

STURGEON COUNTY TRANSPORTATION ADVISORY COMMITTEE

October 2, 2025

HYBRID – VIRTUAL/IN PERSON

Minutes

A.	CALL TO ORDER	ITEM LEAD	ACTION BY																																
	<p>Meeting called to order at 6:01pm.</p> <p>Committee Members present at commencement:</p> <table><tr><td>Brian Reed</td><td>Public Member</td></tr><tr><td>Don Levers</td><td>Public Member</td></tr><tr><td>Dave Kluthe</td><td>Public Member</td></tr><tr><td>Aaron Bokenfohr</td><td>Public Member</td></tr><tr><td>Gerald van Bruggen</td><td>Public Member</td></tr><tr><td>Anthony Nardi</td><td>Public Member</td></tr><tr><td>Jason Berry</td><td>Councillor Division 6</td></tr><tr><td>Dan Derouin</td><td>Councillor Division 1</td></tr></table> <p>Guests present at commencement:</p> <p>Mike Boissoneault – Resident, In person attendance</p> <p>Committee Members absent at commencement:</p> <p>Allan Anthieren - Public Member</p> <p>Jason Gerun - Public Member</p> <p>Administration present:</p> <table><tr><td>M. Adu-Safo</td><td>Director, T&E Services</td></tr><tr><td>G. Cebryk</td><td>GM, Infrastructure & Operational Services</td></tr><tr><td>S. Hinton</td><td>Manager, Engineering Services</td></tr><tr><td>T. Cole</td><td>Program Technician, T&E Services</td></tr><tr><td>M. Morrissey</td><td>Director, Economic Innovation & Growth</td></tr><tr><td>D. Patterson</td><td>Operations Supervisor – Drainage</td></tr><tr><td>B. Derksen</td><td>Operations Supervisor – Paved Roads</td></tr><tr><td>N. MacNevin</td><td>Transportation Supervisor – Gravel Roads</td></tr></table>	Brian Reed	Public Member	Don Levers	Public Member	Dave Kluthe	Public Member	Aaron Bokenfohr	Public Member	Gerald van Bruggen	Public Member	Anthony Nardi	Public Member	Jason Berry	Councillor Division 6	Dan Derouin	Councillor Division 1	M. Adu-Safo	Director, T&E Services	G. Cebryk	GM, Infrastructure & Operational Services	S. Hinton	Manager, Engineering Services	T. Cole	Program Technician, T&E Services	M. Morrissey	Director, Economic Innovation & Growth	D. Patterson	Operations Supervisor – Drainage	B. Derksen	Operations Supervisor – Paved Roads	N. MacNevin	Transportation Supervisor – Gravel Roads	Chairperson	
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A.1	<p>WELCOME AND NOTICE OF RECORDING</p> <p>Welcome to new and returning members and guests.</p> <p>Effective January 2021, all TAC meetings are now being recorded.</p>	Chairperson																																	

A.2	ROLL CALL (GUEST SELF INTRODUCTIONS) Guest and member introductions M. Boissoneault – Resident guest (in person)	Chairperson	
A.3	ADDITIONS/DELETIONS/CHANGES TO AGENDA Deletions: E.3 - G. van Bruggen stated his item be removed Additions: None MOVED: That the agenda be adopted as amended. CARRIED UNANIMOUSLY	Chairperson	
B.	MINUTES FROM PREVIOUS MEETING MOVED: That the minutes be accepted as presented. CARRIED UNANIMOUSLY	Chairperson	
C.	UNFINISHED BUSINESS FROM THE MINUTES		
C.1	None	Chairperson	
D.	COMMITTEE WORKPLAN ITEMS		
D.1	WP Item 6.1.1: Registered Ditches <ul style="list-style-type: none"> • Presentation. • Total of 83km (2.2% of all County ditches). These convey a lot of water, are very important infrastructure, and very complex as they cross multiple private properties. These are NOT the ditches that run adjacent to roads. • Historically, costs to maintain registered ditches was covered by grants from province– especially during construction, but longer-term maintenance is not funded the same way. • Administration is currently reviewing each registered ditch individually to determine if it remains valid, is properly permitted, assessing potential impacts if it was transferred away from a public asset, and determining if it should remain as a public asset – key focus is ensuring that County liability is low. • Rely on good quality LIDAR information, historical records, some site inspection, not necessarily at the surveying stage at this time. • Any work being conducted is scheduled strategically – autumn/early winter is best -after crops are off, migratory birds not an issue, environmentally good time re permits required. Working toward a five-year inspection cycle and performing key maintenance as needed. Administratively very challenging, ie when a registered ditch crosses the land of 15 separate landowners. • Anyone who currently has a registered ditch generally understands the benefits to them (flood avoidance) and 	D. Patterson	

	<p>wants the registered ditch maintained. New ditches are more difficult to get registered (even with a market value reimbursement to landowner), as these involve registering for a caveat on a resident's land</p> <ul style="list-style-type: none"> • Backlot easements are a different entity altogether. • Committee member feedback – kudos to D. Patterson around all the work he has led on drainage. 		
D.2	<p>WP Item 6.3.1: Pavement Rehabilitation Strategies</p> <ul style="list-style-type: none"> • Presentation • 350km paved roads in the County; (~\$1.7M to pave a kilometer). Maintaining and extending life cycle of existing assets has huge benefit to keeping taxes down for residents. • County uses different techniques, with different costs, and always learning from results of the various treatments in particular circumstances to capture improvements for future. • New software just recently come on board, to assist with decision making around life cycle maintenance. 	S. Hinton	
E.	NEW BUSINESS		
E.1	<p>Capital Project Update:</p> <p>Presentation</p> <ul style="list-style-type: none"> • New model has worked well this year. • All projects have been on-budget to-date. 	S. Hinton	
E.2	<p>Operational Updates</p> <p>Presentation: Road Services</p> <ul style="list-style-type: none"> • Street sweeping; line painting; asphalt maintenance; pothole patching (decreased due to lots of capital project road construction in recent years); garbage (10-20 tonnes of garbage collected from County road ROWs each year; heat map of high activity locations, signage posted, work with enforcement); signs; internal bridge maintenance; brushing; dust suppression – calcium – cut in half this year due to haul route product change to Mineral Oil (which therefore jumped from 60 to 480 segments); lessons learned: some haul routes not good candidates for MO in future (eg Rge Rd 10 base moved a lot so mineral oil not as functional) does depend on road base, learnings from this year will be incorporated into future. <p>Presentation: Gravel Roads</p> <ul style="list-style-type: none"> • Road gravelling; gravel road improvement projects (2025 program complete, 2026 planning underway); <p>Presentation: Drainage Operations</p>	<p>B. Derksen</p> <p>N. MacNevin</p> <p>D. Patterson</p>	

	<ul style="list-style-type: none"> various types of projects to improve drainage, many complete, others on track for completion this year. <p>Presentation: Bridge Maintenance Contract</p> <ul style="list-style-type: none"> late season projects underway. <p>Final Comments/Questions:</p> <ul style="list-style-type: none"> Teams collaborate whenever possible with other departments, and between crews within T&E, to find synergies with multi-department projects, economies of scale etc. Questions: Rge Rd 250 railway crossing pavement – pot holes are gone, smoother crossing. Successful trial; learning may be that there is now a 60m gap in dust suppression between the apron and nearby dust suppression site, which is hard for maintenance. Where there are reconstruction projects underway, extending the pavement to the crossing. COMMITTEE RECOMMENDATION to Council? 		
E.3	<p>Line Painting</p> <ul style="list-style-type: none"> Removed per member who originally brought forward. 		
E.4	<p>Subdivision Access paving</p> <ul style="list-style-type: none"> Discussion around paving access roads to all subdivisions in the county. Priority matrix is used to make decisions on paving projects – take into consideration traffic counts, paved road within subdivisions, connectivity between various classes of roads; lot occupancy (% developed) within the subdivisions, economies of scale related to proximity with another nearby project, etc. Not a dedicated program, but part of a broader program. Existing pavement within the subdivision would be maintained under a life cycle extension project. Whereas new paving (of access roads) would fall under capital projects. Discussion around percentage of lot development that triggers paving. There is no hard number - different councils have different strategic goals for their terms, which guides their decisions. Administration focuses on NEEDS for work, then any leftover funds are directed to WANTS, all of which are based on Council priorities. 	Member item	
E.5	<p>Ledcor / subcontractor Hwy Maintenance</p> <ul style="list-style-type: none"> County administration communicates directly with Alberta Transportation (AT), who then must hold their contractor to account around maintenance issues and complaints. County has had numerous discussions with AT to date, including monthly meetings. 	Member item	

E.6	Council Board and Committee Recruitment <ul style="list-style-type: none"> TAC is recruiting for 2026 members, to fill three positions which expire December 31. Sign up or encourage residents to apply through the website. 	T. Cole	
E.7	Hydrogen Plow Trucks <ul style="list-style-type: none"> Presentation on Dual Fuel Pilot Project. One year trial program, to prove or disprove the concept. Will not result in operational impact, because this is dual fuel – equipment can run exclusively on diesel, and crews will not take time out to refuel unless operationally convenient (eg, when snow clearing during a snow storm, equipment will run strictly on diesel). Regular updates coming in on the milestones, going to Council for continued guidance on October 8. Feasibility discussions underway – eg. Indoor storage? Following the pilot project, the County equipment will revert back to exclusively diesel as results analyzed. Pilot program involves converting a single plow truck (out of fleet of eight – County only runs five at a time); no impact to capacity at all. Hydrogen injection will be used when plow is NOT under load – so only while idling or travelling between work sites; when under load, plow truck will be using diesel injection, so no reduction in horsepower nor reduction in service levels to residents. Sturgeon County is the smallest participant in the pilot, (at 0.8% financial participation). Joint press release with City of Edmonton (project lead) in June 2024 announcing the pilot program and the County's involvement; numerous public publications since. Broad conclusion, this short term pilot program is testing proof of concept. 	M. Morrissey	
F.	ADJOURNMENT <p>MOVED: That the meeting be adjourned at 8:02 p.m.</p> <p style="text-align: center;">CARRIED UNANIMOUSLY</p> <p>NEXT MEETING: Thursday, November 27, 2025 6-8pm</p>		