4 million. The Kawartha Lake report did not consider a number of other factors such as the impact of gravel truck traffic on bridges and culverts, the impact of over inflated tires and high speeds on rough roads and the socio-economic impact on residents living in close proximity to operating pits.

The Kawartha Lakes report noted that the aggregate producers pay 12.5 cents per tonne. In Kawartha Lakes, 5 cents goes to the province and 7.5 cents to the municipalities where the aggregate is extracted. The gravel compensation that Kawartha Lakes received in 2008 was approximately \$400,000.00. However, where you have two tier governments, then the levy is divided between the two tiers. North Dumfries receives \$0.06/tonne. In 2010, the total received by North Dumfries was \$205,931.86.

The next steps for this group will be to have the public works and finance departments in each of the participating Aggregate Producing Municipalities put together a report similar to the one drafted by the City of Kawartha Lakes Director of Finance. These documents will be amalgamated into one report to be presented to the Minister of Natural Resources. The report will address the rationale and justification behind the Aggregate Producing Municipalities request to have Aggregate Royalties increased. Increasing the gravel levy is but one issue that will be addressed by this lobby. The Township of North Dumfries looks forward to working with this group to discuss a variety of gravel issues including aggregate management plans and cumulative impact analysis studies

See PPS1.1.1 Healthy, liveable and safe communities, 1.6.5.1 Transportation systems...which are safe, 1.6.5.2 Efficient, 1.6.5.3, 1.6.5.5 Transportation and land ...integrated at all stages of the planning, 1.6.6 Transportation/Infrastructure Corridors 1.6.6.1 Planning authorities...protect corridors/rights-of-way for transportation, transit... 1.6.6.2 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor, 1.6.6.3 The preservation and reuse of abandoned

corridors for purposes that maintain the corridor's integrity...,1.6.6.4 When planning for corridors and rights-of-way for significant transportation...consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources, 1.7.1 Long-term economic prosperity, 4.6 the policies of this Provincial Policy Statement represent minimum standards. This Provincial Policy Statement does not prevent planning authorities and decision-makers from going beyond the minimum standards established in specific policies, unless doing so would conflict with any policy of this Provincial Policy Statement.