



# Town of Newmarket Council Information Package

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Date: March 27, 2026

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March 19, 2026

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None.



March 13, 2026

Hon. David Piccini  
Ministry of Labour, Immigration, Training and Skills Development  
14<sup>th</sup> Floor, 400 University Ave  
Toronto ON M7A 1T7

**Re: Request for Provincial Legislation Amendments, Health and Safety Concerns**

Dear Minister Piccini,

At its meeting of Council on March 11, 2026, the Council of the Township of Oro-Medonte received correspondence from Association of Ontario Road Supervisors (AORS) regarding the above-mentioned request for support.

The Township of Oro-Medonte fully supports AORS in their request, as our staff have, on numerous occasions, been subjected to abusive and aggressive behaviour from members of the public. We respectfully request your support in advancing measures that will strengthen protections for municipal workers and contractors. With provincial partnership, municipalities can better safeguard the individuals who work tirelessly to maintain critical services and keep our communities functioning safely.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Greenlaw", is positioned above the printed name of the Mayor.

Mayor Randy Greenlaw

Cc: Premier Doug Ford  
Hon. Michael Kerzner, Solicitor General of Ontario  
Hon. Jill Dunlop, Minister of Emergency Preparedness and Response  
Hon. Rob Flack, Minister of Municipal Affairs and Housing

Hon. Prabmeet Sakaria, Minister of Transportation  
Hon. Todd McCarthy, Acting Minister of Infrastructure  
Doug Downey, MPP Barrie – Springwater - Oro-Medonte  
Association of Municipalities of Ontario (AMO)  
Association of Ontario Roads Supervisors (AORS)  
Ontario Municipalities  
Members of Oro-Medonte Council



Minister of Labour, Immigration, Training and Skills Development David Piccini  
 14<sup>th</sup> Floor, 400 University Avenue  
 Toronto, ON M7A 1T7

February 5, 2026

Dear Minister Piccini,

On behalf of Ontario's municipal public works professionals, we are writing to raise an urgent health and safety concern that is increasingly placing municipal workers and subcontractors at risk while they maintain the critical infrastructure our communities rely on every day.

While the Occupational Health and Safety Act establishes important protections against workplace hazards, it does not adequately address a growing and very real threat: unsafe working conditions created by interference, harassment, and dangerous actions from members of the public.

Through consultations with AORS members across the province, we are hearing consistent and deeply troubling examples of escalating behaviour directed at municipal workers - particularly winter maintenance operators. These are not isolated incidents, but a pattern that is becoming increasingly normalized during significant weather events. Examples reported to AORS include:

- An individual throwing a large chunk of ice at an active piece of municipal equipment while it was operating.
- A resident threatening to kill a sidewalk plow operator.
- A man climbing onto a snow plow and refusing to get off until the operator agreed to plow his road next.
- Two municipal staff members being confronted, accosted, and aggressively yelled at in public - one at a gas station and another while simply standing in line for coffee - by individuals angry about road conditions that were not even under that municipality's jurisdiction, as well as a mailbox that had been struck.
- A voicemail left by a resident threatening to shoot a municipal plow driver with a shotgun the next time the street was plowed.
- A resident angry about snow at the end of their driveway jumping in front of an active plow and refusing to move. The plow was delayed for over an hour during a major snow event, placing service levels and the municipality's overall emergency response at risk. The situation was only resolved once supervisors and by-law officers arrived on scene.

These incidents represent only a small sample of what municipal plow drivers and winter maintenance crews are experiencing across Ontario. What was once limited to disgruntled complaints has escalated into direct threats, physical interference, and dangerous confrontations that place workers, subcontractors, and the public at risk. This issue is becoming a systematic threat to municipal service delivery and is only amplified during significant weather events.

Municipal workers and their contracted partners are responsible for maintaining roads, bridges, sidewalks, and other essential services - often in extreme weather and high-risk environments. When these workers are threatened or obstructed, it becomes not only a workplace safety issue, but a broader public safety concern. In some cases, conditions have become so unsafe that

municipal staff and subcontractors have walked off job sites, jeopardizing timely service delivery during critical events.

We respectfully ask the Province to consider the following changes:

- Under the Emergency Management and Civil Protection Act, when a municipality declares a Significant Weather Event, municipal winter maintenance vehicles and operators - including subcontractors working on behalf of municipalities - should be afforded enhanced protection, with interference or obstruction treated with the same severity as interference with police, fire, or paramedic services.
- Establish clear public-safety interference provisions, similar in intent to Ontario's Slow Down, Move Over legislation, that recognize the essential role of municipal roadside workers.
- Consider adopting provisions similar to Manitoba's recently passed Bill 38, an amendment to their Highway Traffic Act effective January 1, 2026, which requires motorists to maintain a minimum distance of 30 metres behind snowplows where speed limits are 80 km/h or lower, and 100 metres where speed limits exceed 80 km/h.

These changes would provide clarity, deterrence, and enforceability—sending a strong message that interference with municipal workers performing essential services will not be tolerated. Just as Ontario protects first responders from obstruction during emergencies, we must extend similar protections to the public works professionals who keep our communities safe, connected, and functioning.

AORS would welcome the opportunity to meet with you and your staff to discuss these concerns further and to collaborate on legislative solutions that better protect municipal workers and subcontractors while strengthening public safety across the province.

Thank you for your consideration of this critical issue.

Sincerely,



Karla Musso-Garcia, CRS-I  
President, Association of Ontario Road Supervisors  
Operations Manager, Township of Oro-Medonte



Kelly Elliott  
Interim Executive Director  
Association of Ontario Road Supervisors

Cc (via e-mail)

Premier Doug Ford

Minister of Emergency Preparedness and Response Jill Dunlop

Minister of Municipal Affairs and Housing Rob Flack

Minister of Transportation Prabmeet Sarkaria

Acting Minister of Infrastructure Todd McCarthy

Scott Butler, Good Roads Executive Director

Walid Abou-Hamde, Ontario Road Builders' Association Chief Executive Officer



Solicitor General of Ontario Michael Kerzner  
 George Drew Building, 25 Grosvenor Street  
 Toronto, ON M7A 1Y6

February 5, 2026

Dear Solicitor General Kerzner,

On behalf of Ontario's municipal public works professionals, we are writing to raise serious concerns regarding the safety of municipal workers and subcontractors who are increasingly facing harassment, threats, and dangerous interference from members of the public while delivering essential municipal services - particularly during winter maintenance and emergency operations.

Across Ontario, municipal public works teams are responsible for maintaining critical infrastructure that residents depend on every day, including roads, sidewalks, bridges, and drainage systems. During significant weather events, these workers are frontline responders, ensuring emergency vehicles can travel safely and that communities remain connected and accessible. However, the behaviour directed at them has escalated well beyond routine complaints and has become a direct threat to both worker safety and public safety.

Through consultations with AORS members province-wide, we continue to receive troubling reports that illustrate the seriousness of this issue. These include:

- An individual throwing a large chunk of ice at an active piece of municipal equipment while it was operating.
- A resident threatening to kill a sidewalk plow operator.
- A man climbing onto a snowplow and refusing to get off until the driver agreed to plow his road next.
- Two staff members confronted and aggressively accosted in public - one at a gas station and another while simply waiting in line for coffee - by individuals angry about road conditions and a mailbox strike that were not even related to that municipality.
- A voicemail threatening to shoot a plow driver with a shotgun the next time the street was plowed.
- A resident jumping in front of an active plow during a major snow event and refusing to move, delaying operations for over an hour and jeopardizing service levels and overall emergency response.

These examples represent only a small sample of the experiences municipal plow drivers and winter maintenance crews are facing across the province. What was once occasional frustration has escalated into intimidation, threats of violence, and direct interference with equipment and operations.

Equally concerning is that municipalities do not always receive consistent enforcement support when these incidents occur. We have heard directly from members who contacted the Ontario Provincial Police for assistance and were advised that, unless a physical assault had already taken place, the situation was "not a police matter." Waiting until a worker has been physically harmed before intervention is neither preventative nor acceptable.

This gap leaves municipalities and workers vulnerable and sends an unintended message that threatening or obstructive behaviour toward municipal staff carries little consequence. It also places supervisors and by-law officers in situations that may exceed their authority or capacity to manage safely.

We believe a proactive and coordinated response is needed. Municipal workers and their subcontractors should not have to choose between their personal safety and providing critical services during storms and emergencies.

We respectfully ask that the Province of Ontario and the Ontario Provincial Police take a clear and strong stance that interference, threats, and harassment directed at municipal public works staff will not be tolerated. Specifically, we would welcome:

- Clear direction and guidance to police services, including the OPP, that threats, intimidation, and obstruction of municipal workers performing essential duties warrant timely enforcement and support.
- Recognition that interference with winter maintenance and emergency public works operations presents a broader public safety risk, not merely a municipal operational issue.
- Enhanced coordination between municipalities and local police services during significant weather events and emergency responses to ensure worker safety and continuity of service.
- Consideration of legislative or policy tools that provide stronger deterrence and consequences for those who threaten or obstruct municipal staff and contractors.

Municipal public works professionals are essential workers. They keep roads open for ambulances, fire trucks, school buses, and the travelling public. Their safety should be treated with the same seriousness as that of other frontline responders.

AORS would welcome the opportunity to meet with you and your staff to discuss these concerns and explore practical steps to ensure consistent enforcement support and stronger protections for municipal workers across Ontario.

Thank you for your attention to this important matter and for your continued leadership in public safety.

Sincerely,



Karla Musso-Garcia, CRS-I  
President, Association of Ontario Road Supervisors  
Operations Manager, Township of Oro-Medonte



Kelly Elliott  
Interim Executive Director  
Association of Ontario Road Supervisors

Cc (via e-mail)  
Premier Doug Ford

**OFFICE OF THE CLERK**

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Mailing Address: 320 Portage Avenue  
Fort Frances, ON P9A 3P9Email: [town@fortfrances.ca](mailto:town@fortfrances.ca)Website: [www.FortFrances.ca](http://www.FortFrances.ca)

March 16, 2026

To Whom It May Concern;

This letter is to formally inform you that at the Regular Council Meeting of February 9, 2026, the following oral motion was carried by Mayor and Council:

Oral Motion:

THAT Council provide a resolution of support for the City of Sarnia letter regarding Mayoral Authority and Municipal Police Budget Sustainability;

AND THAT the resolution of support be forwarded to all Ontario municipalities, the Honourable Doug Ford and all those cc'd in the City of Sarnia letter.

**Mover:** Kaleb Firth**Seconder:** Bill Morrison Jr**Result:** CARRIED

Thank You / Merci / Miigwech,

Ally Lewis  
Deputy Clerk

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

February 19, 2026

**Re: Mayoral Authority and Municipal Police Budget Sustainability**

Dear Premier Ford,

I am writing to express concern regarding the province's current position that limits a mayor and council's ability to meaningfully reduce or amend police service budget proposals once they have advanced through local police governance structures.

Municipal leaders across Ontario are operating within an increasingly constrained fiscal environment. Escalating administrative costs, combined with sustained growth in police budgets, are placing significant pressure on municipal finances. Without the tools to influence or moderate these expenditures, municipalities are left financially vulnerable, undermining long-term stability and responsible budget planning.

Mayors and members of council are accountable to residents for overall municipal fiscal health. However, under the province's current interpretation, they lack sufficient authority to address one of the fastest-growing areas of local spending. This creates a clear imbalance in accountability, where elected leadership bears responsibility for budget outcomes without the ability to manage risk, respond to local conditions, or ensure alignment with broader municipal priorities.

You have recently noted that education costs have become unsustainable, and the Minister of Finance has expressed similar concerns regarding health care expenditures. Policing costs present the same challenge, with the added constraint that mayors are now unable to intervene. This limits a municipality's capacity to balance competing service demands, invest in preventative and social supports, and respond flexibly to emerging community priorities, including housing. Over time, this approach risks crowding out essential services and capital projects while placing increased pressure on taxpayers.

In Sarnia, veto authority was used for the first time, and only with respect to capital funding. The operational police budget, which has increased by 40% over the past four years, was left untouched. The mayoral veto removed a proposed \$5 million capital item that would have committed the municipality to a long-term financial obligation estimated to reach \$120 million. Allowing such exposure without intervention would have been fiscally irresponsible and inconsistent with the principles of responsible municipal governance. The existing building was reported to be suitable for upgrades and maintenance at a cost of approximately \$5 million; however, the Sarnia Police Board and Chief have insisted that the Cadillac of all buildings is required. Proceeding with this option would saddle the taxpayers with substantial long-term debt and sustained tax increases for decades to come.

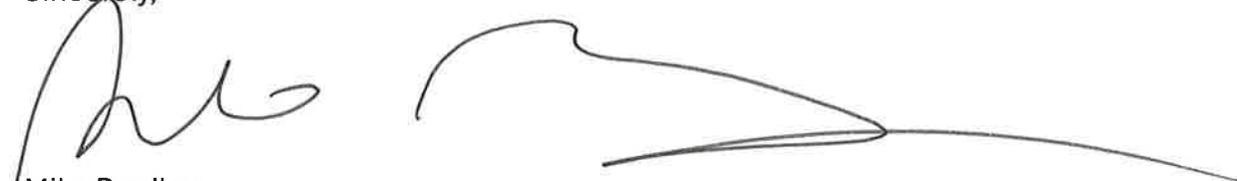
After 21 years of carrying municipal debt, the City of Sarnia has just recently achieved the distinction of being one of the few debt-free cities in Ontario. Under the current framework, renewed debt will become unavoidable, with financial impacts extending to future generations.

While this issue may not yet have arisen in every municipality responsible for funding and overseeing its own police service, the experience in Sarnia illustrates a challenge that other mayors may reasonably face in future budget years. As policing and capital costs continue to escalate, circumstances will emerge where elected municipal leaders are required to intervene to protect long-term fiscal sustainability. This is a critical issue that warrants careful reconsideration. I have therefore copied Heads of Council for municipalities across Ontario to unite in encouraging an approach that better aligns accountability with decision-making and supports more sustainable municipal governance across Ontario.

Given the practical implications for municipal budget deliberations and fiscal planning, I believe this matter should be addressed in advance of the next municipal council taking office. I respectfully urge the province to engage with municipalities on this issue and to explore legislative or policy adjustments that would provide local elected leaders with the tools necessary to manage fiscal pressures responsibly, transparently, and in the best interests of their communities.

I appreciate your attention to this issue and look forward to the province's consideration of next steps.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Bradley', followed by a long horizontal flourish.

Mike Bradley  
Mayor, City of Sarnia

Cc: The Honourable Michael S. Kerzner, Solicitor General  
The Honourable Rob Flack, Minister of Municipal Affairs and Housing  
The Honourable Peter Bethlenfalvy, Minister of Finance  
Heads of council for municipalities across Ontario  
Bob Bailey, MPP for Sarnia-Lambton  
Sarnia City Council

Encl.: [CBC News February 18, 2026 - Province tells Ontario mayors they can't use 'strong powers' on police budgets | CBC News](#)

[CTV News February 18, 2026 - Sarnia Police Board weighing options in efforts to build new headquarters](#)

London

## Province tells Ontario mayors they can't use 'strong powers' on police budgets

Finance expert says province needs to review fiscal relationship with municipalities to keep up with costs

Isha Bhargava · CBC News · Posted: Feb 18, 2026 5:00 AM EST | Last Updated: February 18



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A file photo of a police officer walking in downtown Hamilton, Ont. (Bobby Hristova/CBC)

The Ontario government is reminding municipal leaders that they cannot use their provincially granted "strong mayor powers" to challenge or limit police budgets.

This comes two months after Sarnia's mayor vetoed his city's police budget request of \$5 million for a new police headquarters, in what's led to an ongoing battle over the city's police funding.

In a letter sent to mayors and police board chairs in January, the province reiterated that municipalities are required to provide police boards with "sufficient funding" to comply with the Community Safety and Policing Act (CSPA).

"The Head of Council's strong mayor budget powers do not include the power to limit police service board budget increases or veto estimates submitted by police service boards," Solicitor General Michael Kerzner and Municipal Affairs Minister Rob Flack wrote in their Jan. 12 letter.

"Although municipalities are not required to adopt the board's estimates as submitted, they cannot approve or reject specific line items within the estimates."

- **Less than half of 'strong mayors' were using powers before Ontario expanded system: reports**

Municipal budgets include estimates of amounts required during the year and includes various boards, the letter explains. A police service board must submit their operating and capital costs to municipalities, which then establish the service's overall budget.

Premier Doug Ford's government created the strong mayor system in 2022 and it now applies to 216 mayors. The powers give the leaders control over appointments, the ability to hire and fire most city staff, vetoes over some council votes and the ability to pass some bylaws with support of only a third of council support.

### **'We can't chop public safety' says Premier**

When asked by CBC about the issue of strong mayor powers relating to police budgets on Tuesday, Ford said investments in public safety need to be a top priority.

"We can't chop safety and protecting communities," Ford told reporters. "We need to make sure our priority is keeping our community safe because right now people don't feel safe. So we have to continue investing in our police, give them the tools they need to keep our community safe."

Sarnia Mayor Mike Bradley disagrees arguing the legislation prevents municipalities from balancing the needs of police and taxpayers. He said Sarnia police has received a 45 per cent operational increase over the last four years, and he only vetoed one capital spending item which the city cannot afford this year.



Sarnia's Mayor Mike Bradley says police budget increases in recent years have led to spending cuts in other city projects. (Facebook)

"The province has just wiped out our ability to control spending in our own communities. In most cases [police budgets] run from 30 to 40 per cent of the

municipal budget, so what the Ford government is saying is that councils and mayors cannot touch it," he said.

"So the message is, police boards who are unaccountable, can now just set the budget and the taxpayers have to pay. That's a pretty shocking statement from Queens Park."

Bradley argues he has supported increasing police budgets for frontline services, which have been substantial over the years and have led the city to cut back on spending for other projects.

In its letter, the province clarifies that there are dispute resolution mechanisms under the CPSA, namely arbitration, when a council disagrees with a police board's budget request.

## **Municipalities limited in challenging police budgets**

However, proving a case against the police can be difficult for municipal councils who don't often have the capacity or technical knowledge to offer a challenge, said Nigel Bellchamber, a London, Ont., consultant specializing in municipal finances.

"It's a high bar that the municipality has to meet in order to succeed in an arbitration," he said, noting that municipalities are tasked with funding a variety of services whose costs outpace inflation.

"As a result, there are some significant challenges and tough decisions being made as to prioritizing capital expenditures in municipal budgets. So councils and municipal staff, whether you're in a strong mayor situation or not, they're all caught in a very difficult situation."



Nigel Bellchamber is a consultant in London, Ont., who specializes in municipal finances (Nigel Bellchamber/LinkedIn)

Bellchamber said the provincial and municipal fiscal relationship hasn't been properly reviewed in about 25 years and it needs to be revisited to respond to changing economic demands.

London's Mayor Josh Morgan agrees. His council approved a historic \$672-million investment in police spending during the last four-year budget, and while he's satisfied with the results of crime trending lower in the city, ballooning police budgets are a concern for municipalities, he said.

"Obviously when the largest portion of your budget is increasing by a fair amount, that's concerning in multiple ways," said Morgan.

"It's difficult for a municipality to shoulder all of the necessary investments in public safety that we need to make with all of the other things that we're obligated to do, and with the revenue streams we have available to us."

Morgan said it's important for municipalities to partner with provincial and federal governments to seek "broad-based, stable multi-year support for public safety funding."

In London's case, Morgan notes the police returned more than \$2.3 million to city coffers in the budget's first two years.

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[London](#) | News

## Questions of 'strong mayor' veto powers remain after province attempts to clarify police budgets

By [Bryan Bicknell](#)

Published: February 18, 2026 at 5:14PM EST



The provincial government says municipalities can't use strong mayor powers to limit police budgets. CTV's Bryan Bicknell with local reactions.

The chair of the Sarnia Police Service Board says the board is still weighing options in its bid to build a new police headquarters.

The comments follow a letter from Ontario's Solicitor General to municipalities that mayors cannot use so-called strong mayor powers to challenge police budgets.

"We sent the letter to council requesting that the veto to be vetoed, basically, and that the five million [dollars] be added back into the budget," explained Board Chair Kelly Ash. "We are re-evaluating, looking to see what we can get accomplished with the funds that we do have, while still hoping that council does deliberate over the \$5 million so that we can get started."



Sarnia Police Board Chair Kelly Ash speaks to CTV News via Zoom on Feb. 18, 2026. (Bryan Bicknell/CTV News London)

Late last year Sarnia Mayor Mike Bradley vetoed the city's police budget request of \$5 million to begin work on a new police headquarters. Bradley insists he's not about to re-open the city budget.

"This idea that police boards now, without any accountability, they're not elected and they don't report to the public and you can't remove them, will now be able to say to any town, 'This is how much money we want each year, and govern yourself accordingly. You're going to have to find money or kill other projects that are really important to your community because we're number one,'" he said.

In London, the police budget has also been a sensitive item.



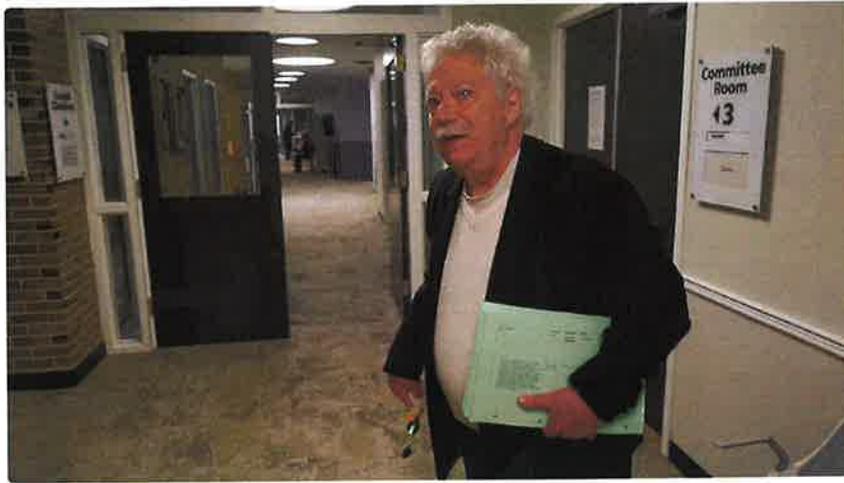
London, Ont. Mayor Josh Morgan speaks to CTV News on Feb. 18, 2026. (Bryan Bicknell/CTV News London)

The most recent police budget passed two years ago in the city's four-year budget cycle increased police spending by \$672 million.

The London Police Service has since returned \$2.3 million in a bid to keep municipal property taxes at bay, explains London Mayor Josh Morgan.

"It's a pretty high bar to set for a municipality to not supply the budget, which is why my approach has been to work closely with the police board as a member of the board. And this board has returned dollars for the past two years," Morgan said.

Introduced in 2022 for Ontario's largest urban centres, strong mayor powers were expanded last year to include all 216 Ontario mayors. At least one legal opinion suggests this was when questions of interpretation began to arise.



London, Ont. Coun. Sam Trosow speaks to CTV News on Feb. 18, 2026. (Bryan Bicknell/CTV News London)

London Coun. Sam Trosow is a retired Western University law professor. He believes the strong mayor legislation was rushed.

"I think if it was the intention of the legislature to categorically exempt police services matters from the act they would have or they should have said so. And they probably rushed this through so quickly, maybe they didn't even bother to think about it," he explained.

"But I think that the mayor of Sarnia is within his rights to challenge this part of the budget," Trosow said.



Sarnia Mayor Mike Bradley speaks to CTV News via Zoom on Feb. 18, 2026. (Bryan Bicknell/CTV News London)

#### Related Stories

- > ['We need to do it, and soon': Sarnia Police Services Board launches renewed effort to move forward with new headquarters](#)
- > [Sarnia police headquarters funding reduced by city council](#)
- > ['A vanity project': Sarnia police offer compromise as city's mayor threatens strong mayor powers](#)



Jordan Fraser, Planning and  
Development Coordinator  
Intern

VIA EMAIL:

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Scott Aitchison, MPP Parry  
Sound-Muskoka

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The Honourable Joel  
Lightbound, Minister of  
Government  
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Works and Procurement

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[www.puslinch.ca](http://www.puslinch.ca)

March 17<sup>th</sup>, 2026

RE: Township of Puslinch Support Resolution No.2026-059 Regarding Consent item 6.7  
Township of Perry Support Resolution Regarding Reduced Rate Distribution of Library  
Resources

Please be advised that Township of Puslinch Council, at its meeting held on March 4<sup>th</sup>, 2026  
considered the aforementioned topic and subsequent to discussion, the following was resolved:

**Resolution No. 2026-059:**

Moved by Councillor Bailey and  
Seconded by Councillor Sepulis

**That the Consent Agenda item 6.7 listed for March 4, 2026 Council meeting be received  
for information; and**

**That Council direct staff to send a support resolution accordingly.**

**CARRIED**



As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Justine Brotherston  
Municipal Clerk

CC: All Ontario Municipalities



**The Corporation of the  
Township of Perry**

Box 70 1695 Emsdale Road Emsdale, Ontario P0A 1J0

Date: February 18, 2026

Resolution No.: 2026- 078

**Moved By:** Joe Lumley **Seconded By:** Paul Sowrey

**Whereas** public libraries play a vital role in ensuring equitable access to information, literacy, education, and culture for all residents;

**And whereas** interlibrary loan services are an essential component of public library operations, particularly for small and rural communities with limited local collections;

**And whereas** reduced postal rates for library materials have historically enabled libraries to share resources efficiently and affordably across Canada;

**And whereas** recent amendments to the Canada Post Corporation Act have removed the legislative requirement to provide reduced postal rates for library materials, creating uncertainty for the continued delivery of this essential service;

**Now therefore be it resolved that** the Council of the Corporation of the Township of Perry calls upon the Government of Canada to maintain and protect reduced-rate postal distribution for library materials through legislation;

**And that** Council requests that the Minister responsible for Canada Post ensure continued, affordable postal access for libraries and interlibrary loan services;





**Municipality of Strathroy-Caradoc Council Resolution**  
**Support for Bill 21, Protect Our Food Act, 2025**  
**Date: Monday, March 16, 2026**

**Moved by: Councillor Willsie**  
**Seconded by: Councillor Derbyshire**

**WHEREAS** the Municipality of Strathroy-Caradoc is a community deeply rooted in agriculture, with a significant portion of our local economy and heritage dependent on the sustainability of farming and food production;

**AND WHEREAS** Ontario is losing an estimated 319 acres of farmland daily to non-agricultural development, posing a significant threat to the province's long-term food security and the viability of the agri-food sector;

**AND WHEREAS** Bill 21, the *Protect Our Food Act, 2025*, currently before the Legislative Assembly of Ontario, seeks to preserve productive agricultural land by requiring Agricultural Impact Assessments before zoning changes can occur and by establishing a Foodbelt Protection Plan;

**AND WHEREAS** the protection of prime agricultural land is not only a matter of food sovereignty but also of fiscal responsibility, as low-density residential sprawl on farmland frequently incurs higher long term infrastructure and service costs for municipalities compared to agricultural land use;

**AND WHEREAS** providing certainty regarding the agricultural land base encourages long-term investment by farmers in their operations, soil health, and local businesses, thereby strengthening the rural economy of Strathroy-Caradoc;

**AND WHEREAS** low-density urban sprawl increases the per-capita cost of municipal infrastructure and service delivery—including roads, water, wastewater, and emergency services—creating a long-term financial burden on the Municipality that often exceeds the tax revenue generated by such development;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of Strathroy-Caradoc hereby expresses its support for the principles and objectives of Bill 21, *Protect Our Food Act, 2025*,

## Contact Us:

Phone: 519-245-1070 | Fax: 519-245-6353 | [www.strathroy-caradoc.ca](http://www.strathroy-caradoc.ca)



MUNICIPALITY OF  
STRATHROY-CARADOC

The Corporation of the  
Municipality of Strathroy-Caradoc  
52 Frank Street, Strathroy ON N7G 2R4

to ensure that Ontario's prime agricultural land is preserved for future generations;

**AND THAT** Council directs the Clerk to send a letter of support for Bill 21 to the Honourable Doug Ford, Premier of Ontario; the Honourable Trevor Jones, Minister of Agriculture, Food and Agribusiness; the Honourable Rob Flack, Minister of Municipal Affairs and Housing; the Honourable Lisa Thompson, Minister of Rural Affairs and the leaders of the Opposition parties;

**AND THAT** a copy of this resolution be sent to the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA), and all municipalities within the County of Middlesex to encourage broader municipal support.

**Carried.**

## Contact Us:

Phone: 519-245-1070 | Fax: 519-245-6353 | [www.strathroy-caradoc.ca](http://www.strathroy-caradoc.ca)

March 17, 2026

The Honourable Doug Ford, Premier of Ontario  
Premier's Office  
Room 281, Main Legislative Building  
Queen's Park  
Toronto, ON M7A 1A5

The Honourable Paul Calandra, Minister of Education  
5<sup>th</sup> Floor  
438 University Avenue  
Toronto, ON M7A 2A5

via email: [premier@ontario.ca](mailto:premier@ontario.ca)  
[minister.edu@ontario.ca](mailto:minister.edu@ontario.ca)

**RE: Request for Provincial Consultation and Transparency Regarding Potential Changes to English Public School Board Governance**

Dear Premier Ford and Minister Calandra,

At their regular scheduled meeting of March 16, 2026, Council of the Municipality of Bluewater received correspondence from Michael Bannerman, Board of Trustees Chair for the Avon Maitland District School Board regarding the potential changes to the English Public School Board Governance and passed the following resolution:

**MOVED:** Councillor Harris **SECONDED:** Councillor Walden  
THAT Council of the Municipality of Bluewater supports the Avon Maitland District School Board in their request to the Government of Ontario to undertake a comprehensive, province-wide consultation process before moving forward with any changes to the governance structure of English public school boards; and

THAT this resolution be circulated to the Honourable Doug Ford, Premier of Ontario, the Honourable Paul Calandra, Minister of Education, MPP Lisa Thompson all Ontario municipalities. **CARRIED.**

Sincerely,



Chandra Alexander  
Acting CAO/Manager of Corporate Services/Clerk

Encl: Letter from Avon Maitland District School Board Trustee Chair

cc: Michael Bannerman, Chair, Board of Trustees  
MPP Lisa Thompson  
All Ontario Municipalities

March 2, 2026

The Honourable Doug Ford  
Premier's Office  
Room 281, Main Legislative Building  
Queen's Park  
Toronto, ON M7A 1A5

And

The Honourable Paul Calandra  
Minister of Education, Ministry of Education  
315 Front Street West, 14<sup>th</sup> Floor  
Toronto, ON M7A 0B8

Re: Request for Provincial Consultation and Transparency Regarding Potential Changes to English Public School Board Governance

Dear Premier Doug Ford and Minister Paul Calandra,

On behalf of the Trustees of the Avon Maitland District School Board, I am writing to respectfully request that the Government of Ontario undertake a comprehensive, province-wide consultation process before moving forward with any changes to the governance structure of English public school boards.

Recent public statements indicating that the Ministry is considering eliminating the role of democratically elected English public school trustees have generated significant concern among school boards, families, and communities across the province. Trustees serve as an essential democratic link between local communities and the public education system. Any proposal to fundamentally alter or remove this role would represent a major shift in the governance of education in Ontario and warrants careful study, thoughtful analysis, and open dialogue.

Given the magnitude of this potential change, we respectfully ask the government to clearly demonstrate how it has arrived at its current thinking. Specifically, we request that the Ministry make public the research, evidence, data analysis, policy reviews, stakeholder input, and performance evaluations that have informed its consideration of altering or eliminating the role of elected trustees. Transparency regarding the rationale, objectives, and anticipated outcomes of this proposal is essential to maintaining public trust and ensuring informed dialogue.

The Trustees of the Avon Maitland District School Board believe that decisions of this significance must be supported by transparent research and meaningful engagement with stakeholders. We respectfully request that the government initiate a formal consultation process that includes school boards, parents, educators, students, First Nations representatives, and the broader public. Such a process would help ensure that any future governance model is grounded in evidence and reflects the needs and priorities of Ontario's diverse communities.

As a board serving a large and predominantly rural geographic area, we also wish to emphasize the critical importance of the democratically elected trustee role in ensuring that rural perspectives are represented in education decision-making. Trustees provide an essential local voice for communities whose priorities and challenges may differ significantly from those experienced in larger urban centres. Issues such as student transportation, long travel distances, rural school viability, access to programming, and community connectivity are often best understood by locally elected representatives who live and work in those communities. Preserving avenues for rural representation helps ensure that provincial education policies reflect the realities of students and families across all regions of Ontario.

We are also concerned that removing English public school trustees could have unintended consequences for representation and accountability within the system. In many boards, legislated First Nations representation and student trustees play an important role in ensuring diverse voices are heard in decision-making. The loss of elected trustees could impact these mechanisms that currently provide important perspectives at the governance table.

We are aware that the Waterloo District School Board has written to the Ombudsman's Office to request an investigation into the fairness, transparency, and accountability of the process used to implement changes to the school board governance model, and we are in full support of this request.

The Trustees of the Avon Maitland District School Board remain committed to working collaboratively with the Ontario Ministry of Education and the Government of Ontario to support a strong, transparent, and responsive public education system. We believe that transparency, evidence-based decision-making, and meaningful consultation will best serve students, families, and communities across the province.

Thank you for your attention to this matter. We would welcome the opportunity to participate in any consultation process or discussion regarding the future governance of Ontario's public education system.

Sincerely,



Michael Bannerman  
Chair, Board of Trustees  
Avon Maitland District School Board

cc: AMDSB Trustees  
MPP Lisa Thompson  
MPP Matthew Rae  
Local Municipalities  
Local Media Outlets  
Ontario Public School Boards' Association and Member Boards  
AMDSB Parent Involvement Committee  
AMDSB Special Education Advisory Committee  
AMDSB Parent Councils Chairs



**Corporation of the Township of Black River - Matheson**

421 Fifth Avenue  
 P.O. Box 601  
 Matheson, Ontario  
 P0K 1N0

**ITEM # 2026-10.d)  
 RESOLUTION**

DATE: March 10, 2026

2026-81

Moved by Councillor Bree Allen  
 Seconded by Councillor Scott McCutcheon

WHEREAS safe, reliable transportation corridors are essential to the economic prosperity, public safety, and supply chain resilience of Northern Ontario communities;

AND WHEREAS Highways 11 and 17 form the primary east–west transportation corridor across Northern Ontario and serve as a critical link for trade, resource development, emergency services, and community connectivity;

AND WHEREAS the expansion and modernization of these highways would strengthen national supply chains, support mining and resource development projects including those associated with the Ring of Fire, and improve safety for residents, commercial transport, and travelers;

AND WHEREAS Member of Provincial Parliament John Vanthof has introduced a motion in the Legislative Assembly of Ontario calling upon the Government of Ontario to work with the Government of Canada to declare the expansion and modernization of Highways 11 and 17 a project of national significance;

AND WHEREAS Member of Parliament Gaétan Malette has introduced a motion in the House of Commons advocating for federal recognition and support of strategic national infrastructure priorities;

THEREFORE BE IT RESOLVED THAT the Council of the Township of Black River-Matheson formally express its support for the motion introduced by MPP John Vanthof requesting that the Government of Ontario work with the Government of Canada to declare the expansion and modernization of Highways 11 and 17 a project of national significance;

AND FURTHER THAT Council express its support for the motion introduced by MP Gaétan Malette currently before the House of Commons;

AND FURTHER THAT Council call upon both the Government of Ontario and the Government of Canada to prioritize investments that strengthen transportation infrastructure, supply chain reliability, and economic development opportunities across Northern Ontario;

AND FINALLY THAT a copy of this resolution be forwarded to:

- The Honourable Gaétan Malette, Member of Parliament
- John Vanthof, MPP Timiskaming–Cochrane
- All Members of Parliament
- All Members of Provincial Parliament

- The Northern Ontario Municipal Association (NOMA)
- The Association of Municipalities of Ontario (AMO)
- Northern Ontario municipalities for their consideration.

CARRIED       DEFEATED




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**CHAIR SIGNATURE**

Original     Amendment     Refer     Defer     Reconsider     Withdrawn

**Recorded Vote-TO BE COMPLETED BY CLERK ONLY**

	<b>YEAS</b>	<b>NAYS</b>
Mayor Dave Dymont		
Councillor Allen		
Councillor Morrish		
Councillor Campsall		
Councillor McCutcheon		
Councillor Gadoury		
Councillor Bouchard		




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Hong Ji Lei  
Clerk

**The Corporation of the Town of Deep River**  
**REPORT**  
**2023-PW-001**

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**Council Meeting Date: March 15, 2023**  
**Council Meeting Time: 6:00 PM**  
**Council Meeting Place: Council Chambers**

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**Subject: Off-Road Vehicle Pilot Project**

**Author: Dave McCarthy, Infrastructure and Contract Manager**

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**RECOMMENDATION(S):**

**BE IT RESOLVED THAT** report number 2023-PW-001 “**Off-Road Vehicle Pilot Project**” be received,

**THAT** Council approves a three-year pilot project for the use of Off-Road Vehicles, consistent with the attached draft By-law (Attachment 1), on all highways (including County Roads 72 and 73) in the Town of Deep River,

**THAT** staff be directed to present a By-law after the County of Renfrew Off-Road Vehicle By-law is amended to include County Roads 72 and 73, and

**THAT** Council approve the pre-budget allocation in the amount of \$2,000 as part of the 2023 operating budget to purchase the required signage for the pilot project.

**BACKGROUND:**

On December 21, 2022, Council received report 2022-PW-016 which examined relevant legislation and outlined a comparative analysis of neighbouring municipalities. The relevant legislation allows municipalities to pass by-laws permitting and regulating the operation of off-road vehicles on municipal highways, prescribe a lower rate of speed of than that prescribed for off-road vehicles as well as specific months or hours during which they can be operated. Also, the legislation clearly defines an 'off-road vehicle' as well as providing regulations governing the operation of these vehicles upon highways within municipalities, and regulates the equipment and operational requirements.

After receiving the report, Council directed staff to develop a pilot By-law to allow the use of off-road vehicles in the Town of Deep River, including County Roads 72 and 73.

Following this direction Town staff entered into discussions with County of Renfrew staff, Deep River Police Services, and members of the Renfrew County ATV Club to discuss removal of restrictions on County roads, traffic safety and enforcement, and trail access. Based on these discussions, staff are proposing a three-year trial period to allow the use of off-road vehicles on all highways under the jurisdiction of the Town of Deep River. Note; the definition of "highway" includes all classes of roads intended for vehicle passage. In the case of Deep River this would apply to all paved and unpaved roads and back-alleys. Also, as per the legislation, staff are also recommending that off-road vehicles shall not be driven at a rate of speed greater than 20km/hr or travel between one-half hour after sunset and one-half hour before sunrise.

**RATIONALE:**

A trial period of three years is recommended as an appropriate amount of time to evaluate the program and provide Council with information regarding its performance. This will provide evidence to Council on the merits of a potential permanent program.

As promoted by both the County of Renfrew and the Renfrew County ATV Club this recommendation will support significant economic activity within Deep River.

The proposed By-law is intended to mimic what a permanent By-law would be to ensure that the pilot project accurately represents the outcome of what a permanent By-law is likely to achieve.

**OTHER ALTERNATIVES CONSIDERED:**

A permanent program was considered but not recommended as the three-year trial period for the pilot project will provide evidence to evaluate the advantages and disadvantages of a permanent program.

**FINANCIAL CONSIDERATIONS:**

Pre-budget approval of \$2,000 from the 2023 Operating Budget to purchase the necessary signage to permit and regulate the use of off-road vehicles on roadways within the Town of Deep River.

**STRATEGIC AREAS OF FOCUS:**

This recommendation will support several desired outcomes within the Town of Deep River Strategic Plan.

1. Transparent, Fair & Effective Governance
2. Engaged Population enjoying Diverse Recreational & Cultural Opportunities
3. Vibrant & Increased Business & Commercial Sectors
4. Strong Collaboration with Community Businesses & Neighbours

**CONSULTATIONS:**

County of Renfrew  
Deep River Police Service  
Renfrew County ATV Club

**ATTACHMENTS:**

Attachment 1 – Draft By-law

**THE CORPORATION OF THE TOWN OF DEEP RIVER**

**BY-LAW NUMBER XX-2023**

**A BY-LAW TO PERMIT AND REGULATE THE OPERATION OF OFF-ROAD VEHICLES ON MUNICIPAL HIGHWAYS WITHIN THE TOWN OF DEEP RIVER**

**WHEREAS** Section 8 of *the Municipal Act, 2001, S.O. 2001*, as amended, empowers a municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

**AND WHEREAS** Council for the Town of Deep River wishes to authorize a time-limited Pilot Project to assess the viability of allowing the use of off-road vehicles on municipal highways within the Town of Deep River;

**AND WHEREAS** the *Highway Traffic Act, R.S.O. 1990, Chapter H.8, Section 191.8*, as amended, provides that a council of a municipality may pass a by-law:

- i) permitting the operation of off-road vehicles with three or more wheels on any highway within the municipality that is under the jurisdiction of the municipality, or on any parts of such highway; and
- ii) prescribing a lower rate of speed for off-road vehicles with three or more wheels than that prescribed for off-road vehicles by regulation on any highway within the municipality that is under its jurisdiction, or any part or parts of such highways, including prescribing different rates of speed for different highways or parts of highways; and
- iii) prescribing specific months or hours during which off-road vehicles can be operated on a municipal highway or parts of highways

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Town of Deep River enacts an off-road vehicles pilot project for a period of three (3) years commencing XXX and ending on XXX as follows:

**1. PURPOSE**

The purpose of this By-law is to regulate and provide conditions to allow residents to utilize off-road vehicles on municipal highways within the Town of Deep River for a set period of time, and to ensure compliance with the parameters/rules of this by-law, as well as any associated provincial or federal enactments that may apply.

**2. DEFINITIONS**

**“Off-Road Vehicle (OVR)”** means an off-road vehicle as defined in the Highway Traffic Act under Ontario Regulation 316/03, as amended, as described in Section 1 of the definitions as:

**“All-Terrain Vehicle”** means an off-road vehicle that:

- a. has four wheels, the tires of which are all in contact with the ground,
- b. has steering handlebars
- c. has a seat that is designed to be straddled by the driver, and
- d. is designed to carry,
  - i. a driver and no passengers, or
  - ii. a driver and only one passenger, if the vehicle, has one passenger seat that is designed to be straddled by the passenger while sitting facing forward behind the driver, and is equipped with foot rests for the passenger that are separate from the foot rests for the driver

**“Multi-Purpose Off-Highway Utility Vehicle”** means an off-road vehicle that,

- a. has four or more wheels, the tires of which are all in contact with the ground,
- b. has a steering wheel for steering control.
- c. has seats that are not designed to be straddled, and
- d. has a minimum cargo capacity of 159 kilograms

**“Recreational Off-Highway Vehicle”** means an off-road vehicle that,

- a. has four or more wheels, the tires of which are all in contact with the ground,
- b. has a steering wheel for steering control,
- c. has seats that are not designed to be straddled, and
- d. has an engine displacement equal or less than 1,000 cubic centimeters

**“Highway”** means an open public highway or all classes of roads intended for vehicle passage (paved and unpaved roads and back-alleys) under the jurisdiction of the Corporation of the Town of Deep River and subject to the *Highway Traffic Act, R.S.O. 1990*.

### 3. JURISDICTION

This by-law regulates the use of all off-road vehicles on all highways under the jurisdiction of the Town of Deep River only.

This by-law does not provide authority for:

- a. County of Renfrew, upper-tier municipality, roads
- b. Private roads
- c. Any highways situated outside of the Town of Deep River including the portion of any boundary road not owned by the Town of Deep River.

### 4. REGULATIONS

Only those off-road vehicles falling within the definition of an all-terrain vehicle, a multi-purpose off-highway utility vehicle and a recreational off-highway vehicle in this by-law, may be driven on highways under the jurisdiction of the Town of Deep River provided that:

- a. the off-road vehicle meets all the equipment requirements and operation requirements of O. Reg 316/03, as amended by O. Reg 135/15,
- b. an off-road vehicle shall not be driven at a rate of speed greater than:
  - i. 20 km/hr if the speed limit established under the Highway Traffic Act or by

**ATTACHMENT 1**

- municipal By-law for that part of the highway is not greater than 50 km/hr
- c. Off-road vehicles shall not travel between one-half hour after sunset and one-half hour before sunrise
  - d. Off-road vehicles shall not travel upon any municipally owned or municipally maintained lands such as parks, playgrounds, beaches, sports fields, cemeteries and trails, save and except any designated parking areas made available as an off-road vehicle staging area to facilitate access to municipal roadways or adjacent trail networks

**5. ENFORCEMENT**

Any person who contravenes the Highway Traffic Act or its regulations or any section of this By-Law is guilty of an offence and upon conviction is liable to a fine as provided for in the Provincial Offences Act.

**6. PILOT DURATION**

The Pilot Project is for a period of three (3) years ending on XXX, 2026, at which point the By-law shall be reviewed by staff and a summary report with recommendations will be presented to Council.

**7. SEVERABILITY**

Each provision of this by-law is independent of all other provisions and if any provision of this by-law is declared invalid for any reason, all other provisions of this By-law shall remain valid and enforceable.

This By-law is in force and effect upon its adoption by the Council of the Corporation of the Town of Deep River.

READ A FIRST, SECOND AND THIRD TIME, AND FINALLY PASSED THIS XX DAY OF XX, 2023.

---

Suzanne D' Eon, MAYOR

---

Jackie Mellon, CLERK

**THE CORPORATION OF THE TOWN OF DEEP RIVER**

**BY-LAW NUMBER 20-2023**

<p><b>A BY-LAW TO PERMIT AND REGULATE THE OPERATION OF OFF-ROAD VEHICLES ON MUNICIPAL HIGHWAYS WITHIN THE TOWN OF DEEP RIVER</b></p>
--

**WHEREAS** Section 8 of the *Municipal Act, 2001, S.O. 2001*, as amended, empowers a municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

**AND WHEREAS** Council for the Town of Deep River wishes to authorize a time-limited Pilot Project to assess the viability of allowing the use of off-road vehicles on municipal highways within the Town of Deep River;

**AND WHEREAS** the *Highway Traffic Act, R.S.O. 1990, Chapter H.8, Section 191.8*, as amended, provides that a council of a municipality may pass a by-law:

- i) permitting the operation of off-road vehicles with four or more wheels on any highway within the municipality that is under the jurisdiction of the municipality, or on any parts of such highway; and
- ii) prescribing a lower rate of speed for off-road vehicles with four or more wheels than that prescribed for off-road vehicles by regulation on any highway within the municipality that is under its jurisdiction, or any part or parts of such highways, including prescribing different rates of speed for different highways or parts of highways; and
- iii) prescribing specific months or hours during which off-road vehicles can be operated on a municipal highway or parts of highways

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Town of Deep River enacts an off-road vehicles pilot project for a period of three (3) years commencing May 10<sup>th</sup>, 2023 and ending on May 10<sup>th</sup>, 2026 as follows:

**1. PURPOSE**

The purpose of this By-law is to regulate and provide conditions to allow residents to utilize off-road vehicles on municipal highways within the Town of Deep River for a set period of time, and to ensure compliance with the parameters / rules of this by-law, as well as any associated provincial or federal enactments that may apply.

**2. DEFINITIONS**

**"Off-Road Vehicle (ORV)"** means an off-road vehicle as defined in the *Highway Traffic Act* under Ontario Regulation 316/03, as amended, as described in Section 1 of the definitions as:

**"All-Terrain Vehicle"** means an off-road vehicle that:

- a. has four wheels, the tires of which are all in contact with the ground,
- b. has steering handlebars
- c. has a seat that is designed to be straddled by the driver, and
- d. is designed to carry,
  - i. a driver and no passengers, or
  - ii. a driver and only one passenger, if the vehicle, has one passenger seat that is designed to be straddled by the passenger while sitting facing forward behind the driver, and is equipped with foot rests for the passenger that are separate from the foot rests for the driver

**“Multi-Purpose Off-Highway Utility Vehicle”** means an off-road vehicle that,

- a. has four or more wheels, the tires of which are all in contact with the ground,
- b. has a steering wheel for steering control.
- c. has seats that are not designed to be straddled, and
- d. has a minimum cargo capacity of 159 kilograms

**“Recreational Off-Highway Vehicle”** means an off-road vehicle that,

- a. has four or more wheels, the tires of which are all in contact with the ground,
- b. has a steering wheel for steering control,
- c. has seats that are not designed to be straddled, and
- d. has an engine displacement equal or less than 1,000 cubic centimeters

**“Highway”** means an open public highway or all classes of roads intended for vehicle passage (paved and unpaved roads and back-alleys) under the jurisdiction of the Corporation of the Town of Deep River and subject to the *Highway Traffic Act, R.S.O. 1990*.

### 3. JURISDICTION

This by-law regulates the use of all off-road vehicles on all highways under the jurisdiction of the Town of Deep River only.

This by-law does not provide authority for:

- a. County of Renfrew, upper-tier municipality, roads
- b. Private roads
- c. Any highways situated outside of the Town of Deep River including the portion of any boundary road not owned by the Town of Deep River.

### 4. REGULATIONS

Only those off-road vehicles falling within the definition of an all-terrain vehicle, a multi-purpose off-highway utility vehicle and a recreational off-highway vehicle in this by-law, may be driven on highways under the jurisdiction of the Town of Deep River provided that:

- a. the off-road vehicle meets all the equipment requirements and operation requirements of O. Reg 316/03, as amended by O. Reg 135/15,
- b. an off-road vehicle shall not be driven at a rate of speed greater than:
  - i. 20 km/hr if the speed limit established under the *Highway Traffic Act* or by municipal By-law for that part of the highway is not greater than 50 km/hr

- c. Off-road vehicles shall not travel between one-half hour after sunset and one-half hour before sunrise
- d. Off-road vehicles shall not travel upon any municipally owned or municipally maintained lands such as parks, playgrounds, beaches, sports fields, cemeteries and trails, save and except any designated parking areas made available as an off-road vehicle staging area to facilitate access to municipal roadways or adjacent trail networks

## 5. ENFORCEMENT

Any person who contravenes the *Highway Traffic Act* or its regulations or any section of this By-Law is guilty of an offence and upon conviction is liable to a fine as provided for in the *Provincial Offences Act*.

## 6. PILOT DURATION

The Pilot Project is for a period of three (3) years ending on May 10<sup>th</sup>, 2026, at which point the By-law shall be reviewed by staff and a summary report with recommendations will be presented to Council.

## 7. SEVERABILITY

Each provision of this by-law is independent of all other provisions and if any provision of this by-law is declared invalid for any reason, all other provisions of this By-law shall remain valid and enforceable.

This By-law is in force and effect upon its adoption by the Council of the Corporation of the Town of Deep River.

READ A FIRST, SECOND AND THIRD TIME, AND FINALLY PASSED THIS 10<sup>th</sup> DAY OF MAY, 2023.

  
 \_\_\_\_\_  
 Suzanne D' Eon, MAYOR

  
 \_\_\_\_\_  
 Jackie Mellon, CLERK



March 17, 2026

**RE: Ontario Regulation 391/21: Blue Box**

The Council of the Municipality of Bluewater passed the following resolution at their March 16, 2026 regular meeting:

**MOVED:** Councillor Harris **SECONDED:** Councillor Hessel

**WHEREAS** under Ontario Regulation 391/21: Blue Box producers are fully accountable and financially responsible for their products and packaging once they reach their end of life and are disposed of, for 'eligible' sources only; and

**WHEREAS** 'ineligible' sources, which producers are not responsible for, include industrial, commercial, and institutional locations (IC & I) such as businesses, places of worship, daycares, campgrounds, public-facing and internal areas of municipal-owned buildings, and not-for-profit organizations, such as shelters and food banks; and

**WHEREAS** failure to include 'ineligible sources under the Ontario Regulation 391/21: Blue Box program is in essence a provincial tax on ineligible sources; and

**WHEREAS** should a municipality continue to provide services to the 'ineligible sources, the municipality will be required to oversee the collection, transportation, processing of the recycling; and

**WHEREAS** changes may result in many small businesses and not-for-profit organizations losing access to comparable recycling services and force them to seek providers at a much higher cost than the previous services rendered through the Blue Box collection system; and

**WHEREAS** the rising costs of collection of recycling for industrial, commercial and institutional recycling may lead to the abandonment of recycling entirely, increasing environmental damage; and

**WHEREAS** landfilling needs throughout the Province of Ontario are already at capacity in many communities; and

**WHEREAS** The Municipality of Bluewater has approximately 150 or more "non-eligible" sources that will not be provided service from the Producer Responsibility Organization;

**NOW THEREFORE** the Municipality of Bluewater Council hereby request that the province amend Ontario Regulation 391/21: Blue Box so that producers are responsible for the end-of-life management of recycling products from small businesses and not-for-profit organizations within the industrial, commercial and institutional sectors; and

**FURTHER THAT** Council hereby request the support of all Ontario Municipalities; and

**FURTHER THAT** this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; the Honourable Todd McCarthy, Minister of the Environment, Conservation, and Parks; the Honourable Rob Flack, Minister of Municipal Affairs and Housing; and the Honourable Lisa Thompson, Minister of Rural Affairs and the local MPP for Huron-Bruce.

**CARRIED.**

Sincerely,

A handwritten signature in black ink that reads "Alexander". The signature is written in a cursive, flowing style.

Chandra Alexander  
Acting CAO  
Manager of Corporate Services/Clerk



# Northumberland County Council Resolution

SENT VIA EMAIL

March 19, 2026

All Ontario Municipalities

**Re: Correspondence, Town of Cobourg 'Elbows Up for Climate Action'**

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At a meeting held on March 18, 2026 Northumberland County Council approved the following Resolution # 2026-03-18-212 adopting the below recommendation from the March 2, 2026 Public Works Committee meeting

**Moved by** Councillor Mandy Martin

**Seconded by** Councillor John Logel

"**That** the Public Works Committee having considered correspondence from the Town of Cobourg regarding 'Elbows Up for Climate Action', recommend that County Council support the correspondence and send a copy of this resolution to all Ontario Municipalities."

Council Resolution # 2026-03-18-212

**Carried**

If you have any questions regarding this matter, please do not hesitate to contact the undersigned at [bennett@northumberland.ca](mailto:bennett@northumberland.ca) or by telephone at 905-372-3329 ext. 2238.

Sincerely,

A handwritten signature in blue ink that reads "Tonia Bennett".

Tonia Bennett  
Manager of Legislative Services / Clerk  
Northumberland County



# Council Resolution

Moved By M. Martin

Agenda  
Item 10

Resolution Number  
2026-03-18- 212

Seconded By J. Logel

Council Date: March 18, 2026

"That Council adopt all recommendations from the six Standing Committees, as contained within the Committee Minutes (meetings held March 2, 3 and 4, 2026), with the exception of the following items (referenced from the Standing Committee Minutes), that will be held for discussion:

- Public Works Committee, Item 7.a, Correspondence, Brenda Quin 'Proposed Charge for all Yard Waste Delivered to Transfer Stations' – **Held by Deputy Warden Martin**
- Public Works Committee, Item 8.c, Report 2026-036 'RFQ 25-40 Demolition of 9 Second St., 109 Saskatoon Ave. and 120 Grand Rd. Campbellford Contract Award' – **Held for Administrative Reasons**
- Public Works Committee, Item 8.e, Engineering Department Quarter 4, 2025 Update – **Held by Deputy Warden Martin**
- Economic Development, Tourism, and Land Use Planning Committee, Item 7.c Correspondence, Alto 'Alto Corridor Map and Virtual Engagement'- **Held by Councillor Logel**
- Corporate Support Committee, Item 8.a, Corporate Services Report 2026-042, '2025 Council Remuneration Review- **Update- Held by Councillor Hankivsky**

And Further That the items listed above and held for separate discussion each require a separate resolution."

Recorded Vote Requested by \_\_\_\_\_  
Councillor's Name

Carried  \_\_\_\_\_  
Warden's Signature

Deferred \_\_\_\_\_  
Warden's Signature

Defeated \_\_\_\_\_  
Warden's Signature



# Public Works Committee Resolution

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**Committee Meeting Date:** March 2, 2026

**Agenda Item:** 7.c

**Resolution Number:** 2026-03-02- 164

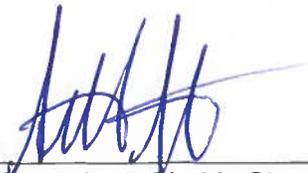
**Moved by:** B Crate

**Seconded by:** J Logel

**Council Meeting Date:** March 18, 2026

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"That the Public Works Committee having considered correspondence from the Town of Cobourg regarding 'Elbows Up for Climate Action', recommend that County Council support the correspondence and send a copy of this resolution to all Ontario Municipalities."

**Carried**   
Committee Chair's Signature

**Defeated** \_\_\_\_\_  
Committee Chair's Signature

**Deferred** \_\_\_\_\_  
Committee Chair's Signature



# The Corporation of the Town of Cobourg

## Resolution

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City of Brantford  
58 Dalhousie St.,  
Brantford, Ontario N3T 2J2

Town of Cobourg  
55 King Street West,  
Cobourg, ON, K9A 2M2  
[clerk@cobourg.ca](mailto:clerk@cobourg.ca)

**Sent via email**  
[clerks@brantford.ca](mailto:clerks@brantford.ca)

December 24, 2025

RE: Correspondence from David Miller regarding Elbows Up for Climate Action Letter

Please be advised that the Town of Cobourg Council, at its meeting held on November 26, 2025, passed the following resolution:

THAT Council support the correspondence from C40 Centre for City Climate Policy and Economy regarding Elbows Up for Climate Action; and

FURTHER THAT Council direct Staff to send a copy of this resolution to all Ontario municipalities.

Sincerely,

A handwritten signature in black ink that reads "Kristina Lepik".

Kristina Lepik  
Deputy Clerk/Manager, Legislative Services



# The Corporation of the Town of Cobourg

## Resolution

CC:

City of Greater Sudbury <clerks@greatersudbury.ca>; City of Hamilton <clerk@hamilton.ca>; City of Kawartha Lakes <clerks@kawarthalakes.ca>; City of Ottawa <Caitlin.salter-macdonald@ottawa.ca>; City of Toronto <clerk@toronto.ca>; County of Brant <alysha.dyjach@brant.ca>; County of Haldimand <clerk@haldimandcounty.on.ca>; County of Norfolk <clerks@norfolkcounty.ca>; County of Prince Edward <clerks@pecounty.on.ca>; Municipality of Chatham-Kent <ckclerk@chatham-kent.ca>; County of Bruce <cmacdonald@brucecounty.on.ca>; Municipality of Arran-Elderslie <clerk@arran-elderslie.ca>; Municipality of Brockton <fhamilton@brockton.ca>; Municipality of Northern Bruce Peninsula <clerk@northernbruce.ca>; Municipality of South Bruce <clerk@southbruce.ca>; Town of Saugeen Shores <clerk@saugeenshores.ca>; Town of South Bruce Peninsula <angie.cathrae@southbrucepeninsula.com>; Township of Huron-Kinloss <edance@huronkinloss.com>; County of Dufferin <clerk@dufferincounty.ca>; Town of Grand Valley <mtownsend@townofgrandvalley.ca>; Town of Mono <clerksoffice@townofmono.com>; Town of Orangeville <clerksdivision@orangeville.ca>; Town of Shelburne <townclerk@townofshelburnema.gov>; Township of Amaranth <nmartin@amaranth.ca>; Township of East Garafraxa <clerks@eastgarafraxa.ca>; Township of Melancthon <dholmes@melancthontownship.ca>; Township of Mulmur <tatkinson@mulmur.ca>; City of St. Thomas <mkonefal@stthomas.ca>; County of Elgin <kthompson@elgin.ca>; Municipality of Bayham <melliott@bayham.on.ca>; Municipality of Central Elgin <pshipway@centralelgin.org>; Municipality of West Elgin <clerk@westelgin.net>; Town of Aylmer <clerks@town.aylmer.on.ca>; Township of Malahide <aadams@malahide.ca>; Township of Southwold <cao@southwold.ca>; City of Windsor <clerks@citywindsor.ca>; County of Essex <clerks@countyofessex.ca>; Town of Amherstburg <clerk@amherstburg.ca>; Town of Essex <clerks@essex.ca>; Town of Kingsville <pparker@kingsville.ca>; Town of Lakeshore <clerk@lakeshore.ca>; Town of LaSalle <clerk@lasalle.ca>; Town of Tecumseh <jalexander@tecumseh.ca>; Township of Pelee <info@pelee.ca>; City of Kingston <cityclerk@cityofkingston.ca>; County of Frontenac <jamini@frontenaccounty.ca>; Township of Central Frontenac <cmacmunn@centralfrontenac.com>; Township of Frontenac Islands <dplumley@frontenacislands.ca>; Township of North Frontenac <clerkplanning@northfrontenac.ca>; Township of South Frontenac <lfragnito@southfrontenac.net>; City of Owen Sound <bbloomfield@owensound.ca>; Municipality of Grey Highlands <clerks@greyhighlands.ca>; Municipality of Meaford <clerk@meaford.ca>; Municipality of West Grey <info@westgrey.com>; Town of Hanover <tpatterson@hanover.ca>; Town of The Blue Mountains <townclerk@thebluemountains.ca>; Township of Chatsworth <patty.sinnamon@chatsworth.ca>; Township of Georgian Bluffs



# The Corporation of the Town of Cobourg

## Resolution

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# The Corporation of the Town of Cobourg

## Resolution

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# The Corporation of the Town of Cobourg

## Resolution

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# The Corporation of the Town of Cobourg

## Resolution

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# The Corporation of the Town of Cobourg

## Resolution

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 <conmee@conmee.com>; Township of Dorion <mavis@doriontownship.ca>; Township



# The Corporation of the Town of Cobourg

## Resolution

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# The Corporation of the Town of Cobourg

## Resolution

Richmond Hill <clerks@richmondhill.ca>; City of Vaughan <clerks@vaughan.ca>; Town of East Gwillimbury <clerks@eastgwillimbury.ca>; Town of Georgina <clerks@georgina.ca>; Town of Newmarket <clerks@newmarket.ca>; Town of Whitchurch-Stouffville <clerks@townofws.ca>; Township of King <clerks@king.ca>; York Region <regional.clerk@york.ca>; Council Secretariat <clerks@aurora.ca>; Municipality of Dutton Dunwich <tkretschmer@duttondunwich.on.ca>; Township of Faraday <clerk@faraday.ca>; Township of Moonbeam <bgravel@moonbeam.ca>; Township of Pickle Lake <townclerk@picklelake.org>; Municipality of South Dundas <clebrun@southdundas.com>; Township of Hornepayne <deputyclerk@hornepayne.ca>; Township of Chapleau <cao@chapleau.ca>; Township of Oro-Medonte <yaubichon@oro-medonte.ca>; Grey County <Tara.Warder@grey.ca>; Village of Thornloe <thornloe@outlook.com>; Township of Tay <lmckay@tay.ca>; Municipality of Central Manitoulin <ddeforge@centralmanitoulin.ca>; Township of Adjala-Tosorontio <clerk@adjtos.ca>; Township of Nairn & Hyman <melaniebilodeau@nairncentre.ca>; Township of Athens <athens@myhighspeed.ca>; Municipality of Trent Lakes <clerk@trentlakes.ca>; Township of North Kawartha <c.parent@northkawartha.ca>;

# Elbows Up For Climate Action

## An open letter from Canada's local leaders

### Messrs. Blanchet, Carney, Pedneault, Poilievre, Singh, and Ms. May:

We are mayors and councillors from across Canada, where we represent and serve millions of residents of all political backgrounds. Like so many of you, we are already feeling the effects of U.S. trade attacks in our communities through lost jobs, uncertainty for businesses, and increased costs of daily living.

Increasingly, we are also guiding our communities through another kind of crisis: recurring wildfires, floods, storms and deadly climate events. **We believe this is the moment for Canada to fight back, by investing in national projects that will connect and protect our country from the dual threats of tariffs and climate change.**

**Leading through a climate emergency changes you.** You can't witness elderly neighbours overheating in low-income apartments during a heat wave, and not recognize the critical role of well-insulated, affordable housing. You can't comfort people who have lost everything in floods and fires, and not wonder how we will afford to rebuild. You can't watch your kids and loved ones choke on toxic wildfire smoke without **knowing the time to act boldly on climate change is right now – because later is too late.**

Over the past decade, we've watched wildfires rip through nearly every part of our country. Just like you, we were stunned when Lytton disappeared off the map. Then parts of Halifax went up in flames. Last year, wildfires engulfed the iconic and beloved Jasper. What's next? Who's next?

**We can't keep watching our homes, towns and forests burn to a crisp, and pretend the status quo is working or safe.** We can't adapt our way out of this problem.

**It is time for us to get to work.** We are proposing five bold and achievable ideas the next federal government can implement as soon as it is elected, to tariff-proof our economy and create a jobs boom in every community:

- **create a national East-West-North clean electric grid**, delivering affordable energy to urban, rural and Indigenous communities across the country;
- **build a national high-speed rail network**, and extend it with locally-made electric buses to reach every community in this country;
- **build at least two million non-market, energy-efficient homes**, creating more affordable, transit-linked communities;
- **make our homes and buildings warmer in winter, cooler in summer** with retrofits and heat pump installations across the country, that will cut energy bills and pollution;
- **.... and fund a national resilience, response and recovery strategy** so our communities can prepare for the climate disasters we know are coming, respond when they hit, and rebuild afterwards.

**These projects would create hundreds of thousands of good local jobs in cities, rural and Indigenous communities, using Canadian steel, aluminum and lumber.** They would bolster our economy and make daily life safer and more affordable for all of us. We *can* afford to pay for them now: by redirecting billions of dollars in fossil fuel subsidies, and strengthening the polluter pays principle, for example.

**This is the kind of action that this moment calls for.** That is why it has been so disappointing to hear voices following Donald Trump's lead and using this crisis to revive long-dead and unpopular pipeline projects. Let's be honest: new pipelines require massive public handouts, trample on Indigenous sovereignty, and mean more climate disasters hitting our cities and towns in years to come.

As local leaders, we know that whatever their political backgrounds, our constituents are worried about the same things: good jobs; a safe and affordable place to live; and confidence that their leaders have a plan for the next crisis we face, whether a climate disaster – or an economic sucker punch from our closest ally.

**We are facing a growing climate threat, and an attack on our economic sovereignty. We can and must take them both on at once.** This federal election, let's put our elbows up for climate action, and commit to truly national projects to protect and connect our country.

## Signed

Councillor Neville Abbott, **Lions Bay**  
 Councillor Samantha Agtarap, **Port Moody**  
 Conseiller Francis Allaire, **Blainville**  
 Councillor Phil Allt, **Guelph**  
 Conseiller Pierre-Luc Arseneault, **Chandler**  
 Councillor Jordan Back, **North Vancouver**  
 Councillor Adam Baden-Clay, **Antigonish County**  
 Councillor Lori Baldwin-Sands, **St. Thomas**  
 Conseillère Anne Barabé, **Boucherville**  
 Former Mayor Lisa Barrett, **Bowen Island**  
 Councillor Dale Bass, **Kamloops**  
 Councillor Haley Bateman, **Niagara**  
 Councillor Jeff Bateman, **Sooke**  
 Mairesse Évelyne Beaudin, **Sherbrooke**  
 Councillor Scott Beaver, **St. Mary's**  
 Councillor Donna Bell, **Sechelt**  
 Councillor Nancy Bepple, **Kamloops**  
 Mayor Andrew Black, **Tantramar**  
 Mayor Merlin Blackwell, **Clearwater**  
 Conseiller Loïc Blancquaert, **Saint-Lambert**  
 Councillor Gabrielle Blatz, **Wetaskiwin**  
 Conseiller Jacques Bouchard, **Saint-Jérôme**  
 Councillor Phil Brennan, **Severn**  
 Conseillère Gabrielle Brisebois, **Montmagny**  
 Councillor Riley Brockington, **Ottawa**  
 Mayor Alan Brown, **Butternut Valley**  
 Councillor Don Brown, **View Royal**  
 Councillor Matthew Brown, **Kaslo**  
 Mayor Vickey Brown, **Cumberland**  
 Councillor Jo-Dee Burbach, **Stratford**  
 Councillor Guy Burry, **Muskoka Lakes**  
 Councillor Sue Cairns, **Kimberley**  
 Councillor Ruby Campbell, **New Westminster**  
 Councillor Leanne Caron, **Guelph**  
 Deputy Mayor Marty Carr, **Ottawa**  
 Councillor Erin Caton, **Guelph**  
 Deputy Mayor Godwin Chan, **Richmond Hill**  
 Councillor Debbie Chapman, **Kitchener**  
 Mayor Scott Christian, **Region of Queens**  
 Councillor Karen Cilevitz, **Richmond Hill**

Former Mayor Charlie Clark, **Saskatoon**

Mayor Lucas Cleveland, **Cobourg**

Conseiller Jean Cloutier, **Deschambault-Grondines**

Councillor Will Cole-Hamilton, **Courtenay**

Mayor Spencer Coyne, **Princeton**

Conseillère Catherine Craig-St-Louis, **Gatineau**

Councillor David Croal, **Gibsons**

Conseiller Alvaro Cueto, **Longueuil**

Maire Martin Dampousse, **Varenes**

Councillor Tom Davis, **St. John's**

Councillor Tobin Day, **Georgian Bluffs**

Councillor Lisa Deacon, **Russell Township**

Conseiller Etienne Decelles, **Sainte-Angèle-de-Monnoir**

Councillor Matt Dell, **Victoria**

Councillor Kacy DeLong, **District of Lunenburg**

Conseillère Anik Des Marais, **Gatineau**

Conseillère Alicia Despins, **Québec**

Councillor Sean Devine, **Ottawa**

Mayor Corrie DiManno, **Banff**

Councillor Deborah Doherty, **Collingwood**

Mayor Rob Douglas, **North Cowichan**

Councillor Nadia Dubyk, **Grey Highlands**

Conseiller Étienne Dupuis, **Crabtree**

Councillor Hilary Eastmure, **Nanaimo**

Councillor Alison Evans, **Pitt Meadows**

Area Director Andrew Fall, **qathet Regional District**

Councillor Jay Fallis, **Orillia**

Councillor Jon Farmer, **Owen Sound**

Councillor and Islands Trustee Sue Ellen Fast, **Bowen Island**

Councillor Ryan Fequet, **Yellowknife**

Councillor David Ferreira, **London**

Councillor Jane Fogal, **Halton Hills**

Mayor Adrian Foster, **Clarington**

Deputy Mayor Sarah Fowler, **Tahsis**

Councillor Skylar Franke, **London**

Councillor Danielle Fraser, **Westville**

Councillor David Froh, **Regina**

Councillor Pete Fry, **Vancouver**

Area Director Justine Gabias, **Halfmoon Bay**

Councillor Nora Gambioli, **District of West Vancouver**

Councillor Chantal Garneau, **Halton Hills**

Councillor Amit Gaur, **Parksville**

Conseillère Mélodie Georget, **Mont-Saint-Hilaire**

Maire Paul Germain, **Prévost**

Councillor Ben Geselbracht, **Nanaimo**

Councillor Derek Giberson, **Oshawa**

Councillor Cindy Gilroy, **Winnipeg**

Conseillère Christine Gingras, **Plessisville**

Councillor Angela Girard, **North Vancouver**

Councillor Rodrigo Goller, **Guelph**

Councillor Robin Goodfellow-**Baikie, North West River**

Councillor Steve Gray, **Metchosin**

Councillor Lauren Greenlaw, **Squamish**

Councillor Alison Gu, **Burnaby**

Maire Pierre Guénard, **Chelsea**

Maire Marc-André Guertin, **Mont-Saint-Hilaire**

Councillor Wendy Hall, **Jasper**

Councillor Danika Hammond, **New Denver**

Mayor Jennifer Handley, **Nanton**

Councillor Colby Harder, **Langford**

Councillor Jimmy Hassan, **Kingston**

Former Mayor Lisa Helps, **Victoria**

Councillor Erin Hemmens, **Nanaimo**

Councillor Bonnie Henderson, **Stratford**

Former Mayor Brad Henderson, **Saint Andrews**

Councillor Tasha Henderson, **New Westminster**

Deputy Mayor Benjamin Hendriksen, **Yellowknife**

Mayor Greg Henley, **Oxford**

Councillor Linda Heshka, **Melville**

Councillor Doug Hillian, **Courtenay**

Councillor Claire Holloway Wadhvani, **Port Hope**

Councillor Jenn Houghtaling, **Cumberland County**

Conseiller David Huggins-Daines, **Sainte-Adèle**

Mayor Armand Hurford, **Squamish**

Mayor Michael Hurley, **Burnaby**

Mayor Richard Ireland, **Jasper**

Councillor Trina Isakson, **Powell River**

Councillor Chris Istace, **North Cowichan**

Former Mayor Don Iveson, **Edmonton**

Conseillère Rita Jain, **Chelsea**

Councillor Michael Janz, **Edmonton**

Councillor Laine Johnson, **Ottawa**

Mayor Patrick Johnstone, **New Westminster**

Councillor Evan Jolicoeur, **Courtenay**

Councillor Christopher Justice, **North Cowichan**

Mayor Todd Kasenberg, **North Perth**

Councillor Theresa Kavanagh, **Ottawa**

Councillor Jonathan Kerr, **Comox**

Councillor Susan Kim, **Victoria**

Mayor Peter Koetsier, **Township of Georgian Bay**

Mayor Sean Krausert, **Canmore**

Councillor Cameron Kroetsch, **Hamilton**

Mayor Dan Kutcher, **Summerside**

Councillor Johanna Kwakernaak, **Berwick**

Conseiller Dominic Labrie, **Chelsea**

Councillor Joy Lachica, **Peterborough**

Councillor Michel Lalonde, **Champlain**

Maire Guillaume Lamoureux, **La Pêche**

Conseiller Jérémy Laplante, **Paspébiac**

Conseillère Julie Lavoie, **Beloil**

Councillor Casey Law, **New Denver**  
Mayor Andrew LeBlanc, **Riverview**

Conseiller Joey Leckman, **Prévost**  
Conseillère Line Légaré, **Saint-Adolphe-d'Howard**  
Councillor Jeff Leiper, **Ottawa**  
Conseiller Martin Leprohon, **Saint-Basile-le-Grand**  
Conseillère Laure Letarte-Lavoie, **Sherbrooke**  
Councillor Rik Logtenberg, **Nelson**  
Mayor Adam Lordon, **Miramichi**  
Councillor Joel Loughead, **Grey Highlands**  
Councillor Gord Lovegrove, **Kelowna**  
Councillor Amy Lubik, **Port Moody**  
Area Director Patti MacAhonic, **Fraser Valley Regional District**  
Conseillère Cecilia Macedo, **Laval**  
Councillor Kate MacNaughton, **Prince Edward County**  
Councillor Leah Main, **Silverton**  
Councillor Lucy Maloney, **Vancouver**  
Councillor Paul Manly, **Nanaimo**  
Councillor John Manuel, **Golden**  
Mairesse Maude Marquis-Bissonnette, **Gatineau**  
Mairesse Marie-Andrée Mauger, **Verdun, Montréal**  
Area Director Robyn Mawhinney, **Strathcona Regional District**  
Councillor Brian Mayes, **Winnipeg**  
Councillor Reid McAlpine, **Markham**  
Mayor Dorothy McCabe, **Waterloo**  
Councillor Melanie McCollum, **Courtenay**  
Councillor Ian McGrath, **Truro**  
Councillor Cat McGurk, **Yellowknife**  
Councillor Jessica McIlroy, **North Vancouver**  
Councillor Tom McLennan, **Yellowknife**  
Area Director Donna McMahon, **Sunshine Coast Regional District**  
Conseillère Robin McPherson, **St. Catharines**  
Councillor Jennifer Meilleur, **Comox**  
Councillor Shawn Menard, **Ottawa**  
Conseillère Kim Méthot, **Saint-Basile-le-Grand**  
Former Mayor, David Miller, **Toronto**  
Mayor Nicole Minions, **Comox**  
Councillor Cathy Moore-Coburn, **Georgian Bluffs**  
Mayor Andy Morel, **Rossland**  
Conseiller David Morin, **Mont-Saint-Hilaire**  
Councillor Wendy Morin, **Courtenay**  
Councillor Lenore Morris, **Whitehorse**  
Trustee Deb Morrison, **Islands Trust**  
Councillor Joy-Anne Murphy, **Camrose**  
Area Director Alison Nicholson, **Cowichan Valley Regional District**  
Councillor Katrina Nightingale, **Pemberton**  
Councillor Troy Nixon, **Fernie**  
Councillor Vincent Noël, **La Prairie**  
Conseiller Jérôme Normand, **Montréal**

Councillor Lukas Oakley, **County of Brant**

Deputy Mayor Sheilagh O'Leary, **St. John's**

Councillor Sean Orr, **Vancouver**

Councillor Lisa Osanic, **Kingston**

Conseiller Keith Page, **Nelson**

Councillor Aaron Paquette, **Edmonton**

Councillor Jasmin Parker, **Saskatoon**

Conseillère Valérie Patreau, **Outremont, Montréal**

Local Trustee Laura Patrick, **Salt Spring Island / Islands Trust**

Conseillère Véronique Payette, **Crabtree**

Councillor Leslie Payne, **Nelson**

Councillor Elizabeth Pelosa, **London**

Councillor Kourtney Penner, **Calgary**

Councillor Gord Perks, **Toronto**

Councillor Liz Petrie, **Goderich**

Councillor Chris Pettingill, **Squamish**

Councillor Teale Phelps Bondaroff, **Saanich**

Councillor Stéphanie Plante, **Ottawa**

Mairesse Valérie Plante, **Montréal**

Councillor Catherine Pope, **North Vancouver**

Maire Jacques Poulin, **Fossambault-sur-le-Lac**

Councillor Matt Rodrigues, **Waterloo**

Councillor Sherri Rollins, **Winnipeg**

Councillor Erin Rutherford, **Edmonton**

Councillor Bridget Ryan, **Erin**

Councillor Maita Santiago, **Burnaby**

Councillor Dianne Saxe, **Toronto**

Councillor Ken Sentance, **Thorold**

Councillor Margo Sheppard, **Fredericton**

Conseillère Julie Simoneau, **La Prairie**

Councillor Anne Skipsey, **Qualicum Beach**

Councillor Alison Smith, **Lunenburg**

Councillor Evan Spencer, **Calgary**

Councillor Tony St-Pierre, **Sooke**

Mayor Michelle Staples, **Duncan**

Councillor Wendy Stephen, **Kingston**

Councillor Dan Stevens, **Chase**

Councillor Anne Stevenson, **Edmonton**

Former Mayor Kennedy Stewart, **Vancouver**

Councillor Jenna Stoner, **Squamish**

Councillor Stephanie Stretch, **Kitchener**

Councillor Jenny Tan, **Maple Ridge**

Councillor Keren Tang, **Edmonton**

Councillor Kyle Tapper, **Mackenzie**

Councillor Alvin Tedjo, **Mississauga**

Councillor Daniel Tetrault, **Burnaby**

Conseiller Jonathan Théorêt, **Chertsey**

Councillor Troy Therrien, **Cumberland**

Conseillère Natacha Thibault, **Otterburn Park**

Conseillère Isabelle Thibeault, **Mont-Saint-Hilaire**

Councillor Dave Thompson, **Victoria**  
Councillor Jeremy Thorne, **Riverview**,  
Area Director Roger Tierney, **Regional District of Central Kootenay**  
Councillor Senos Timon, **Saskatoon**  
Deputy Mayor Nathan Townend, **Loyalist Township**  
Councillor Brandon Tozzo, **Kingston**  
Maire Mathieu Traversy, **Terrebonne**  
Councillor Sam Trosow, **London**  
Conseiller Alexandre Turcotte, **Otterburn Park**  
Conseiller Benjamin Turcotte, **Val-d'Or**  
Conseillère Elizabeth Ulin, **Montreal West**  
Councillor Tony Valente, **North Vancouver**  
Conseillère Stephanie Valenzuela, **Montreal**  
Councillor Penny Varney, **Gravenhurst**  
Mairesse Mélanie Villeneuve, **Otterburn Park**  
Conseiller Christopher von Roretz, **Dorval**  
Councillor Mary Wagner, **Langford**  
Councillor Tim Wake, **Bowen Island**  
Councillor Courtney Walcott, **Calgary**  
Councillor Nick Ward, **Cumberland**  
Conseiller Alexandre Warnet, **Laval**  
Councillor Pat Warren, **Kawartha Lakes**  
Mayor Bob Wells, **Courtenay**  
Councillor Courtney Wentzell, **Region of Queens**  
Mayor David West, **Richmond Hill**  
Deputy Mayor Ghislaine Wheaton, **St. Stephens**  
Councillor Laura White, **Halifax**  
Councillor Howard Williams, **Wolfville**  
Councillor Pam Wolf, **Region of Waterloo**  
Councillor Michael Wolfe, **Richmond**  
Councillor Sean Wood, **Parksville**  
Councillor Theresa Wood, **District of Invermere**  
Councillor Jesse Wright, **District of Mackenzie**  
Councillor Julie Wright, **Waterloo**  
Councillor Keith Yacucha, **Langford**  
Councillor Shanon Zachidniak, **Regina**  
Councillor Margaret Zwart, **Clarington**

# Join Us





Council Resolution Form

Date: 19 Mar 2026 No: Resolution No.58-26  
 Moved By: Councillor Thomson Disposition: CARRIED.  
 Seconded By: Councillor Tripp  
 Item No: 13.1

Description: Canada Post Rate Reductions for Libraries - Motion brought forward by Councillor Thomson

**RESOLUTION:**

That Council support Resolution #2026-078 carried by the Council of the Township of Perry on February 18, 2026, calling upon the Government of Canada to maintain and protect reduced-rate postal distribution for library materials, and;

That a copy of this resolution be forwarded to the Township of Perry, Minister of Government Transformation, Public Services and Procurement Joel Lightbound, MP Cheryl Gallant, MPP Billy Denault, and all Ontario Municipalities for support.

**MAYOR**

Recorded Vote Requested by:		
.....NA.....		
	Yea	Nay
J. Levesque	_____	_____
T. Popkie	_____	_____
L. Thomson	_____	_____
R. Tripp	_____	_____
R. Weir	_____	_____

Declaration of Pecuniary Interest:  .....NA..... Disclosed his/her/their interest(s), vacated he/her/their seat(s), abstained from discussion and did not vote
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**The Corporation of the  
Township of Perry**

Box 70 1695 Emsdale Road Emsdale, Ontario P0A 1J0

Date: February 18, 2026

Resolution No.: 2026- 078

**Moved By:** Joe Lumley

**Seconded By:** Paul Sowrey

**Whereas** public libraries play a vital role in ensuring equitable access to information, literacy, education, and culture for all residents;

**And whereas** interlibrary loan services are an essential component of public library operations, particularly for small and rural communities with limited local collections;

**And whereas** reduced postal rates for library materials have historically enabled libraries to share resources efficiently and affordably across Canada;

**And whereas** recent amendments to the Canada Post Corporation Act have removed the legislative requirement to provide reduced postal rates for library materials, creating uncertainty for the continued delivery of this essential service;

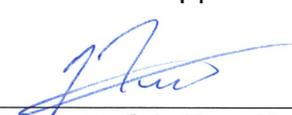
**Now therefore be it resolved that** the Council of the Corporation of the Township of Perry calls upon the Government of Canada to maintain and protect reduced-rate postal distribution for library materials through legislation;

**And that** Council requests that the Minister responsible for Canada Post ensure continued, affordable postal access for libraries and interlibrary loan services;

**And that** a copy of this resolution be forwarded to The Honourable Joel Lightbound, Minister of Government Transformation, Public Works and Procurement, Scott Aitchison, MP Parry Sound-Muskoka, Hon. Graydon Smith, MPP Parry Sound-Muskoka, and all Ontario municipalities for support.

Carried: \_\_\_\_\_

Defeated: \_\_\_\_\_

  
 \_\_\_\_\_  
**Norm Hofstetter, Mayor**

RECORDED VOTE		
Council	For	Against
<b>Councillors</b> Jim Cushman		
Joe Lumley		
Margaret Ann MacPhail		
Paul Sowrey		
<b>Mayor</b> Norm Hofstetter		



Council Resolution Form

Date: 19 Mar 2026 No: Resolution No.59-26  
 Moved By: Councillor Thomson Disposition: CARRIED.  
 Seconded By: Councillor Popkie  
 Item No: 13.2

Description: Ontario Community Infrastructure Fund (OCIF) Extension - Motion brought forward by Councillor Thomson

**RESOLUTION:**

That Council support Resolution #7 carried by the Council of the Township of North Glengarry on February 23, 2026, calling for an extension and review of the Ontario Community Infrastructure Fund (OCIF), and;

That a copy of this resolution be forwarded to the Township of North Glengarry, the Premiere of Ontario Doug Ford, the Minister of Infrastructure Kinga Surma, the Minister of Municipal Affairs and Housing Rob Flack, the Association of Municipalities of Ontario, and all Ontario Municipalities.

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**MAYOR**

Recorded Vote Requested by:		
.....NA.....		
	Yea	Nay
J. Levesque	___	___
T. Popkie	___	___
L. Thomson	___	___
R. Tripp	___	___
R. Weir	___	___

Declaration of Pecuniary Interest:
.....NA.....
Disclosed his/her/their interest(s), vacated he/her/their seat(s), abstained from discussion and did not vote

**CORPORATION OF THE  
TOWNSHIP OF NORTH GLENGARRY  
Council Meeting**

**Resolution #** 7

**Date:** Monday February 23, 2026

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**Moved by:** Michael Madden

**Seconded by:** Carma Williams

**WHEREAS** the Township of North Glengarry acknowledges that municipal infrastructure—including roads, bridges, and water and wastewater systems—underpins public safety, economic vitality, and quality of life in Ontario’s rural and small urban communities; and

**WHEREAS** the Ontario Community Infrastructure Fund (OCIF) was created in 2015 to assist small and rural municipalities facing infrastructure deficits that exceed their local revenue capacities; and

**WHEREAS** in 2022, the Government of Ontario committed to increase the annual OCIF envelope from \$100 million to \$400 million over a five-year term, with that commitment scheduled to expire at the end of fiscal 2026; and

**WHEREAS** fixed funding levels amid rising labour, materials, and climate resilience costs have eroded the purchasing power of the \$400 million envelope, jeopardizing municipalities’ ability to deliver and sustain essential services without incurring unsustainable debt; and

**WHEREAS** predictable, multi-year funding indexed to real-world cost drivers is critical for municipalities to develop, finance, and execute long-term asset management plans, reduce emergency repairs, and leverage complementary federal and private infrastructure financing; and

**WHEREAS** the Township of North Glengarry requires a steadfast provincial partner to extend and enhance OCIF beyond 2026, ensuring infrastructure resilience, fiscal sustainability, and equitable access for all small and rural municipalities;

**NOW THEREFORE BE IT RESOLVED THAT:**

1. The Township of North Glengarry calls upon the Government of Ontario to extend the annual OCIF envelope at not less than \$400 million beyond its current five-year term ending in 2026, with no reductions in subsequent provincial budgets.
2. The Province be requested to index the total annual OCIF envelope—and each individual municipal allocation—to the Ontario Consumer Price Index (CPI), calculated on a calendar-year basis and disbursed in the first quarter of each fiscal year.
3. The Ministry of Infrastructure establish a new five-year OCIF funding framework that guarantees annual envelopes and allocation percentages by municipality, enabling long-term capital planning and stable cash-flow management.
4. The Province undertake a formal review of the OCIF allocation formula at least once every four years, incorporating current municipal asset management data, demographic projections, climate resilience metrics, and rural equity considerations.

**CORPORATION OF THE  
TOWNSHIP OF NORTH GLENGARRY  
Council Meeting**

**Resolution #**

**Date:** Monday February 23, 2026

5. A dedicated contingency reserve equal to 5 percent of the annual OCIF envelope be created within the fund to address extraordinary cost escalations, emergency repairs, or project overruns without reallocating core funding.
6. The Ministry of Infrastructure publish an annual OCIF performance report—including program disbursements, allocation adjustments, and reserve expenditures—in a transparent, publicly accessible online dashboard.

**FURTHER THAT** the Council of the Township of North Glengarry supports the September 29, 2025 resolution of the Township of Edwardsburgh Cardinal, the October 20, 2025 resolution of the Municipality of South Huron, and the November 19, 2025 resolution of the Township of Pulsinch regarding the Ontario Community Infrastructure Fund (OCIF); and

**FURTHER THAT** this supporting resolution and the originating correspondence be circulated to the Premier of Ontario, the Leader of the Official Opposition, the Minister of Infrastructure, the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities.

**CARRIED**

**DEFEATED**

**DEFERRED**



**MAYOR / DEPUTY MAYOR**

	<b>YEA</b>	<b>NEA</b>
<b>Deputy Mayor:</b> Carma Williams	—	—
<b>Councillor:</b> Jacques Massie	—	—
<b>Councillor:</b> Brian Caddell	—	—
<b>Councillor:</b> Jeff Manley	—	—
<b>Councillor:</b> Michael Madden	—	—
<b>Councillor:</b> Gary Martin	—	—
<b>Mayor:</b> Jamie MacDonald	—	—



## The Corporation of the Township of Otonabee-South Monaghan

March 23, 2026

Via Email: [mtruelove@rideaulakes.ca](mailto:mtruelove@rideaulakes.ca)

Rideau Lakes  
1439 County Road 8  
Delta, Ontario K0E 1G0

Dear Mayor Arie Hoogenboom:

**Re: Resolution - Rideau Lakes Concerns re Alto High Speed Rail Project (Bill C-15 Budget)**

Please be advised that the Council of the Township of Otonabee-South Monaghan at its meeting on March 16<sup>th</sup>, 2026, passed the following resolution:

**R67-2026**

Moved by Councillor Terry Holmes  
Seconded by Councillor Mark Allen

That Council hereby supports the letter to Senator from Rideau Lakes regarding concerns with the Alto High Speed Rail Project (Bill C-15 Budget), as attached.

And further that this resolution be forwarded to all parties listed on the original correspondence.

**CARRIED.**

Yours truly,  
Township of Otonabee-South Monaghan

Liz Ross  
Deputy Clerk

Cc: Prime Minister of Canada  
MP Emma Harrison  
The Federation of Canadian Municipalities  
The Association of Municipalities of Ontario  
All Ontario Municipalities

Email: [deputy-clerk@osmtownship.ca](mailto:deputy-clerk@osmtownship.ca) Telephone: 705.295.6852 Facsimile 705.295.6405  
P.O. Box 70 20 Third St Keene, ON K0L 2G0  
Visit our website at [www.osmtownship.ca](http://www.osmtownship.ca) or follow us on Twitter @OSMTownship



# Rideau Lakes

1439 County Road 8, Delta, ON K0E 1G0  
T. 613.928.2251 | 1.800.928.2250 | F. 613.928.3097  
[rideaulakes.ca](http://rideaulakes.ca)

March 10, 2026

Dear Senator,

Re: Rideau Lakes Concerns re Alto High Speed Rail Project (Bill C-15 Budget)

We in Rideau Lakes Township are writing this letter because of major concerns about the Alto High Speed Rail Project (HSR), as well as a request to fully evaluate our concerns of Bill C-15 in relation to Alto HSR and expropriation of land.

The Alto HSR is lacking full and meaningful consultation of critical information for the early design and development phase. We recognize that having this information is important to the engineers in determining routes that minimize disruptions to the communities, residents, businesses, farmland, waterways, environment, and ecosystems that they pass through. What we have experienced is less than adequate information upon which to base our ability to conduct impact assessments involving our rural communities, agriculture, businesses, and countless heritage buildings and monuments. Alto's recently proposed Southern Ontario route included a 10 km wide corridor, and they provided high-level maps which are not useful in determining the impacts which more detailed route maps would give us and that are vital to our informed feedback. Without more information from Alto, this reduces our more local and valuable ability to provide critical information to Alto planners and engineers.

HSR will divide communities. There will be a major impact on our roadways for school buses, public transportation and emergency vehicles given the many closed roadways when fences are erected along the HSR route. This will increase mortality and morbidity as it will take longer to receive timely care. Farther to travel will also increase emissions and costs for plowing and road maintenance. Without more information from Alto, this reduces our local and valuable ability to provide critical information to Alto planners and engineers.

The Southern route would traverse the UNESCO recognized Frontenac Arch Biosphere Region, the ancestral lands of the Haudenosaunee (Kanien'kehá:ka) and Anishinaabeg (Algonquin); where a land bridge of the Canadian Shield connects the Algonquin and Laurentian Highlands to the Adirondack Mountains in the USA. Many animals use this migration route in both directions every year, and unless wildlife corridors are included in the ALTO plans, this would cut off their migration.

This does not begin to speak to the negative impact on tourism which is estimated in the order of \$30 million for the UNESCO Rideau Canal system from Ottawa to Kingston.

Another major concern is that the government proposes to grant Alto, as a Crown Corporation, the right to 3 methods of property expropriation! Until now the government itself held the right to a single method of property expropriation. This causes our residents varying degrees of stress ranging to mental anguish if their properties are affected and they will not get full current market value if they decided to sell. Under the new proposed legislation, they would be forced to sell to the Corporation! This is of particular concern to many potentially affected property owners who are in the business of farming and feeding our population.

Cost analysis to build the railway in the northern and southern routes has not been done. We have also been told that a route parallel to the St. Lawrence River and Lake Ontario is not viable. We do not have enough information to understand why this option is not viable.

Rideau Lakes Township is asking you, and your Senate colleagues, to undertake your considered review of our concerns that are being sent to you for First Reading. We hope that you will see that this portion of Bill-C15 (HSR and expropriation) is premature, given that there are many unanswered questions and important issues have not been adequately addressed in the information provided. There has been inadequate public consultation to move to the development stage of this generationally important Canadian transportation project affecting so many lives along whatever corridor may eventually be approved. Should the Senate determine that a delegation to a Senate committee be appropriate with a view to consolidating recommendations for changes that would go back to the House of Commons, we would be available to participate, of course upon invitation.

Thank you for your attention in this very important matter affecting all of us here and across Ontario! It would be very much appreciated if I could receive a response in order to brief my Council.

Yours respectfully,



Arie Hoogenboom  
 Mayor, Rideau Lakes Township  
[mayor@rideaulakes.ca](mailto:mayor@rideaulakes.ca)  
 613-323-0901

Cc: Prime Minister of Canada  
 All Members of Parliament  
 All Provincial Cabinet Ministers  
 MPP Steve Clark  
 The Federation of Canadian Municipalities  
 The Association of Municipalities of Ontario  
 All Ontario Municipalities

**CORPORATION OF THE MUNICIPALITY OF SOUTH HURON**

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

[www.southhuron.ca](http://www.southhuron.ca)

---

March 24, 2026

Via email: [stan.cho@pc.ola.org](mailto:stan.cho@pc.ola.org)

Ministry of Tourism, Culture and Gaming

6<sup>th</sup> Floor

438 University Ave.

Toronto, ON M7A 1N3

Dear Hon. Stan Cho,

**Re: Ontario Heritage Organization Development Grant Advocacy**

---

Please be advised that South Huron Council passed the following resolution at their March 16, 2026 Regular Council Meeting:

125-2026

Moved By: Aaron Neeb

Seconded by: Ted Oke

**That South Huron Council supports the February 17, 2026 correspondence of the Township of McNab/Braeside regarding Ontario Heritage Organization Development Grant Advocacy; and**

**That this supporting resolution and the originating correspondence be circulated to the Minister of Tourism, Culture and Gaming, Stan Cho, Lisa Thompson, MPP, AMO, and all municipalities in Ontario.**

Result: Carried

Please find attached the originating correspondence for your reference.

Respectfully,

Kendra Webster, Legislative & Licensing Coordinator

Municipality of South Huron

[kwebster@southhuron.ca](mailto:kwebster@southhuron.ca)

519-235-0310 x. 232

Encl.

cc: MPP Lisa Thompson, [lisa.thompson@pc.ola.org](mailto:lisa.thompson@pc.ola.org); AMO, [resolutions@amo.on.ca](mailto:resolutions@amo.on.ca) ; and all municipalities in Ontario.



Regular Council Meeting Resolution Form

Date: February 17, 2026 No: RESOLUTION - 56-2026  
 Moved by Councillor Kevin Rosien Disposition: CARRIED  
 Seconded by Deputy Mayor Scott Brum Item No: 14.2

Description: Ontario Heritage Organization Development Grant Advocacy

**RESOLUTION:**

**WHEREAS** Ontario municipalities are legislated to preserve records of enduring and historical value, and community archives play a critical role in fulfilling this responsibility, particularly in rural and smaller municipalities; and

**WHEREAS** The Heritage Organization Development Grant (HODG) is the only provincial operating grant available to grassroots, non-profit heritage organizations, including community archives and historical societies across Ontario; and

**WHEREAS** The maximum annual HODG grant of \$1,545 per organization has remained effectively unchanged for more than 15 years, resulting in a significant erosion of its real value due to inflation, such that its current purchasing power is approximately two-thirds of what it was in 2010; and

**WHEREAS** Rising operating costs related to insurance, utilities, records preservation, digitization, accessibility, and volunteer coordination have increased financial pressure on heritage organizations, often requiring municipalities to absorb additional costs to ensure continuity of service; and

**WHEREAS** Strengthening HODG would represent a modest but high-impact provincial investment that would help stabilize community archives, reduce pressure on municipal budgets, and safeguard Ontario's public records and local heritage for future generations;

**NOW THEREFORE BE IT RESOLVED THAT** Council formally support a review and modernization of the Heritage Organization Development Grant, including restoring its real purchasing power through inflationary adjustment and exploring options for increased or multi-year operating stability; and

**BE IT FURTHER RESOLVED THAT** This resolution be forwarded to the Minister of Tourism, Culture and Gaming, local Members of Provincial Parliament, AMO, and Ontario municipalities for consideration and support.

*[Signature]*  
 MAYOR

Recorded Vote Requested by:	_____	
	Yea	Nay
Mayor Lori Hoddinott	_____	_____
Deputy Mayor Scott Brum	_____	_____
Councillor Kevin Rosien	_____	_____
Councillor Robert Campbell	_____	_____
Councillor Jill Campbell	_____	_____

Declaration of Pecuniary Interest: \_\_\_\_\_  
 Disclosed his/her/their interest(s), vacated he/her/their seat(s),  
 abstained from discussion and did not vote



**Town of Saugeen Shores**  
600 Tomlinson Drive, P.O. Box 820  
Port Elgin, ON N0H 2C0

March 23, 2026

**SENT VIA EMAIL**

The Honourable Doug Ford  
Premier of Ontario  
premier@ontario.ca

The Honourable Peter Bethlenfalvy  
Minister of Finance  
minister.fin@ontario.ca

The Honourable Graham McGregor, MPP  
Minister of Citizenship and Multiculturalism  
graham.mcgregor@pc.ola.org

**RE: Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding**

At the March 23, 2026, Regular Council meeting for the Town of Saugeen Shores, the attached motion was passed endorsing the Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding.

Sincerely,

Hailey Leigh-Mossley  
Deputy Clerk  
Encl.

cc. MPP Lisa Thompson  
All Ontario Municipalities

# THE CORPORATION OF THE TOWN OF SAUGEEN SHORES

**MOVED BY:** C. Grace

**RESOLUTION NO:** 096-2026

**SECONDED BY:** M. Myatt

**DATE:** March 23, 2026

Whereas older buildings have inherent sustainability and provide economic, environmental and social benefits for Ontario communities; and,

Whereas re-use of existing buildings reduces the need for increased infrastructure that accompanies new builds such as sewer and water services, new roads and sidewalks; and,

Whereas re-use of existing building can reduce construction waste and extend the life expectancy of landfills; and,

Whereas keeping older buildings helps a community remain visually richer and enhances identity while building its tourism brand and appeal; and,

Whereas creating a new, application-based, matching grant program of \$10M/year, modelled on an existing Alberta program would incentivize owners and smaller developers to keep, fix and reuse heritage buildings to create new housing; and,

Whereas such a grant program would provide an alternative to the Ontario heritage property tax relief program, which has limited impact on developers and reduces municipal revenues; and,

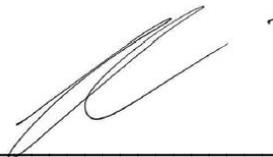
Whereas such a grant program would provide a simpler and more direct way for heritage building owners to fund renovations or conservation; and,

Whereas Ontario developers surveyed by the National Trust for Canada in 2014 ranked a heritage-revolving fund as their top incentive to encourage heritage development if:

- the grants are simple to apply for and to administer; and,
- the fund is large enough to meet at least 33% of the demand so that applicants have a reasonable chance of recovering the cost and effort of applying.

Therefore, be it Resolved That the Council of the Town of Saugeen Shores endorse the Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding, and that this resolution be sent to the Premier, Minister of Finance, Minister of Citizenship and Multiculturalism, and MPP Lisa Thompson, and be circulated to all municipalities in Ontario.

- Carried
- Carried, as amended
- Defeated
- Deferred
- Referred
- Tabled
- Withdrawn



\_\_\_\_\_  
Mayor



Box 608, Little Current, POP 1K0  
705-368-3500

Please see below a Resolution passed by the Council of Northeastern Manitoulin and the Islands.

If your Council supports this motion please share with the appropriate Ministries and Organizations.

Thank You

**Resolution No. 75-03-2026**

Moved by: B. Wood

Seconded by: P. Aelick

**Whereas** the Town of Northeastern Manitoulin and the Islands, like many municipalities, utilizes chip-and-tar surface treatment on a significant portion of its road network; and

**Whereas** the Town has observed a substantial decrease in the length of time these treated roads remain in acceptable condition; and

**Whereas** the quality and durability of the oil used in the surface treatment appears to be a contributing factor; and

**Whereas** the Ministry of the Environment amended its regulations several years ago, permitting only lighter-grade oils for environmental considerations; and

**Whereas** the reduced durability of the lighter-grade product has resulted in more frequent resurfacing cycles and has consequently led to increasing maintenance costs;

**Now therefore be it resolved that** the Town of Northeastern Manitoulin and the Islands respectfully requests that the Ministry of the Environment reconsider its decision regarding the lighter grade of oil, taking into account the increased number of applications required, as well as the associated additional time, energy, and financial burden placed on municipalities or develops a better alternative oil.

And Further that this motion be forwarded to the Ministry of Environment, AMO, Good Roads, FONOM, MPP Bill Rosenberg, and all other municipalities.

Carried



Sent Via Email

March 27, 2026

The Honorable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto ON, M7A 1A1.

**The Regional  
Municipality of  
Durham**

Corporate Services  
Department –  
Legislative Services  
Division

605 Rossland Rd. E.  
Level 1  
PO Box 623  
Whitby, ON L1N 6A3  
Canada

905-668-7711  
1-800-372-1102

durham.ca

**Alexander Harras  
M.P.A.  
Director of  
Legislative Services  
& Regional Clerk**

Dear Premier Ford:

**RE: Correspondence from Mike Bradley, Mayor, City of Sarnia to The Premier of Ontario regarding Requesting the Province to consider giving municipal councils more authority to adjust Police Service Budget Proposals to reduce Municipal Financial Vulnerability, Our File: A00**

Council of the Region of Durham, at its meeting held on March 25, 2026, adopted the following resolution:

That Council Correspondence CC 08 from Mike Bradley, Mayor, City of Sarnia to The Premier of Ontario regarding requesting the province to consider giving municipal councils more authority to adjust police service budget proposals to reduce municipal financial vulnerability be received for information and endorsed.

Please find enclosed a copy of the Correspondence for your information.

*Alexander Harras*

Alexander Harras, M.P.A.  
Director of Legislative Services & Regional Clerk  
AH/nb

c: Hon. Michael S. Kerzner, Solicitor General  
Hon. R. Flack, Minister of Municipal Affairs and Housing  
Hon. P. Bethlenfalvy, Minister of Finance  
Heads of Council for Municipalities across Ontario  
B. Bailey, MPP Sarnia-Lambton  
E. Baxter-Trahair, Chief Administrative Officer  
N. Pincombe, Commissioner of Finance  
A. Burgess, Director, Communication and Engagement

If you require this information in an accessible format, please contact Legislative Services at [clerks@durham.ca](mailto:clerks@durham.ca) or at 1-800-372-1102 ext. 2097.



The Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

 Corporate Services Department Legislative Services Division	
Date & Time Received:	February 26, 2026 9:29 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

February 19, 2026

**Re: Mayoral Authority and Municipal Police Budget Sustainability**

Dear Premier Ford,

I am writing to express concern regarding the province's current position that limits a mayor and council's ability to meaningfully reduce or amend police service budget proposals once they have advanced through local police governance structures.

Municipal leaders across Ontario are operating within an increasingly constrained fiscal environment. Escalating administrative costs, combined with sustained growth in police budgets, are placing significant pressure on municipal finances. Without the tools to influence or moderate these expenditures, municipalities are left financially vulnerable, undermining long-term stability and responsible budget planning.

Mayors and members of council are accountable to residents for overall municipal fiscal health. However, under the province's current interpretation, they lack sufficient authority to address one of the fastest-growing areas of local spending. This creates a clear imbalance in accountability, where elected leadership bears responsibility for budget outcomes without the ability to manage risk, respond to local conditions, or ensure alignment with broader municipal priorities.

You have recently noted that education costs have become unsustainable, and the Minister of Finance has expressed similar concerns regarding health care expenditures. Policing costs present the same challenge, with the added constraint that mayors are now unable to intervene. This limits a municipality's capacity to balance competing service demands, invest in preventative and social supports, and respond flexibly to emerging community priorities, including housing. Over time, this approach risks crowding out essential services and capital projects while placing increased pressure on taxpayers.

In Sarnia, veto authority was used for the first time, and only with respect to capital funding. The operational police budget, which has increased by 40% over the past four years, was left untouched. The mayoral veto removed a proposed \$5 million capital item that would have committed the municipality to a long-term financial obligation estimated to reach \$120 million. Allowing such exposure without intervention would have been fiscally irresponsible and inconsistent with the principles of responsible municipal governance. The existing building was reported to be suitable for upgrades and maintenance at a cost of approximately \$5 million; however, the Sarnia Police Board and Chief have insisted that the Cadillac of all buildings is required. Proceeding with this option would saddle the taxpayers with substantial long-term debt and sustained tax increases for decades to come.

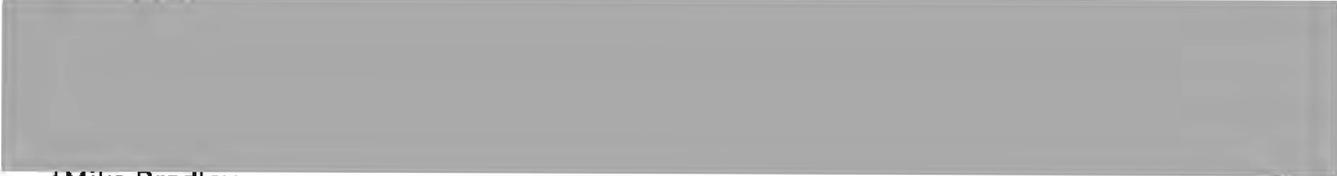
After 21 years of carrying municipal debt, the City of Sarnia has just recently achieved the distinction of being one of the few debt-free cities in Ontario. Under the current framework, renewed debt will become unavoidable, with financial impacts extending to future generations.

While this issue may not yet have arisen in every municipality responsible for funding and overseeing its own police service, the experience in Sarnia illustrates a challenge that other mayors may reasonably face in future budget years. As policing and capital costs continue to escalate, circumstances will emerge where elected municipal leaders are required to intervene to protect long-term fiscal sustainability. This is a critical issue that warrants careful reconsideration. I have therefore copied Heads of Council for municipalities across Ontario to unite in encouraging an approach that better aligns accountability with decision-making and supports more sustainable municipal governance across Ontario.

Given the practical implications for municipal budget deliberations and fiscal planning, I believe this matter should be addressed in advance of the next municipal council taking office. I respectfully urge the province to engage with municipalities on this issue and to explore legislative or policy adjustments that would provide local elected leaders with the tools necessary to manage fiscal pressures responsibly, transparently, and in the best interests of their communities.

I appreciate your attention to this issue and look forward to the province's consideration of next steps.

Sincerely,



Mike Bradley  
Mayor, City of Sarnia

Cc: The Honourable Michael S. Kerzner, Solicitor General  
The Honourable Rob Flack, Minister of Municipal Affairs and Housing  
The Honourable Peter Bethlenfalvy, Minister of Finance  
Heads of council for municipalities across Ontario  
Bob Bailey, MPP for Sarnia-Lambton  
Sarnia City Council

Encl.: [CBC News February 18, 2026 - Province tells Ontario mayors they can't use 'strong powers' on police budgets | CBC News](#)

[CTV News February 18, 2026 - Sarnia Police Board weighing options in efforts to build new headquarters](#)

London

## Province tells Ontario mayors they can't use 'strong powers' on police budgets

Finance expert says province needs to review fiscal relationship with municipalities to keep up with costs

Isha Bhargava - CBC News - Posted: Feb 18, 2026 5:00 AM EST | Last Updated: February 18



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Estimated 5 minutes



A file photo of a police officer walking in downtown Hamilton, Ont. (Bobby Hristova/CBC)

The Ontario government is reminding municipal leaders that they cannot use their provincially granted "strong mayor powers" to challenge or limit police budgets.

This comes two months after Sarnia's mayor vetoed his city's police budget request of \$5 million for a new police headquarters, in what's led to an ongoing battle over the city's police funding.

In a letter sent to mayors and police board chairs in January, the province reiterated that municipalities are required to provide police boards with "sufficient funding" to comply with the Community Safety and Policing Act (CSPA).

"The Head of Council's strong mayor budget powers do not include the power to limit police service board budget increases or veto estimates submitted by police service boards," Solicitor General Michael Kerzner and Municipal Affairs Minister Rob Flack wrote in their Jan. 12 letter.

"Although municipalities are not required to adopt the board's estimates as submitted, they cannot approve or reject specific line items within the estimates."

- **Less than half of 'strong mayors' were using powers before Ontario expanded system: reports**

Municipal budgets include estimates of amounts required during the year and includes various boards, the letter explains. A police service board must submit their operating and capital costs to municipalities, which then establish the service's overall budget.

Premier Doug Ford's government created the strong mayor system in 2022 and it now applies to 216 mayors. The powers give the leaders control over appointments, the ability to hire and fire most city staff, vetoes over some council votes and the ability to pass some bylaws with support of only a third of council support.

### **'We can't chop public safety' says Premier**

When asked by CBC about the issue of strong mayor powers relating to police budgets on Tuesday, Ford said investments in public safety need to be a top priority.

"We can't chop safety and protecting communities," Ford told reporters. "We need to make sure our priority is keeping our community safe because right now people don't feel safe. So we have to continue investing in our police, give them the tools they need to keep our community safe."

Sarnia Mayor Mike Bradley disagrees arguing the legislation prevents municipalities from balancing the needs of police and taxpayers. He said Sarnia police has received a 45 per cent operational increase over the last four years, and he only vetoed one capital spending item which the city cannot afford this year.



Sarnia's Mayor Mike Bradley says police budget increases in recent years have led to spending cuts in other city projects. (Facebook)

"The province has just wiped out our ability to control spending in our own communities. In most cases [police budgets] run from 30 to 40 per cent of the

municipal budget, so what the Ford government is saying is that councils and mayors cannot touch it," he said.

"So the message is, police boards who are unaccountable, can now just set the budget and the taxpayers have to pay. That's a pretty shocking statement from Queens Park."

Bradley argues he has supported increasing police budgets for frontline services, which have been substantial over the years and have led the city to cut back on spending for other projects.

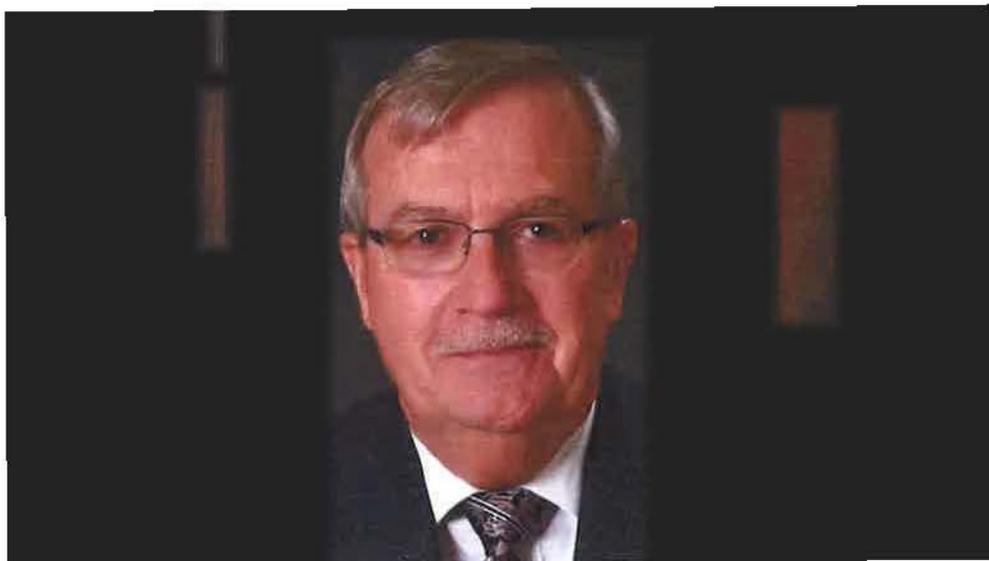
In its letter, the province clarifies that there are dispute resolution mechanisms under the CPSA, namely arbitration, when a council disagrees with a police board's budget request.

## **Municipalities limited in challenging police budgets**

However, proving a case against the police can be difficult for municipal councils who don't often have the capacity or technical knowledge to offer a challenge, said Nigel Bellchamber, a London, Ont., consultant specializing in municipal finances.

"It's a high bar that the municipality has to meet in order to succeed in an arbitration," he said, noting that municipalities are tasked with funding a variety of services whose costs outpace inflation.

"As a result, there are some significant challenges and tough decisions being made as to prioritizing capital expenditures in municipal budgets. So councils and municipal staff, whether you're in a strong mayor situation or not, they're all caught in a very difficult situation."



Nigel Bellchamber is a consultant in London, Ont., who specializes in municipal finances (Nigel Bellchamber/LinkedIn)

Bellchamber said the provincial and municipal fiscal relationship hasn't been properly reviewed in about 25 years and it needs to be revisited to respond to changing economic demands.

London's Mayor Josh Morgan agrees. His council approved a historic \$672-million investment in police spending during the last four-year budget, and while he's satisfied with the results of crime trending lower in the city, ballooning police budgets are a concern for municipalities, he said.

"Obviously when the largest portion of your budget is increasing by a fair amount, that's concerning in multiple ways," said Morgan.

"It's difficult for a municipality to shoulder all of the necessary investments in public safety that we need to make with all of the other things that we're obligated to do, and with the revenue streams we have available to us."

Morgan said it's important for municipalities to partner with provincial and federal governments to seek "broad-based, stable multi-year support for public safety funding."

In London's case, Morgan notes the police returned more than \$2.3 million to city coffers in the budget's first two years.

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## Questions of 'strong mayor' veto powers remain after province attempts to clarify police budgets

By [Bryan Bicknell](#)

Published: February 18, 2026 at 5:14PM EST



The provincial government says municipalities can't use strong mayor powers to limit police budgets. CTV's Bryan Bicknell visits local reaction.

The chair of the Sarnia Police Service Board says the board is still weighing options in its bid to build a new police headquarters.

The comments follow a letter from Ontario's Solicitor General to municipalities that mayors cannot use so-called strong mayor powers to challenge police budgets.

"We sent the letter to council requesting that the veto to be vetoed, basically, and that the five million [dollars] be added back into the budget," explained Board Chair Kelly Ash. "We are re-evaluating, looking to see what we can get accomplished with the funds that we do have, while still hoping that council does deliberate over the \$5 million so that we can get started."



Sarnia Police Board Chair Kelly Ash speaks to CTV News via Zoom on Feb. 16, 2025. (Byron Bickell/CTV News London)

Late last year Sarnia Mayor Mike Bradley vetoed the city's police budget request of \$5 million to begin work on a new police headquarters. Bradley insists he's not about to re-open the city budget.

"This idea that police boards now, without any accountability, they're not elected and they don't report to the public and you can't remove them, will now be able to say to any town, 'This is how much money we want each year, and govern yourself accordingly. You're going to have to find money or kill other projects that are really important to your community because we're number one,'" he said.

In London, the police budget has also been a sensitive item.



London City Mayor Josh Morgan speaks to CTV News on Feb. 5, 2026. (Byron Bickell/CTV News London)

The most recent police budget passed two years ago in the city's four-year budget cycle increased police spending by \$672 million.

The London Police Service has since returned \$2.3 million in a bid to keep municipal property taxes at bay, explains London Mayor Josh Morgan.

"It's a pretty high bar to set for a municipality to not supply the budget, which is why my approach has been to work closely with the police board as a member of the board. And this board has returned dollars for the past two years," Morgan said.

Introduced in 2022 for Ontario's largest urban centres, strong mayor powers were expanded last year to include all 216 Ontario mayors. At least one legal opinion suggests this was when questions of interpretation began to arise.



London (Oni Giori) Sam Trosow speaks to CTV News in Feb. 18, 2024. (Photo by Oni Giori/CTV News London)

London Coun. Sam Trosow is a retired Western University law professor. He believes the strong mayor legislation was rushed.

"I think if it was the intention of the legislature to categorically exempt police services matters from the act they would have or they should have said so. And they probably rushed this through so quickly, maybe they didn't even bother to think about it," he explained.

"But I think that the mayor of Sarnia is within his rights to challenge this part of the budget," Trosow said.



Sarnia Mayor Mike Reed speaks to CTV News via Zoom on Feb. 18, 2024. (Photo by Oni Giori/CTV News London)

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- > ['We need to do it, and soon': Sarnia Police Services Board launches renewed effort to move forward with new headquarters](#)
- > [Sarnia police headquarters funding reduced by city council](#)
- > ['A vanity project': Sarnia police offer compromise as city's mayor threatens strong mayor powers](#)



**Emily Thomas-Hopkins**  
Legislative Coordinator  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ethomashopkins@newmarket.ca  
Tel: 905-953-5300 x2210  
Fax: 905-953-5100

March 27, 2026

Sent to: jaymee@badgut.org

Dear Jaymee Maaghop:

**RE: Lighting Request – April 7, 2026 – Irritable Bowel Syndrome Awareness Month**

---

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in periwinkle on April 7, 2026 to recognize Irritable Bowel Syndrome Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator



March 27, 2026

Sent to: [Ericka.aguilera@canadahablaespanol.org](mailto:Ericka.aguilera@canadahablaespanol.org)

Dear Ericka Aguilera:

**RE: Proclamation Request – April 23, 2026 – Spanish Language Day**

On behalf of the Town of Newmarket Council I am pleased to recognize April 23, 2026 as Spanish Language Day

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor  
Mayor



**Emily Thomas-Hopkins**  
Legislative Coordinator  
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March 27, 2026

Sent to: [Ericka.aguilera@canadahablaespanol.org](mailto:Ericka.aguilera@canadahablaespanol.org)

Dear Ericka Aguilera:

**RE: Proclamation Request – April 23, 2026 – Spanish Language Day**

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I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim April 23, 2026 as Spanish Language Day. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator