

## Request for Decision

<b>Title</b>	<b>11:00 a.m. - Sil Industrial Minerals: Pit Reclamation and Victoria Trail Bridge Replacement Cost Share</b>
<b>Proposed Motion</b>	<ol style="list-style-type: none"> <li>1. That Council authorize the Chief Administrative Officer to execute a Memorandum of Understanding with Sil Industrial Minerals for the reclamation of Pit#46 SW-8-57-20-4 to become a recreation asset.</li> <li>2. That Council approve, in principle, a 70/30 cost-sharing arrangement with Sil Industrial Minerals for the replacement of the Victoria Trail Bridge, with a total project budget of \$3,400,000; and that Sturgeon County's 30% contribution of \$1,020,000 be funded from the Municipal Infrastructure Reserve, contingent upon execution of a finalized cost-sharing agreement to be presented to Council for approval prior to Second Reading of Bylaw 1675/25 to redistrict SE-12-57-21-4 from Agricultural to Resource Extraction.</li> </ol>
<b>Administrative Recommendation</b>	Administration recommends that Council authorize the Chief Administrative Officer to execute the Memorandum of Understanding with Sil Industrial Minerals for the reclamation of Pit #46 (SW-8-57-20-4) for future recreational use; approve, in principle, a 70%/30% cost-sharing arrangement for the replacement of the Victoria Trail Bridge; and approve the Sturgeon County's \$1,020,000 contribution to be funded from the Municipal Infrastructure Reserve.
<b>Previous Council / Committee Direction</b>	None
<b>Report</b>	<p><u>Background on MOU for Pit #46 Reclamation and Park Concept</u></p> <ul style="list-style-type: none"> <li>• Sturgeon County and Sil Industrial Minerals have been engaged in discussions regarding the future use of Pit #46 (SW-8-57-20-4), located just south of the Redwater Recreation Area. The conversations have focused on the potential donation of the site for recreational purposes following the completion of resource extraction and subsequent reclamation.</li> <li>• Given the extensive regulatory process required for reclamation approval—which involves a series of sequential submissions to trigger each step—Administration is recommending a non-binding</li> </ul>

Memorandum of Understanding (MOU) with Sil Industrial Minerals. The MOU would outline both parties' shared intention to work collaboratively toward reclaiming the site to a standard suitable for future recreational use.

- The MOU will enable Sil Industrial Minerals to move forward with submitting a final concept plan to the province for approval that meets recreation-focused reclamation standards. Simultaneously, Sturgeon County will complete its Parks Feasibility Study, scheduled for Q2 2025, to assess operational impacts and define the final amenities for the proposed park space.
- Key Milestones in the MOU (subject to Alberta Environment and Parks workload and site complexity):
  - Completion of Hauling: Early 2026
  - Updated Code of Practice Activities Plan (mandatory): 12 months post-submission – Target: 2027
    - Note: An agreement with Sturgeon County on the reclamation/park plan must be in place before this submission.
  - Reclamation Earthworks, Topsoil Replacement & Seeding: 2026–2028
    - Note: Includes contingency time to address unforeseen challenges.
  - Vegetation Establishment & Naturalization: 12–36 months following topsoil and seeding – 2026 to 2029
    - A minimum of two growing seasons is required to assess the success of vegetation establishment.
  - Reclamation Certificate Submission: 24–36 months after topsoil/seeding – Expected 2028 to 2029
  - Reclamation Certificate Approval: Estimated 24–48 months – Target 2030 to 2032
- It is important to highlight that the MOU pertains only to the concept of landscaping and earthworks as required by provincial guidelines. As the project progresses, Sil Industrial Minerals will be required to apply for a development permit from Sturgeon County. This permit process will determine the need for additional amenities such as access roads, parking, trails, and picnic areas.
- Sturgeon County would only acquire lands after all the requirements of the Reclamation Certification Approval have been completed sometime after 2032.
- The draft MOU is provided as attachment 1.

#### Background Information Cost Share Arrangement

- The Victoria Trail Bridge, a 93-year-old structure, has surpassed the typical lifespan of 75 years for major bridge infrastructure. Classified as a major bridge, it currently has a load rating of CS1 (Single Unit Truck) – 19

tonnes, CS2 (Two-Axle Tractor Semi-Trailer) – 35 tonnes, and CS3 (Multi-Axle Heavy Truck) – 48 tonnes. These ratings fall significantly below the standard maximums for bridge loading in Alberta, which are CS1-28 tonnes, CS2-49 tonnes, and CS3-63.5 tonnes. Due to its age and design limitations, the bridge cannot accommodate current legal load limits. Additionally, its narrow width of 5.0 metres and vertical clearance of 4.8 metres, due to its through-truss design, restrict traffic to a single lane and impose further functional constraints.

- In 2023, an incident involving a failed diagonal member raised urgent safety concerns and prompted the need to accelerate previously recommended replacement timelines outlined in the 2022 and 2023 Bridge Asset Management Plans, which identified 2028 as the target for replacement. Ultrasonic testing has since identified two additional fractured members requiring ongoing monitoring. Engineering staff and external consultants unanimously support full replacement as the most viable solution, citing the structure's condition, safety risks, and functional limitations. Pre-engineering is underway to enable potential construction as early as Q1 2026.
- The bridge replacement project is estimated at \$3.4 million and proposes a modern 9-metre-wide structure without vertical clearance restrictions, using standard girders. The current bridge remains in use, but traffic is restricted to light-duty and limited heavy-duty vehicles in accordance with weight regulations.
- Discussions with Sil Industrial Minerals, the primary industrial user of the bridge, have resulted in an in-principle commitment to a 70/30 cost-sharing agreement, with SIL contributing 70% of the total cost. A Memorandum of Understanding is being finalized for this in-principle commitment and is aligned with SIL Mineral's interest in securing rezoning approval for their future extraction site, Pit #79 (at SE-12-57-21-4).
- The detailed bridge design, which will incorporate historical commemorative features, is being updated to refine final cost estimates. These funding elements will subsequently be presented to the Capital Committee for consideration. Public engagement is scheduled for Q3 2025, with tendering anticipated in October 2025. If required, Sil Industrial Minerals may continue limited haul operations over the bridge through the winter of 2025-26, concluding by January 31, 2026.
- Project mobilization is tentatively scheduled to begin on February 1, 2026, with completion targeted for Q4 2026.
- Administration recommends proceeding with the proposed cost-sharing agreement with Sil Industrial Minerals, subject to final Council approval, completing the design and funding agreement by Q2 2025, and

	<p>launching public engagement activities in Q3 2025 to support a construction start in early 2026.</p> <ul style="list-style-type: none"> <li>Subject to a negotiated cost share agreement approved by Council, Second and Third Readings of Bylaw 1675/25 - Redistrict SE-12-57-21-4 from AG to RE will be presented for Council's consideration in June 2025.</li> </ul> <p><u>External Communication</u></p> <ul style="list-style-type: none"> <li>Council's decision will be communicated to Sil Industrial Minerals and the public.</li> </ul> <p><u>Relevant Policy/Legislation/Practices</u>  <i>Municipal Government Act, RSA 2000, c M-26</i></p>
<p><b>Implication of Administrative Recommendation</b></p>	<p><u>Strategic Alignment</u></p> <p><b>Operational Excellence</b> – This cost-share model leverages alternative funding mechanisms that reduce the County's direct financial burden, ensuring responsible use of reserves and taxpayer dollars. It represents a future-focused, financially sustainable approach to infrastructure development and embodies the County's commitment to innovative service delivery and fiscal prudence.</p> <p><b>Thriving Communities</b> – Committing the proposed resources to this process will support the development of integrated natural spaces and park systems, cultivating safe, beautiful, and complete communities.</p> <p>The bridge replacement project includes commemorative design features to recognize the historical significance of Victoria Trail, enhancing the cultural and historical narrative of the region. Preserving this identity while modernizing infrastructure helps foster community pride and connection, reinforcing the County's vision of integrated historical and civic amenities.</p> <p><b>Planned Growth</b> – The bridge replacement supports reliable and future-ready infrastructure that underpins industrial growth and rural mobility. By partnering with SIL Industrial Minerals in a 70/30 cost-share model, the County demonstrates a proactive approach to infrastructure renewal that aligns with long-term land use planning and supports ongoing industrial activity, particularly in resource extraction. This strategic investment ensures continuity of service and access, aligning with economic development goals tied to land and infrastructure synergy.</p> <p><b>Collaborative Governance</b> – Endorsing the MOU and park plan would reinforce Council's commitment to ongoing community consultation and engagement and collaborating with industry.</p> <p><u>Organizational</u></p> <ul style="list-style-type: none"> <li>The MOU process is being managed by Administration and any future impacts on the final development would be reviewed by Council as part of the regular budget approval process as described in the milestones.</li> </ul>

	<ul style="list-style-type: none"> <li>• The timely replacement of a critical transportation asset will support both industrial activity and rural connectivity.</li> <li>• From an operational standpoint, the agreement fosters stronger intersectoral partnerships, reinforces the County's reputation as a pragmatic and solutions-oriented municipality, and aligns internal resources—such as engineering, and planning—with strategic outcomes.</li> </ul> <p><u>Financial</u></p> <ul style="list-style-type: none"> <li>• With SIL Minerals committing to cover 70% of the estimated \$3.4 million bridge replacement cost, the County's contribution is reduced to approximately \$1.02 million. The proposed cost-share arrangement represents savings of \$2.38 million. This order-of-magnitude difference significantly reduces the financial impact on County reserves and capital planning, freeing up funding for other strategic priorities.</li> <li>• This arrangement alleviates pressure on municipal reserves and enables the reallocation of limited capital funding to other priority projects. Furthermore, by partnering with industry, the County is leveraging external investment to address aging infrastructure, improving long-term financial sustainability.</li> <li>• The agreement also minimizes potential future costs associated with emergency repairs or service disruptions resulting from continued degradation of the existing bridge structure.</li> </ul>
<b>Alternatives Considered</b>	An alternative considered was for the County to proceed with full funding and delivery of the Victoria Trail Bridge replacement independently, without entering into a cost-share agreement with SIL Minerals.
<b>Implications of Alternatives</b>	<p><u>Strategic Alignment</u></p> <p>Solely funding the bridge replacement project would place increased pressure on the County's capital budget allocation, potentially delaying other critical infrastructure projects contrary to the strategic objective of Operational Excellence.</p> <p><u>Organizational</u></p> <p>The absence of a partnership would likely have required reprioritization of existing capital projects, impacting project timelines and introducing potential delays across the broader capital program.</p> <p><u>Financial</u></p> <p>If the County were to proceed without the cost-share agreement, the full estimated project cost of \$3.4 million would be borne entirely by the County.</p>
<b>Follow up Action</b>	1. Execute Memorandum of Understanding for Pit Reclamation (CAO's Office, Q2 2025)

	2. Finalize Cost Share Agreement (Infrastructure and Operational Services / Financial Services / CAO's Office, Q2 2025)
<b>Attachment(s)</b>	1. Attachment 1: Memorandum of Understanding 2. Attachment 2: Presentation
<b>Report Reviewed by:</b>	Karolina Drabik, Program Lead Open Spaces, Open Spaces and Agricultural Services  Angela Veenstra, Manager, Open Spaces and Agricultural Services  Max Adu-Safo, Director, Transportation and Engineering Services  Gord Cebryk, General Manager, Infrastructure and Operational Services  Travis Peter, Chief Administrative Officer

## Strategic Alignment Checklist

**Vision:** *Offering a rich tapestry of historical, cultural, and natural experiences, Sturgeon County is a municipality that honours its rural roots and cultivates desirable communities. Uniquely situated to provide world-class agricultural, energy, and business investment opportunities, the County prioritizes responsible stewardship and dreaming big.*

**Guiding Principles:** Collaboration | Accountability | Flexibility | Excellence | Safety | Future Readiness | Affordability | Innovation

Community Outcome	Not consistent	Consistent	N/A
<b>Planned Growth</b>			
<ul style="list-style-type: none"> <li>Internationally competitive to attract, grow and sustain diverse businesses; tenacious focus on new growth and innovation</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Modern broadband and digital capabilities</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Low cost, minimal red-tape regulations</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Reliable and effective infrastructure planning; comprehensive land use and infrastructure planning</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Thriving Communities</b>			
<ul style="list-style-type: none"> <li>Beautiful, surprising places with high standards; integrated natural spaces &amp; trail systems; healthy and resilient</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Engaging cultural, historical, and civic amenities; strong community identity and pride</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Safe, welcoming, and diverse communities; small community feel and personal connection; commitment to high quality of life</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Environmental Stewardship</b>			
<ul style="list-style-type: none"> <li>Clean air, land, and water; Carbon neutral municipal practices; circular economy opportunities</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Conservation of natural areas and agricultural lands; enhanced greening and biodiversity; safekeeping ecosystems</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Sustainable development; partnerships with industry and others to drive emission reductions</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Collaborative Governance</b>			
<ul style="list-style-type: none"> <li>Predictable and stable external relationships; volunteer partnerships</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Meaningful connections with Indigenous communities</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Ongoing community consultation and engagement; transparent and action-oriented decision making based on sound rationale</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Respectful and informed debate; clear and supportive governance processes</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Operational Excellence</b>			
<ul style="list-style-type: none"> <li>Engaged and effective people – Council, Admin and Volunteers; continuous learning and improvement mindset; nimble and bold, with strong leadership</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Quality cost-effective service delivery; robust procurement and operational practices and policies; asset management and performance measurement; careful debt and reserve stewardship; long-term financial planning and sustainability</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Future focused thinking to proactively respond to emerging opportunities and challenges</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>Alternative revenue generation and service delivery models integrated strategic and business planning</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>