



The Regional Municipality of Durham COUNCIL INFORMATION PACKAGE

Friday, April 17, 2026

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

	Pages
1. Information Reports	
1.1 2026-INFO-021 Commissioner of Works	4
• Temporary Lane Closures on Kingston Road (Regional Highway 2) for Bus Rapid Transit Construction from Rotherglen Road to Galea Drive, in the Town of Ajax	
1.2 2026-INFO-022 Commissioner of Corporate Services	12
• 2026 to 2030 Regional Council and Committee Meeting Schedule	
1.3 2026-INFO-023 Commissioner of Finance	23
• Annual Reporting of Commodity Price Hedging Agreements for the Region of Durham for the 2025 Fiscal Year	
2. Confidential Reports Authorized for Release	
There are no Confidential Reports.	
3. Staff Correspondence	
There is no Staff Correspondence.	
4. Durham Municipalities Correspondence	
4.1 City of Pickering	29
• Resolution passed at their Council meeting held on March 23, 2026, regarding the Kingston Road (Regional Highway 2) Bus	

Rapid Transit Project from Steeple Hill to Merriton Road in the
City of Pickering – Advanced Tree Removal

4.2	City of Pickering	32
	<ul style="list-style-type: none">Resolution passed at their Council meeting held on March 23, 2026, Regarding a Call for Reform and Publication of the Ontario Sex Offender Registry	
4.3	Town of Ajax	40
	<ul style="list-style-type: none">Notice of Statutory Public Open House – Ajax GO Station Secondary Plan, Tuesday, April 28, 2026, from 7 p.m. to 8 p.m. Virtual Only – Registration Required	
4.4	Township of Brock	42
	<ul style="list-style-type: none">Resolution passed at their Council meeting held on April 13, 2026, endorsing the correspondence from the Durham District School Board regarding a request for a Province-wide Consultation with Respect to the Elimination of Public School Trustees	
5.	Other Municipalities Correspondence/Resolutions	
5.1	Municipality of Waterloo	47
	<ul style="list-style-type: none">Resolution passed at their Council meeting held on March 25, 2026, requesting that the Government of Canada amend Bill C-9 to include the noose as a prohibited hate symbol within the legislation	
5.2	City of Sarnia	49
	<ul style="list-style-type: none">Correspondence dated March 25, 2026 to the Honourable Doug Ford, Premier of Ontario, regarding Bill 9, Strengthening Municipal Accountability and Public Trust and the mechanism for removing councillors in serious cases of misconduct	
5.3	Municipality of South Huron	52
	<ul style="list-style-type: none">Resolution passed at their Council meeting held on April 7, 2026, in support of the correspondence from the Township of Oro Medonte regarding a Request for Provincial Legislation Amendments, Health and Safety Concerns	
5.4	Township of Terrace Bay	60

- Resolution passed at their Council meeting held on April 7, 2026, regarding Reduced Rate Distribution of Library Resources

5.5 Township of North Dumfries

62

- Resolution passed at their Council meeting held on April 13, 2026, regarding the Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding

6. Miscellaneous Correspondence

6.1 Durham Regional Police Services Board (DRPSB)

- Public Agenda – Monday, April 20, 2026

6.2 Municipal Engineers Association (MEA)

66

- Correspondence regarding the Harmonization of Municipal Road Construction Standards and Associated Governance Model

7. Advisory / Other Committee Minutes

7.1 Durham Environment and Climate Advisory Committee (DECAC) minutes

75

- March 24, 2026

Members of Council – Please advise the Regional Clerk at clerks@durham.ca, if you wish to pull an item from this CIP and include on the next regular agenda of the appropriate Standing Committee. Items will be added to the agenda if the Regional Clerk is advised not later than noon the day prior to the meeting, otherwise the item will be included on the agenda for the next regularly scheduled meeting of the applicable Committee.

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2026-INFO-21
Date: April 17, 2026

Subject:

Temporary Lane Closures on Kingston Road (Regional Highway 2) for Bus Rapid Transit Construction from Rotherglen Road to Galea Drive, in the Town of Ajax

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to inform Regional Municipality of Durham (Region) Council of upcoming construction, lane restrictions and traffic management controls along Kingston Road related to the construction of the second segment of Phase 1 of the Durham-Scarborough Bus Rapid Transit (DSBRT) project from Rotherglen Road to Harwood Avenue. The first segment of Phase 1 is also currently underway from Harwood Avenue to Galea Drive.

- a. The first segment of DSBRT construction commenced in the summer of 2025 along Kingston Road from approximately 300 metres west of Harwood Avenue to Galea Drive in the Town of Ajax. This information was previously presented within [Council Information Package Report #2025-INFO-35](#).
- b. The second segment of DSBRT construction will commence this spring 2026 along Kingston Road and continue from 300m west of Harwood Avenue to Rotherglen Road in the Town of Ajax. The work will include

dedicated median bus lanes, median transit stop platforms and shelters, road reconstruction, traffic signals with dedicated bus movements, dedicated in-boulevard cycle tracks with crossrides, sidewalks with accessibility improvements, watermain, street lighting, streetscaping and landscaping.

- c. The two active DSBRT segments on Kingston Road will span from Rotherglen Road to Galea Drive, in the Town of Ajax. These two projects will combine to approximately 3.0 kilometres of new dedicated median bus rapid transit infrastructure through The Town of Ajax. A total of eight (8) dedicated median bus rapid transit shelters will be constructed at the intersections of Westney Road (Regional Road 31), Chapman Drive/ Ritchie Avenue, Harwood Avenue, and Salem Road (Regional Road 41) for both eastbound and westbound bus rapid transit.
- 1.2 Construction will be staged with lane shifts and intermittent daytime lane restrictions. In the final stages of the project, Kingston Road from 300 metres west of Harwood Avenue to Rotherglen Road will be reduced to one lane in each direction, anticipated in fall of 2026. To shorten the overall construction schedule, weekend and nightwork work will also be utilized where appropriate.

2. Background and Schedule

- 2.1 Kingston Road is the designated route for the Durham-Scarborough Bus Rapid Transit (DSBRT) corridor. The combined Phases of the DSBRT project spans approximately 36 kilometres through the City of Oshawa, the Town of Whitby, the Town of Ajax, the City of Pickering and the City of Toronto. The corridor is ultimately expected to provide two-way service every five minutes, dedicated bus lanes, priority signals, and anticipated time savings of 20 minutes for transit trips along the corridor.
- 2.2 Through the Investing in Canada Infrastructure Program (ICIP), the Regional Municipality of Durham is constructing Phase 1 of the DSBRT through the City of Pickering and the Town of Ajax.
 - a. The following Kingston Road DSBRT segments have been selected for construction between 2025 and 2030.
 - Harwood Avenue to Galea Drive, Town of Ajax. Active in construction from Summer 2025 – Spring 2027.

- Rotherglen Road to Harwood Avenue, Town of Ajax. Expected to be active in construction from May 2026 – June 2027.
- Steeple Hill to Merritton Road, City of Pickering. Expected to start construction in summer 2026.
- Dixie Road to Bainbridge Drive, City of Pickering. Expected to start construction in fall 2026.

3. Construction Staging – Rotherglen Road to 300m west of Harwood Avenue

- 3.1 Construction of this second segment is anticipated to begin with Stage 1 on the north side of Kingston Road, followed by Stage 2 on the south side of Kingston Road. Once the road and boulevard works are completed in the first two stages, the work will proceed to Stage 3, involving construction in the middle of Kingston Road. During this stage, Kingston Road will be reduced to one lane in each direction to facilitate the construction of median transit stop platforms and shelters. Stage 4 will include final surface asphalt paving and completion of remaining surface works. Construction for the entire segment is expected to last 14 months, from May 2026 to June 2027.
- 3.2 To respond to traffic delays during construction and to maintain reliability, Durham Region Transit (DRT) will revise schedules to reflect planned travel times through the construction zones. DRT staff will work closely with the Region's Works Department and contractor to plan additional service schedule requirements, monitor impacts to running time during construction, and adjust as necessary at the next planned service change.

4. Communication Plan

- 4.1 A communication plan is underway and is being implemented to support three main streams.
- Educating the general public about Rapid Transit.
 - Providing ongoing construction and operational updates for businesses, residents and road users.
 - Promoting "Open for Business" messaging to support business owners and customers.

5. Project Financing

- 5.1 Financing for this Bus Rapid Transit scope of work is provided from the Investing in Canada Infrastructure Program (ICIP) fund. Sewer and water related infrastructure works is funded from the approved Water and Sewerage Capital budgets.

6. Relationship to Strategic Plan

- 6.1 This report aligns with and addresses the following Strategic Direction(s) and Pathway(s) in Durham Region's 2025-2035 Strategic Plan:

a. Connected and Vibrant Communities

- C1. Align Regional infrastructure and asset management with projected growth, climate impacts, and community needs.
- C3. Improve public transit system connectivity, reliability, and competitiveness.
- C4. Improve road safety, including the expansion and connection of active transportation networks to enhance the range of safe mobility options.
- C6. Continue to revitalize and transform downtowns into hubs of economic, social, and cultural connection.

7. Conclusion

- 7.1 The Durham-Scarborough Bus Rapid Transit project is a key transit project that will improve transit and rapid transit options, thereby strengthening the integrated transit network across the region and beyond. Significant disruptions will be encountered during the various construction phases and proactive and diligent efforts are being made to communicate the work to the public, with a focus on mitigating traffic impacts.
- 7.2 For additional information, contact: Ben McWade, Manager, Construction Management Services at 905-668-4113 extension 3480 or Dan Waechter, Director, Capital Projects Delivery at 905-668-4113 extension 3550.

8. Attachments

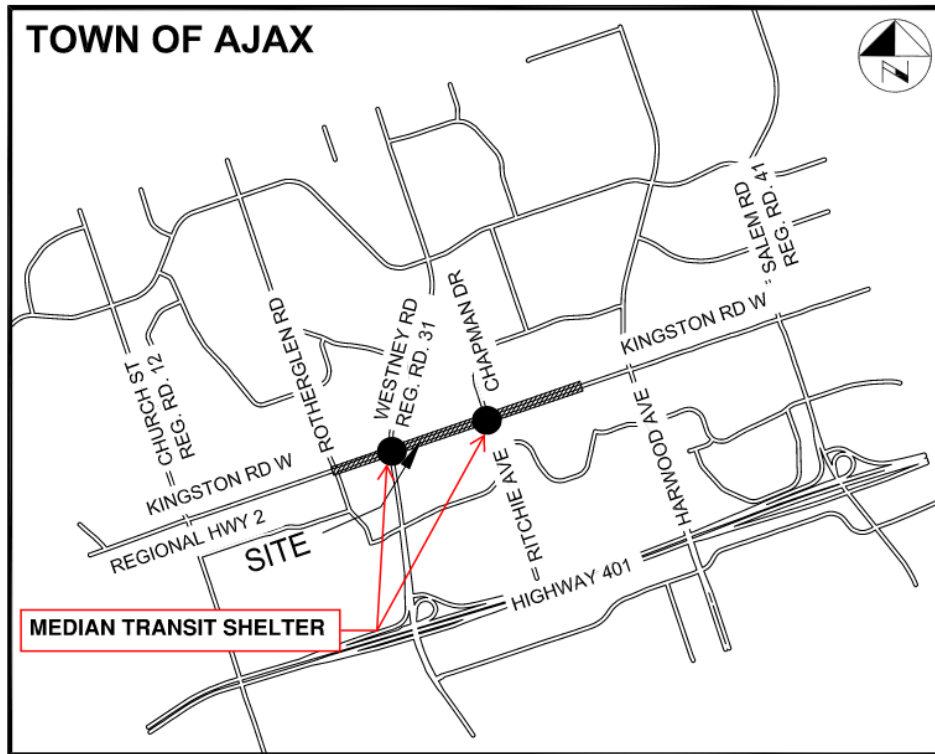
Attachment #1: Conceptual Plan of Median Shelters and Road Layout

Respectfully submitted,

Original signed by:

Ramesh Jagannathan, MBA, M.Eng., P.Eng., PTOE
Commissioner of Works

Attachment #1: Conceptual plans of median shelters and rapid transit road layout







If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2126



The Regional Municipality of Durham Information Report

From: Commissioner of Corporate Services
Report: #2026-INFO-022
Date: April 17, 2026

Subject:

2026 to 2030 Regional Council and Committee Meeting Schedule

Recommendation:

Receive for information

Report:

1. Purpose

- 1.1 The purpose of this report is to provide the Regional Council, Standing Committee and Transit Executive Committee Meeting Schedule for 2026 to 2030.
- 1.2 This schedule has been prepared in accordance with Council's resolution to adopt a monthly meeting schedule and the Transit Executive Committee's approval of a monthly meeting schedule.

2. Background

- 2.1 On March 25, 2026, Regional Council considered Report #2026-A-7 and adopted a monthly meeting schedule starting on the first Tuesday of each month for the 2026 to 2030 term of Council.
- 2.2 On April 8, 2026, the Transit Executive Committee approved a monthly meeting schedule as outlined in Report #2026-DRT-09 of the General Manager of Durham Region Transit.

3. Previous Reports and Decisions

- 3.1 Report #[2026-A-7](#): Approval of 2026 to 2030 meeting schedule and the First Meeting of Regional Council following the 2026 Municipal Elections.

- 3.2 Report #[2026-DRT-09](#): 2026 to 2030 Transit Executive Committee meeting schedule.
- 3.3 Report #[2022-INFO-40](#): 2022 to 2026 Regional Council and Committee Meeting Schedule.

4. 2026 to 2030 Meeting Schedule

- 4.1 The next four-year term of Council will begin on November 15, 2026, and end on November 14, 2030.
- 4.2 In preparing the four-year meeting schedule, Legislative Services has taken into consideration the mid-winter break (March break) approved by the Ministry of Education. The week currently approved by the Ministry has been included in the schedule and no meetings have been booked during this week. However, it is important to note that a school board may modify their school calendar with the approval of the Ministry. Should this occur, Regional Council could rearrange their schedule accordingly by way of resolution.
- 4.3 Bill 100, the *Better Regional Governance Act*, introduces legislative changes that will assign the Regional Chair the authority to create standing committees of council and establish their functions and mandate. Additionally, if passed, Bill 100 will also change the Region's annual budget process to follow the process specified in Ontario regulation 530/22 for 'strong mayors/chairs'. Accordingly, the meeting schedule for the 2026-2030 term of office may require modifications if Bill 100 receives royal assent, and such changes will be reported to Regional Council and the public at the appropriate time.

5. Relationship to Strategic Plan

- 5.1 This report aligns with/addresses the following Strategic Direction(s) and Pathway(s) in Durham Region's 2025-2035 Strategic Plan:
- a. Strong Relationships
- S1. Enhance inclusive opportunities for community engagement and meaningful collaboration.
 - S5. Ensure accountable and transparent decision-making to serve community needs, while responsibly managing available resources.

6. Conclusion

- 6.1 The Regional Council, Standing Committee and Transit Executive Committee meeting schedule for 2026 to 2030 is included as attachment #1 to this report.
- 6.2 A copy of this report will be forwarded to the Clerks of the Area Municipalities for their information.

6.3 For additional information, contact: Alexander Harras, Regional Clerk and Director of Legislative Services, at 905-668-7711, extension 2100

7. Attachments

Attachment #1: 2026 to 2030 Regional Meeting Schedule

Prepared by: Tiffany Fraser, Committee Clerk, at 905-668-7711, extension 2038.

Respectfully submitted,

Original signed by

Barb Goodwin, MPA, CPA/CGA,
B.Comm, CPM, CMMIII
Commissioner of Corporate Services

Regular Regional Council and Committee Meeting Schedule

November 2026 to November 2030

Date	Monday	Tuesday	Wednesday	Thursday	Friday
2026	-	-	-	-	-
November 2 – 6, 2026	-	-	-	-	-
November 9 – 13, 2026	-	-	Remembrance Day	-	-
November 16 – 20, 2026	-	-	-	-	-
November 23 – 27, 2026	-	-	First Meeting of Regional Council	-	-
November 30 – December 4, 2026	-	CG&ED	Works TEC	H&SS	-
December 7 – 11, 2026	-	F&A	COW	Special COW (Budget)	-
December 14 – 18, 2026	-	-	Council	-	-
December 21 – 25, 2026	-	-	-	Offices Closed at 12:00 PM	Christmas Day
December 28 – January 1, 2027	Boxing Day Observed	-	-	Offices Closed at 12:00 PM	New Year's Day
2027	-	-	-	-	-
January 4 – 8, 2027	-	CG&ED	Works TEC	H&SS	-
January 11 – 15, 2027	-	F&A	COW	-	-
January 18 – 22, 2027	-	-	-	-	-
January 25 – 29, 2027	-	-	Council	-	-
February 1 – 5, 2027	-	CG&ED	Works TEC	H&SS	-
February 8 – 12, 2027	-	F&A	COW	-	-
February 15 – 19, 2027	Family Day	-	Special COW (Budget)	Special COW (Budget)	-
February 22 – 26, 2027	-	-	Council	-	-
March 1 – 5, 2027	-	CG&ED	Works TEC	H&SS	-
March 8 – 12, 2027	-	F&A	COW	-	-
March 15 – 19, 2027	March Break Week	-	-	-	-
March 22 – 26, 2027	-	-	Council	-	Good Friday
March 29 – April 2, 2027	Easter Monday	-	-	-	-
April 5 – 9, 2027	-	CG&ED	Works TEC	H&SS	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
April 12 – 16, 2027	-	F&A	COW	-	-
April 19 – 23, 2027	-	-	-	-	-
April 26 – 30, 2027	-	-	Council	-	-
May 3 – 7, 2027	-	CG&ED	Works TEC	H&SS	-
May 10 – 14, 2027	-	F&A	COW	-	-
May 17 – 21, 2027	-	-	-	-	-
May 24 – 28, 2027	Victoria Day	-	Council	-	-
May 31 – June 4, 2027	-	CG&ED	Works TEC	H&SS	-
June 7 – 11, 2027	-	F&A	COW	-	-
June 14 – 18, 2027	-	-	Special COW (Budget)	-	-
June 21 – 25, 2027	-	-	Council	-	-
June 28 – July 2, 2027	-	-	-	Canada Day	-
July 5 – 9, 2027	-	-	-	-	-
July 12 – 16, 2027	-	-	-	-	-
July 19 – 23, 2027	-	-	-	-	-
July 26 – 30, 2027	-	-	-	-	-
August 2 – 6, 2027	Civic Holiday	-	-	-	-
August 9 – 13, 2027	-	-	-	-	-
August 16 – 20, 2027	-	-	-	-	-
August 23 – 27, 2027	-	-	-	-	-
August 30 – September 3, 2027	-	-	-	-	-
September 6 -10, 2027	Labour Day	CG&ED	Works TEC	H&SS	-
September 13 – 17, 2027	-	F&A	COW	-	-
September 20 – 24, 2027	-	-	-	-	-
September 27 – October 1, 2027	-	-	Council	National Day for Truth and Reconciliation	-
October 4 – 8, 2027	-	CG&ED	Works TEC	H&SS	-
October 11 – 15, 2027	Thanksgiving Day	F&A	COW	-	-
October 18 – 22, 2027	-	-	-	-	-
October 25 – 29, 2027	-	-	Council	-	-
November 1 – 5, 2027	-	CG&ED	Works TEC	H&SS	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
November 8 – 12, 2027	-	F&A	COW	Remembrance Day	-
November 15 – 19, 2027	-	-	-	-	-
November 22 – 26, 2027	-	-	Council	-	-
November 29 – December 3, 2027	-	CG&ED	Works TEC	H&SS	-
December 6 – 10, 2027	-	F&A	COW	Special COW (Budget)	Special COW (Budget)
December 13 – 17, 2027	-	-	Council	-	-
December 20 – 24, 2027	-	-	-	-	Offices Closed at 12:00 PM
December 27 – 31, 2027	Christmas Day Observed	Boxing Day Observed	-	-	Offices Closed at 12:00 PM
2028	-	-	-	-	-
January 3 – 7, 2028	New Year's Day Observed	-	-	-	-
January 10 – 14, 2028	-	CG&ED	Works TEC	H&SS	-
January 17 – 21, 2028	-	F&A	COW	-	-
January 24 – 28, 2028	-	-	Council	-	-
January 31 – February 4, 2028	-	CG&ED	Works TEC	H&SS	-
February 7 – 11, 2028	-	F&A	COW	-	-
February 14 – 18, 2028	-	-	-	-	-
February 21 – 25, 2028	Family Day	-	Council	-	-
February 28 – March 3, 2028	-	-	-	-	-
March 6 – 10, 2028	-	CG&ED	Works TEC	H&SS	-
March 13 – 17, 2028	March Break Week	-	-	-	-
March 20 – 24, 2028	-	F&A	COW	-	-
March 27 – 31, 2028	-	-	Council	-	-
April 3 – 7, 2028	-	CG&ED	Works TEC	H&SS	-
April 10 – 14, 2028	-	F&A	COW	-	Good Friday
April 17 – 21, 2028	Easter Monday	-	-	-	-
April 24 – 28, 2028	-	-	Council	-	-
May 1 – 5, 2028	-	CG&ED	Works TEC	H&SS	-
May 8 – 12, 2028	-	F&A	COW	-	-
May 15 – 19, 2028	-	Page 17 of 78	-	-	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
May 22 – 26, 2028	Victoria Day	-	Council	-	-
May 29 – June 2, 2028	-	-	-	-	-
June 5 – 9, 2028	-	CG&ED	Works TEC	H&SS	-
June 12 – 16, 2028	-	F&A	COW	-	-
June 19 – 23, 2028	-	-	Special COW (Budget)	-	-
June 26 – 30, 2028	-	-	Council	-	-
July 3 – 7, 2028	Canada Day Observed	-	-	-	-
July 10 – 14, 2028	-	-	-	-	-
July 17 – 21, 2028	-	-	-	-	-
July 24 – 28, 2028	-	-	-	-	-
July 31 – August 4, 2028	-	-	-	-	-
August 7 – 11, 2028	Civic Holiday	-	-	-	-
August 14 – 18, 2028	-	-	-	-	-
August 21 – 25, 2028	-	-	-	-	-
August 28 – September 1, 2028	-	-	-	-	-
September 4 – 8, 2028	Labour Day	CG&ED	Works TEC	H&SS	-
September 11 – 15, 2028	-	F&A	COW	-	-
September 18 – 22, 2028	-	-	-	-	-
September 25 – 29, 2028	-	-	Council	-	-
October 2 – 6, 2028	National Day for Truth and Reconciliation Observed	CG&ED	Works TEC	H&SS	-
October 9 – 13, 2028	Thanksgiving Day	F&A	COW	-	-
October 16 – 20, 2028	-	-	-	-	-
October 23 – 27, 2028	-	-	Council	-	-
October 30 – November 3, 2028	-	-	-	-	-
November 6 – 10, 2028	-	CG&ED	Works TEC	H&SS	-
November 13 – 17, 2028	Remembrance Day Observed	F&A	COW	-	-
November 20 – 24, 2028	-	-	-	-	-
November 27 – December 1, 2028	-	-	Council	-	-
December 4 – 8, 2028	-	CG&ED	Works TEC	H&SS	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
December 11 – 15, 2028	-	F&A	COW	Special COW (Budget)	Special COW (Budget)
December 18 – 22, 2028	-	-	Council	-	Offices Closed at 12:00 PM
December 25 – 29, 2028	Christmas Day	Boxing Day	-	-	Offices Closed at 12:00 PM
2029	-	-	-	-	-
January 1 – 5, 2029	New Year's Day	-	-	-	-
January 8 – 12, 2029	-	CG&ED	Works TEC	H&SS	-
January 15 – 19, 2029	-	F&A	COW	-	-
January 22 – 26, 2029	-	-	-	-	-
January 29 – February 2, 2029	-	-	Council	-	-
February 5 – 9, 2029	-	CG&ED	Works TEC	H&SS	-
February 12 – 16, 2029	-	F&A	COW	-	-
February 19 – 23, 2029	Family Day	-	-	-	-
February 26 – March 2, 2029	-	-	Council	-	-
March 5 – 9, 2029	-	CG&ED	Works TEC	H&SS	-
March 12 – 16, 2029	March Break Week	-	-	-	-
March 19 – 23, 2029	-	F&A	COW	-	-
March 26 – 30, 2029	-	-	Council	-	Good Friday
April 2 – 6, 2029	Easter Monday	CG&ED	Works TEC	H&SS	-
April 9 – 13, 2029	-	F&A	COW	-	-
April 16 – 20, 2029	-	-	-	-	-
April 23 – 27, 2029	-	-	Council	-	-
April 30 – May 4, 2029	-	CG&ED	Works TEC	H&SS	-
May 7 – 11, 2029	-	F&A	COW	-	-
May 14 – 18, 2029	-	-	-	-	-
May 21 – 25, 2029	Victoria Day	-	Council	-	-
May 28 – June 1, 2029	-	-	-	-	-
June 4 – 8, 2029	-	CG&ED	Works TEC	H&SS	-
June 11 – 15, 2029	-	F&A	COW	-	-
June 18 – 22, 2029	-	-	Special COW (Budget)	-	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
June 25 – 29, 2029	-	-	Council	-	-
July 2 – 6, 2029	Canada Day Observed	-	-	-	-
July 9 – 13, 2029	-	-	-	-	-
July 16 – 20, 2029	-	-	-	-	-
July 23 – 27, 2029	-	-	-	-	-
July 30 – August 3, 2029	-	-	-	-	-
August 6 – 10, 2029	Civic Holiday	-	-	-	-
August 13 – 17, 2029	-	-	-	-	-
August 20 – 24, 2029	-	-	-	-	-
August 27 – 31, 2029	-	-	-	-	-
September 3 – 7, 2029	Labour Day	CG&ED	Works TEC	H&SS	-
September 10 – 14, 2029	-	F&A	COW	-	-
September 17 – 21, 2029	-	-	-	-	-
September 24 – 28, 2029	-	-	Council	-	-
October 1 – 5, 2029	National Day for Truth and Reconciliation Observed	CG&ED	Works TEC	H&SS	-
October 8 – 12, 2029	Thanksgiving Day	F&A	COW	-	-
October 15 – 19, 2029	-	-	-	-	-
October 22 – 26, 2029	-	-	Council	-	-
October 29 – November 2, 2029	-	-	-	-	-
November 5 – 9, 2029	-	CG&ED	Works TEC	H&SS	-
November 12 – 16, 2029	Remembrance Day Observed	F&A	COW	-	-
November 19 – 23, 2029	-	-	-	-	-
November 26 – 30, 2029	-	-	Council	-	-
December 3 – 7, 2029	-	CG&ED	Works TEC	H&SS	-
December 10 – 14, 2029	-	F&A	COW	Special COW (Budget)	Special COW (Budget)
December 17 – 21, 2029	-	-	Council	-	-
December 24 – 28, 2029	Offices Closed at 12:00 PM	Christmas Day	Boxing Day	-	-
December 31 – January 4, 2030	Offices Closed at 12:00 PM	New Year's Day	-	-	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
2030	-	-	-	-	-
January 7 – 11, 2030	-	CG&ED	Works TEC	H&SS	-
January 14 – 18, 2030	-	F&A	COW	-	-
January 21 – 25, 2030	-	-	-	-	-
January 28 – February 1, 2030	-	-	Council	-	-
February 4 – 8, 2030	-	CG&ED	Works TEC	H&SS	
February 11 – 15, 2030	-	F&A	COW	-	-
February 18 – 22, 2030	Family Day	-	-	-	-
February 25 – March 1, 2030	-	-	Council	-	-
March 4 – 8, 2030	-	CG&ED	Works TEC	H&SS	-
March 11 – 15, 2030	March Break Week	-	-	-	-
March 18 – 22, 2030	-	F&A	COW	-	-
March 25 – 29, 2030	-	-	Council	-	-
April 1 – 5, 2030	-	CG&ED	Works TEC	H&SS	-
April 8 – 12, 2030	-	F&A	COW	-	-
April 15 – 19, 2030	-	-	-	-	Good Friday
April 22 – 26, 2030	Easter Monday	-	Council	-	-
April 29 – May 3, 2030	-	-	-	-	-
May 6 – 10, 2030	-	CG&ED	Works TEC	H&SS	-
May 13 – 17, 2030	-	F&A	COW	-	-
May 20 – 24, 2030	-	-	-	-	-
May 27 – 31, 2030	-	-	Council	-	-
June 3 – 7, 2030	-	CG&ED	Works TEC	H&SS	-
June 10 – 14, 2030	-	F&A	COW	-	-
June 17 – 21, 2030	-	-	-	-	-
June 24 – 28, 2030	-	-	Council	-	-
July 1 – 5, 2030	Canada Day	-	-	-	-
July 8 – 12, 2030	-	-	-	-	-
July 15 – 19, 2030	-	-	-	-	-
July 22 – 26, 2030	-	-	-	-	-
July 29 – August 2, 2030	-	Page 21 of 78	-	-	-

Date	Monday	Tuesday	Wednesday	Thursday	Friday
August 5 – 9, 2030	Civic Holiday	-	-	-	-
August 12 – 16, 2030	-	-	-	-	-
August 19 – 23, 2030	-	-	-	-	-
August 26 – 30, 2030	-	-	-	-	-
September 2 – 6, 2030	Labour Day	-	-	-	-
September 9 – 13, 2030	-	-	-	-	-
September 16 – 20, 2030	-	-	-	-	-
September 23 – 27, 2030	-	-	-	-	-
September 30 – October 4, 2030	National Day for Truth and Reconciliation	-	-	-	-
October 7 – 11, 2030	-	-	-	-	-
October 14 – 18, 2030	Thanksgiving Day	-	-	-	-
October 21 – 25, 2030	-	-	-	-	-
October 28 – November 1, 2030	Municipal Elections	-	-	-	-
November 4 – 8, 2030	-	-	-	-	-
November 11 – 15, 2030	Remembrance Day	-	-	-	New Term of Council Commences



The Regional Municipality of Durham Information Report

From: Commissioner of Finance
Report: #2026-INFO-23
Date: April 17, 2026

Subject:

Annual Reporting of Commodity Price Hedging Agreements for the Region of Durham for the 2025 Fiscal Year

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to provide Council with the details of the Commodity Price Hedging Agreements for the Region of Durham for the year ending December 31, 2025, in accordance with the Region's Commodity Price Hedging Agreements: Statement of Polices and Goals and Ontario Regulation 653/05.

2. Previous Reports and Decisions

2.1 On June 20, 2007, Regional Council approved the Commodity Hedging Agreements: Statement of Policies and Goals for the Region of Durham (Report #2007-F-53). This policy provides the Region with an appropriate framework and guidelines for considering commodity price hedging agreements which can assist in providing greater price stability and certainty during periods of price volatility.

2.2 On September 27, 2023, Regional Council through Report #2023-F-18, approved amendments to the Region's Statement of Policies and Goals which modernized the policy including allowing for a wider range of risk control measures for particular commodity price hedging policy agreements.

2.3 In accordance with the policy, staff reports to Council annually on Commodity Price Hedging Agreements. The 2024 report (Report #2024-INFO-21) was presented on April 11, 2025.

3. Reporting Requirements

3.1 As noted in the Statement of Policies and Goals, the Commissioner of Finance and Treasurer shall report to Council annually with respect to any and all commodity price hedging agreements that are in place. The report shall contain, as a minimum, all requirements as set out in Ontario Regulation 653/05 and will consist of:

- A summary of any contingent payment obligations under the commodity price hedging agreement that, in the opinion of the Commissioner of Finance and Treasurer, would result in a material impact for the municipality, including agreement termination provisions, equipment loss, equipment replacement options and guarantee indemnities; and
- A summary of the assumptions applicable to any possible variations in the commodity price hedge agreement payment and contingent payment obligations.

4. The Region's Current Natural Gas Consulting Agreement

4.1 The Region issued a competitive Request for Proposals (RFP #348-2024) to retain the services of an expert consultant to support the Region in managing its natural gas supply under its Direct Purchase Agreement framework with Enbridge Gas. Following evaluation, the contract was awarded to Blackstone Energy Services Inc. for a three-year term with an option to extend for up to two additional one-year terms. The contract commenced on November 1, 2024.

The Region's Current Natural Gas Price Hedging Strategy

4.2 The Region currently has almost 25,500 m³/day of natural gas volumes committed to the distribution system through its Direct Purchase Agreement. The Region was billed for just over 10.6 million m³ in total natural gas volumes for the 2025 calendar year at an estimated cost of almost \$4.3 million (including all applicable taxes) across all Enbridge accounts including DRLHC locations (approximately \$3.7 million excluding DRLHC accounts).¹

¹ DRLHC accounts receive natural gas through either the Housing Services Corporation (HSC) natural gas bulk purchase program or through OEB-approved system gas rates (approved and updated on a quarterly basis).

4.3 In the 2025 fiscal year, to hedge against seasonal volatility, the Region entered into the following fixed price transactions:

2025 Fixed Block Transactions for Natural Gas Supply for Regional Managed Pools

Start Date	End Date	GJ/day	Cost per Unit	
01/01/2025	03/31/2025	140	\$4.99/GJ	\$0.192/m ³
01/01/2025	03/31/2025	120	\$5.24/GJ	\$0.202/m ³
01/01/2025	03/31/2025	165	\$3.945/GJ	\$0.152/m ³
01/01/2025	10/31/2025	120	\$4.91/GJ	\$0.189/m ³
01/01/2025	12/31/2025	150	\$4.305/GJ	\$0.166/m ³
11/01/2025	12/31/2025	50	\$4.94/GJ	\$0.190/m ³

Notes: Costs are landed, not including local tolls from CDA Enbridge to Union Dawn. Gigajoule (GJ) conversion to cubic metres (m³) assumes 1 GJ = ~26 m³.

4.4 Overall, through the execution of the hedges for 2025, it is estimated that the Region's hedging activity resulted in costs that were less than \$0.001/m³ lower than otherwise would have been incurred securing supply at prevailing index/spot market pricing under the Region's Direct Purchase Agreement (for applicable hedged volumes in amount of approximately 132,500 GJ for the year).

4.5 For the 2025 fiscal year overall, it is estimated that the Region's natural gas acquisition costs were approximately \$0.168/m³ (weighted average), inclusive of transportation costs for its Ontario landed natural gas including all index and balancing transactions as well as fixed-block purchases. The Region's weighted average cost of gas was comparable to other natural gas pricing options and programs such as:

- Default Enbridge system gas rate as approved by the Ontario Energy Board with a 2025 estimated simple average of \$0.091/m³, including rate rider adjustments, and \$0.1534/m³, including transportation;
- Local Authority Services (LAS) Natural Gas Program price of \$0.14/m³ (not including transportation and priced at western Canada hub) for the 2024-25 program year and \$0.138/m³ for the 2025-26 program year.² With transportation to Union Dawn ranging between approximately \$0.055/m³ to \$0.076/m³ during 2025, the total all-in cost was estimated to be in the range of \$0.193/m³ and \$0.216/m³ during 2025; and

² The LAS program year starts on November 1st and concludes on October 31st of the following year. Estimates assume transportation to Dawn at OEB-approved Rate 6 transportation rates although LAS may also secure its own transportation component for associated natural gas volumes.

- Housing Services Corporation (HSC) Bulk Purchase Program with a 2025 program commodity price of almost \$0.154/m³ plus a transportation rate of almost \$0.056/m³ for total landed price of just over \$0.211/m³.³
- 4.6 With supporting market intelligence and analysis as provided by Blackstone Energy Services, Regional staff are kept up-to-date regarding market conditions and proactively secure natural gas supply for Regional accounts where deemed financially beneficial to do so. Any price hedge is incurred primarily to ensure a secure source of supply and cost certainty given supply constraints are more often experienced over the winter heating season.

5. The Region's Current Electricity Consulting Agreement

- 5.1 Since March 1, 2024, following award through a competitive bid process (RFP #529-2023), the Region has been utilizing the services of ECNG Energy Group to provide strategic electricity procurement and account management services to the Region for a three-year term. Among the services provided by ECNG Energy Group is support and input to annual electricity budgets and forecasts, peak demand monitoring and curtailment notifications, and the development of procurement strategies through obtaining competitive bids for the supply of electricity to the Region's facilities using commodity price hedging agreements, where deemed appropriate.
- 5.2 The Region's facilities, including Duffin Creek Water Pollution Control Plant and DRLHC properties, are estimated to have consumed almost 198 million kWh of electricity in 2025 (metered and not adjusted for losses), at an estimated total cost of \$29 million (including applicable taxes) across over 700 individual end-use accounts.⁴

The Region's Current Electricity Price Hedging Strategy

- 5.3 There are currently no fixed price hedging arrangements in place for any of the Region's electricity accounts as spot market electricity pricing has not reached a consistent level over a prolonged period of time that would pose a significant risk to the Region.

³ Annual HSC program price is a function of term selected at time of program enrolment. Program price above indicative of one year term.

⁴ Duffin Creek WPCP consumption and cost values are the total for the plant before recoveries from the Regional Municipality of York. Duffin Creek WPCP is jointly owned by the Regional Municipality of Durham and the Regional Municipality of York.

- 5.4 In addition to facilitating hedges (where required), the Region's electricity advisor also provides services such as strategic advice in account structures, pricing and exiting the Regulated Price Plan (RPP, either tiered or Time-of-Use) and shifts to spot market pricing. While the Region has used such retail billing agent services in prior years, no Regional accounts were enrolled in such services in 2025.
- 5.5 The Region's electricity advisor also provides support for load curtailment events to allow the Region to undertake peak shifting and/or reduction activities during grid-wide high electricity demand peak periods which benefits accounts which are deemed eligible for Class A designation under the Industrial Conservation Initiative (ICI) program with the IESO (generally classified as 1MW average demand or greater). From July 2015 to February 2026 (inclusive), it is estimated that the Region's Class A accounts have avoided almost \$42 million in Global Adjustment charges as a result of being Class A accounts and reducing peak demand during system-wide peak periods.

6. Potential Variations in Commodity Price Hedge Agreement Payment and Contingent Payment Obligations

- 6.1 Hedging arrangements provide for fixed commodity pricing and the Region only contracts with credit-worthy counterparties which adhere to the requirements of the Region's Commodity Hedging Policy. Given this, there are no reasonably expected variations in the price payment of related contingent payment obligations related to commodity hedge transactions(s).
- 6.2 Given the Region transacts with natural gas suppliers on a regular basis, it currently has in place active base supply agreements with four (4) natural gas suppliers (Direct Energy, BP Corporation North America, Suncor Energy and Twin Eagle Resource Management, the latter of which was added in March 2026) which ensures a competitive process for all supply transactions. Regional staff continue to work with Blackstone for the purposes of onboarding additional credit-worthy counterparties to further enhance competitiveness among the Region's natural gas suppliers.
- 6.3 For electricity-related transactions, the Region does not currently have any active base agreements with any electricity suppliers although the Region continues to review potential for onboarding prequalified electricity suppliers with its current electricity advisor, ECNG Energy Group.

7. Relationship to Strategic Plan

- 7.1 This report aligns with/addresses the following Strategic Direction and Pathway in Durham Region's 2025-2035 Strategic Plan:
- a. Strong Relationships
 - S5. Ensure accountable and transparent decision-making to serve community needs, while responsibly managing available resources.

7.2 This report aligns with/addresses the following Foundation in Durham Region's 2025-2035 Strategic Plan:

- a. Processes: Continuously improving processes to ensure we are responsive to community needs.

8. Conclusion

8.1 For the 2025 fiscal year, while there were no hedges in place for the Region's electricity accounts, the Region did enter into a number of fixed price transactions for its natural gas accounts for the purposes of providing enhanced price stability and overall cost certainty. The net result was no material difference between prevailing market natural gas rates and hedged volume prices. Also, the final weighted average cost of transacted natural gas for the year was within a price range comparable to other natural gas pricing options and programs.

8.2 Regional staff continue to work collaboratively with the Region's respective energy advisors and, with evaluation of market conditions and supporting price and account analysis, will consider opportunities for additional commodity price hedging arrangements, where appropriate and where considered financially beneficial to do so.

Respectfully submitted,

Original Signed By


Nicole Pincombe, CPA, CMA
Commissioner of Finance

Sent by Email

April 8, 2026

Junaid Rafiq
Project Supervisor
Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A8
Junaid.Rafiq@durham.ca

Subject: Corr. 04-26
Junaid Rafiq, Project Supervisor, Regional Municipality of Durham
Re: Kingston Road (Regional Highway 2) Bus Rapid Transit Project from Steeple Hill to Merriton Road in the City of Pickering - Advanced Tree Removal

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 10, 2026 9:09 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

The Council of The Corporation of the City of Pickering considered the above matter at a Meeting held on March 23, 2026 and adopted the following resolution:

That Corr. 04-26, from Junaid Rafiq, Project Supervisor, Regional Municipality of Durham, dated March 9, 2026, regarding Kingston Road (Regional Highway 2) Bus Rapid Transit project from Steeple Hill to Merriton Road in the City of Pickering - Advanced Tree Removal, be received for information.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

A copy of the original correspondence is attached for your information.

Yours truly



Susan Cassel
City Clerk

SC:am

Encl.

Copy: Alexander Harras, Director, Legislative Services and Regional Clerk, Regional
Municipality of Durham

Chief Administrative Officer



Kingston Road (Regional Highway 2) Bus Rapid Transit project from Steeple Hill to Merriton Road in the City of Pickering

Advanced Tree Removal

Works Department

March 9, 2026

Public Notice 1

What's happening?

The Regional Municipality of Durham is performing advanced tree removals prior to road construction of the Durham-Scarborough Bus Rapid Transit (DSBRT) project this summer. This work will take place on Kingston Road (Regional Highway 2) from Steeple Hill to Merriton Road in the City of Pickering.

What work is being done?

- Tree removal, tree pruning and clean up

When will this happen?

The Region's contractor will be on site in the next two weeks to perform this work. This work is short in duration and will be completed by the end of the month.

How will traffic be affected?

- Infrequent and short duration lane closures of the right lane may be experienced during this work.
- Drivers should expect delays and plan for extra time when using Kingston Road.
- Bus routes, bus stops and sidewalks will still be open while the work is happening.

Other important information

Please be careful when driving, walking or cycling in the area.

Should you have any questions or concerns, please contact our staff member listed below:

Junaid Rafiq, Project Supervisor

365-688-1028

Junaid.Rafiq@durham.ca

If you require this information in an alternate accessible format, please contact 311 (within Durham Region) or 1-800-372-1102.

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 10, 2026 9:12 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Sent by Email

April 8, 2026

The Right Honourable Mark Carney
Prime Minister of Canada
80 Wellington Street,
Ottawa, ON K1A 0A2
pm@pm.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park Room 281
Toronto, ON M7A 1A1
premier@ontario.ca

Subject: Corr. 02-26
Tonia Bennett, Manager of Legislative Services / Clerk, Northumberland County
Re: Correspondence, 'Call for Reform and Publication of the Ontario Sex Offender Registry'

The Council of The Corporation of the City of Pickering considered the above matter at a Meeting held on March 23, 2026 and adopted the following resolution:

1. That Corr. 02-26, from Tonia Bennett, Manager of Legislative Services/Clerk, Northumberland County, dated February 24, 2026, regarding Correspondence, 'Call for Reform and Publication of the Ontario Sex Offender Registry', be received and endorsed; and,
2. That a copy of this resolution be forwarded to the Right Honourable Mark Carney, Prime Minister of Canada, The Honourable Doug Ford, Premier of Ontario, The Honourable Doug Downey, Attorney General, The Honourable Michael Kerzner, Solicitor General, The Honourable Sean Fraser, Minister of Justice and Attorney General, the Federation of Canadian Municipalities (FCM), and all municipalities in Ontario.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

A copy of the original correspondence is attached for your information.

Yours truly


Susan Cassel

City Clerk

SC:am

Encl.

Copy: The Honourable Sean Fraser, Minister of Justice and Attorney General
The Honourable Michael Kerzner, Solicitor General
The Honourable Doug Downey, Solicitor General
All Ontario Municipalities
Federation of Canadian Municipalities (FCM)

Chief Administrative Officer



**The Corporation of the
County of Northumberland**
555 Courthouse Road
Cobourg, ON, K9A 5J6



Northumberland County Council Resolution

SENT VIA EMAIL

February 24, 2026

The Right Hon. Mark Carney (Prime Minister of Canada)
Honourable Sean Fraser (Minister of Justice and Attorney General of Canada)
Honourable Gary Anandasangaree (Minister of Safety)
Honourable Doug Ford (Premier of Ontario)
Honourable Doug Downey (Attorney General of Ontario)
Honourable Michael S. Kerzner (Solicitor General of Ontario)
Honourable David Piccini (Minister of Labour, Immigration, Training and Skills Development
and MPP for Northumberland Peterborough-South)
Member of Parliament for Northumberland Clarke, Philip Lawrence
Association of the Municipalities of Ontario (AMO)
Federation of Canadian Municipalities (FCM)
All Ontario Municipalities

Re: Correspondence, 'Call for Reform and Publication of the Ontario Sex Offender Registry'

At a meeting held on February 18th, 2026 Northumberland County Council approved Council Resolution # 2026-02-18-122, adopting the below resolution:

Moved by: Councillor Lucas Cleveland
Seconded by: Councillor John Logel

"**Whereas** item 7.a from the February 3, 2026 Corporate Support Committee was held by Council for separate discussion at this meeting, the item being 'Call for Reform and Publication of the Ontario Sex Offender Registry'; and

Now Therefore Be It Resolved That County Council adopt the following:

- **That** County Council support the correspondence and send a copy of this resolution to key stakeholders."

Council Resolution # 2026-02-18-122

Carried



**The Corporation of the
County of Northumberland**

555 Courthouse Road
Cobourg, ON, K9A 5J6

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

Sincerely,
Tonia Bennett

[Redacted Signature]

Manager of Legislative Services / Clerk
Northumberland County

Council Resolution

Moved By L. Cleveland

Seconded By d. Logel

Agenda Resolution Number
Item 12.b. 2026-02-18- 122
(1)

Council Date: February 18, 2026

“Whereas item 7.a from the February 3, 2026 Corporate Support Committee was held by Council for separate discussion at this meeting, the item being 'Call for Reform and Publication of the Ontario Sex Offender Registry'; and
Now Therefore Be It Resolved That County Council adopt the following:

- That County Council support the correspondence and send a copy of this resolution to key stakeholders.”

Recorded Vote
Requested by _____
Councillor's Name

Deferred _____
Warden's Signature

Carried  _____
Warden's Signature

Defeated _____
Warden's Signature



December 19, 2025

Honorable Mark Carney

Sent via email: mark.carney@parl.gc.ca

Dear Honorable Mark Carney:

Please be advised that Brantford City Council, at its meeting held December 16, 2025 adopted the following:

12.2.7 Call for Reform and Publication of the Ontario Sex Offender Registry - Councillor Samwell

WHEREAS the community of Welland and the surrounding communities were deeply impacted by a recent heinous crime that highlighted critical gaps in Canada's criminal justice and offender-management systems; and

WHEREAS on September 4, 2025, Mayor Frank Campion of the City of Welland wrote to the Premier of Ontario urging comprehensive reform to strengthen sentencing, parole, and bail provisions for violent sexual offenders, and to enhance public safety protections; and

WHEREAS on September 12, 2025, Mayor Mat Siscoe of the City of St. Catharines wrote to the Prime Minister of Canada expressing strong support for these reforms and calling for immediate federal action to strengthen sentencing, parole, and accountability measures for violent sexual offenders; and

WHEREAS the City of Thorold, at its meeting of September 9, 2025, adopted Resolution 14.2 requesting the Province of Ontario to amend Christopher's Law (Sexual Offenders Registry), 2000 to make Ontario Sex Offender Registry publicly accessible; and

WHEREAS several Niagara municipalities; including Grimsby, Fort Erie, Port Colborne, and St. Catherines have subsequently endorsed this call for greater transparency and reform; and

WHEREAS municipal councils, though not responsible for criminal law or parole, play a vital role in advocating for the safety and well-being of their residents;

NOW THEREFORE BE IT RESOLVED THAT:

- A. THAT the Council of the City of Brantford hereby supports the City of Thorold's Resolution calling for the Publication of the Sexual Offender Registry and the City of Welland's correspondence dated September 4, 2025, calling for reform to sentencing, parole, and registry provisions concerning violent sexual offenders; and
- B. THAT the Province of Ontario be urged to amend Christopher's Law (Sexual Offender Registry), 2000 to make the Ontario Sex Offender

Registry publicly accessible, subject to appropriate privacy and safety safeguards; and

- C. THAT a copy of this resolution be forwarded to:
- i. The Right Hon. Mark Carney, Prime Minister of Canada;
 - ii. The Hon. Sean Fraser, Minister of Justice and Attorney General of Canada;
 - iii. The Hon. Gary Anandasangaree, Minister of Safety;
 - iv. The Hon. Doug Ford, Premier of Ontario;
 - v. The Hon. Doug Downey, Attorney General of Ontario;
 - vi. The Hon. Michael S. Kerzner, Solicitor General of Ontario;
 - vii. Member of Parliament for Brantford-Brant, Larry Brock;
 - viii. Member of Provincial Parliament for Brantford-Brant, Will Bouma;
 - ix. The Association of the Municipalities of Ontario (AMO);
 - x. The Federation of Canadian Municipalities (FCM); and
 - xi. All Ontario Municipalities for their information and support.

I trust this information is of assistance.

Yours truly,



Chris Gauthier City Clerk,
cgauthier@brantford.ca

CC - The Honorable Sean Fraser, Minister of Justice and Attorney General of Canada; - Sean.Fraser@parl.gc.ca

The Honorable Gary Anandasangaree, Minister of Safety
Gary.Anand@parl.gc.ca

The Honorable Doug Ford, Premier of Ontario; - premier@ontario.ca

The Honorable Doug Downey, Attorney General of Ontario; -
Doug.Downey@ontario.ca

The Honorable Michael S. Kerzner, Solicitor General of Ontario
michael.kerzner@pc.ola.org

Member of Parliament for Brantford-Brant, Larry Brock; -
larry.brock@parl.gc.ca

Member of Provincial Parliament for Brantford-Brant, Will Bouma; -
will.bouma@pc.ola.org

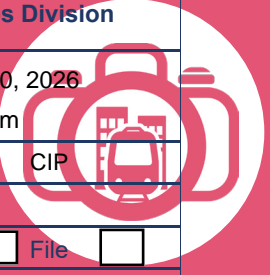
The Association of the Municipalities of Ontario (AMO) amo@amo.on.ca

The Federation of Canadian Municipalities (FCM) FCMInfo@fcm.ca

All Ontario Municipalities for their information and support

Ajax GO Station Secondary Plan

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 10, 2026 9:18 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	



The Town of Ajax is holding a **Statutory Public Open House** to consult on the draft Official Plan Amendment and draft Zoning By-law Amendment for the Ajax GO Station Secondary Plan. This meeting is being held in accordance with Sections 17(16) and 34(12)(b) of the Planning Act.

Tuesday, April 28, 2026

7 – 8 p.m.

Virtual Only (Zoom) - Registration Required

This online-only Statutory Public Open House is an opportunity to ask questions, provide feedback, and understand how to participate and stay informed.

Purpose of the draft Official Plan Amendment (OPA) and draft Zoning By-law Amendment (ZBA)

As a Protected Major Transit Station Area (PMTSA), the Ajax GO Station Area serves an important role in accommodating future growth and intensification in the Town of Ajax. The draft OPA and ZBA set out a framework to transform the existing industrial area surrounding the GO Station into a new transit-oriented, mixed-use community.

The purpose of the draft OPA and ZBA is to implement recommendations from the Ajax GO Station Secondary Plan Study and direction from Town of Ajax Council. The draft OPA introduces a new boundary

for the PMTSA into the Town's Official Plan and establishes policies that set a long term vision for a transit oriented, mixed-use district that will provide community amenities such as schools, community centre facilities and open spaces. The draft ZBA will amend the Town's Zoning By-law to establish appropriate permitted uses and development standards, such as height, tower separation and lot coverage, for the area.

Subject Lands

The subject lands consist of the area known as the Ajax GO Station Secondary Plan Area as shown on the Key Map on [page 1](#).

How to Participate

The Statutory Public Open House will be held virtually (online) via Zoom. Registration in advance is required for this meeting.

After registering, you will receive a confirmation email containing information about how to join the meeting.

Please register [here](#) by **Friday, April 24, 2026**.

Information and Material

All information and material related to the proposed Secondary Plan is available for public review at imo.ajax.ca/GOStationPlan

How to Provide Comments

Participants are requested to provide their comments and feedback by **Tuesday, May 5, 2026** via email to OPReview@ajax.ca.

How to Stay Informed

To learn more about the Ajax GO Station Secondary Plan, or if you wish to receive updates and notification of the upcoming Statutory Public Meeting, please visit imo.ajax.ca/GOStationPlan to subscribe for project updates or e-mail your contact information (full name, mailing address and e-mail) to OPReview@ajax.ca with the subject line "GO Station Plan".

Further details regarding this project will continue to be updated on the Town's website at imo.ajax.ca/GOStationPlan or by contacting OPReview@ajax.ca.

This notice is dated April 8, 2026.





 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 15, 2026 11:59 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

The Corporation of
 The Township of Brock
 1 Cameron St. E., P.O. Box 10
 Cannington, ON L0E 1E0
 705-432-2355

April 15, 2026

Honourable Doug Ford, Premier

Honourable Paul Calandra, Minister of Education

Sent via email: premier@ontario.ca

minister.edu@ontario.ca

Re: Request for Province-wide Consultation With Respect to the Elimination of Public School Trustees

Please be advised that Council adopted the following resolution at their meeting held on April 13, 2026:

C-2026-096

“Be it Resolved That the Township of Brock hereby endorse the request from the Durham District School Board, Communication Numbers 211/26 and 212/26, calling for a province-wide, transparent, and evidence-based public consultation process prior to any provincial decision or legislative change that would eliminate, or substantially alter, the role of elected school board trustees; and

That a copy of this resolution be forwarded to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the Minister of Education, the Durham District School Board, the Association of Municipalities of Ontario (AMO), the Region of Durham, and all local Members of Provincial Parliament.”

Should you have any questions or concerns please do not hesitate to contact Clerks@Brock.ca.

Yours truly,

THE TOWNSHIP OF BROCK



Maralee Drake
 Deputy Clerk

MD:dh

- cc. Hon. Rob Flack, Minister of Municipal Affairs and Housing
 Tracy Brown, Chair, Board of Trustees, Durham District School Board – gillian.venning@ddsb.ca
 Members of Provincial Parliament for Durham Region
 Region of Durham
 Robin Jones, President AMO – amopresident@amo.on.ca

If this information is required in an accessible format, please contact the Township at 705-432-2355.

**Durham District School Board**

400 Taunton Road East, Whitby, Ontario L1R 2K6

Phone: 905-666-5500; Toll Free: 1-800-265-3968

March 26, 2026

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

And

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

Sent via email: premier@ontario.ca; minister.edu@ontario.ca

Re: Request for Provincial School Board Governance Consultation Process

Dear Premier Ford and Minister Calandra,

On behalf of the Board of Trustees of the Durham District School Board, I am writing to request that a province-wide consultation process take place before making any governance changes or decisions that would result in the elimination of school board trustees.

The potential elimination of trustees is concerning and represents a significant shift in Ontario's education governance. Trustees serve as a longstanding, essential democratic link between local communities and the public education system. Any change of this magnitude should not be considered without seeking input through evidence-based research and meaningful public engagement.

It is essential that communities have an opportunity to fully understand and respond to the implications of a proposal that would remove school board trustees, which may have unintended negative consequences on the communities that we are elected to serve. We understand you have recently heard from a number of other boards across the province, and we strongly agree with the statement from our colleagues at Avon Maitland DSB that *"transparency regarding the rationale, objectives, and anticipated outcomes of this proposal is essential to maintaining public trust and ensuring informed dialogue."*

Durham Region includes diverse, urban, suburban, and rural communities, all with vastly varying histories and needs. Local representation ensures the unique needs of each of our communities are considered and met. As a Board of Trustees, we are firmly and proudly



@DurhamDistrictSchoolBoard



@DDSBSchools


ddsbs.ca

committed to promoting meaningful learning, connected communities, and well-being, being responsive to the priorities of the local community in carrying out our duties and responsibilities.

In parallel to this letter, we are also writing to the Ombudsman's Office to request an immediate review of the potential impacts of removing school board trustees with respect to fairness, openness, transparency, and accountability.

We thank you for your immediate attention to this important matter.

Sincerely,



Tracy Brown
Chair, Board of Trustees
Durham District School Board

cc.
Members of Provincial Parliament (MPPs) for Durham Region
Members of Parliament (MPs) for Durham Region
Regional Chair, Mayors and Council for Durham Region Municipalities
Ontario Public School Boards' Association and Members Board
DDSB Board of Trustees

**Durham District School Board**

400 Taunton Road East, Whitby, Ontario L1R 2K6

Phone: 905-666-5500; Toll Free: 1-800-265-3968

March 26, 2026

Paul Dubé
Office of the Ombudsman of Ontario
483 Bay Street, 10th floor, South Tower
Toronto, ON M5G 2C9

Sent via email: info@ombudsman.on.ca

Re: Request for Review of the Potential Impacts of Removing English Public School Trustees

Dear Ombudsman Dubé,

On behalf of the Board of Trustees of the Durham District School Board, I am writing to request your office's review of the provincial government's proposal to eliminate democratically elected English public school board trustees. The DDSB recognizes the important role of the Ombudsman in safeguarding the principles of fairness and accountability across Ontario's public institutions, and we also firmly believe that trustees serve as a longstanding, essential democratic link between local communities and the education system. Recent public statements suggesting the possible elimination of trustees would represent a significant shift in Ontario's education governance and we have concerns with the steps taken towards this outcome to date by the Ministry of Education. Specifically the removal of English public trustees could impact:

- **Indigenous Representation and Truth and Reconciliation:** Inclusion of Indigenous voice through our First Nations trustee is essential to uphold the distinct and inherent rights and unique needs and interests of First Nation, Inuit, and Metis students and families and students.
- **Student Representation:** The loss of Student Trustees who are elected from among their peers to advocate and bring student issues forward for awareness and resolution.
- **Fairness:** Different governance structures for English public boards and French and Catholic boards could result in inequitable treatment of students and families depending on the type of education they choose to access.
- **Transparency:** The potential of fewer public meetings would reduce public awareness and transparency in decision making.
- **Accountability:** School board trustees are a direct link between local communities


and the education system. Their removal would significantly reduce local accountability in a sector that affects nearly every family in Ontario.

- **Absence of Public Consultation or Evidence of Support:** To date, there has been no indication or effort from the province or the Ministry of Education to consult the public on the potential removal of trustees. We firmly believe that Ontarians value the role of trustees and, if invited to provide feedback, would question whether the proposed changes would have any impact on improving public education.

Alongside our colleagues from other Ontario school boards, we respectfully request that your office undertake a review of the process and potential impacts of removing English public school trustees. Such a review upholds the principles of fairness, openness, transparency, and accountability that Ontarians expect and deserve.

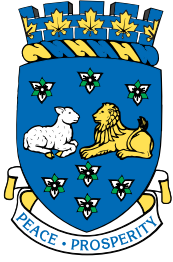
We thank you for your immediate attention to this important matter.

Sincerely,



Tracy Brown
Chair, Board of Trustees
Durham District School Board

cc.
The Honourable Doug Ford, Premier
The Honourable Paul Calandra, Minister of Education
Members of Provincial Parliament (MPPs) for Durham Region
Members of Parliament (MPs) for Durham Region
Regional Chair, Mayors and Council for Durham Region Municipalities
Ontario Public School Boards' Association and Members Board
DDSB Board of Trustees



April 2, 2026

Hon. Sean Fraser

Minister of Justice and Attorney General of Canada
Legislative Building
284 Wellington Street
Ottawa, Ontario K1A 0H8

Dear Minister Fraser:

Re: Notice of Motion, Councillor C. James re: Community Safety and Well-Being Plan

Please be advised that the Council of the Regional Municipality of Waterloo at their regular meeting held on March 25, 2026, approved the following motion:


Whereas the Region of Waterloo's Community Safety and Well-Being Plan, developed under the requirements of the Community Safety and Policing Act, identifies systemic racism, hate, and discrimination as critical risk factors impacting community safety, belonging, and well-being;

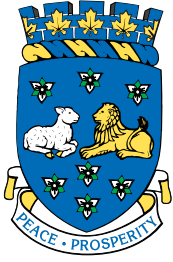
And whereas the display of a noose is widely recognized as a symbol of racial terror, violence, and intimidation, particularly against Black communities, rooted in the history of anti-Black racism;

And whereas symbols of hate, when displayed publicly, contribute to fear, trauma, and exclusion, and undermine the Region's commitments to equity, inclusion, and proactive prevention within its Community Safety and Well-Being Plan;

And whereas the Government of Canada has introduced Bill C-9 to strengthen tools to address hate-motivated offences, including provisions related to the public display of certain hate symbols;

And whereas the current draft of Bill C-9 does not explicitly include the noose as a prohibited symbol, despite its well-

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 15, 2026 8:43 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	



documented use as an instrument of racial intimidation and its direct relevance to community safety and well-being outcomes;

And whereas addressing hate symbols through federal legislation complements municipal efforts by strengthening upstream prevention, reducing harm, and supporting safer, more inclusive communities;

Therefore be it resolved that:

- 1. The Regional Municipality of Waterloo formally request that the Government of Canada amend Bill C-9 to explicitly include the noose as a prohibited hate symbol within the legislation;**
- 2. This motion be circulated to all Ontario municipalities, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for endorsement and support as a measure that strengthens community safety and well-being across jurisdictions.**

Please accept this letter for information purposes only. If you have any questions, please contact Councillor C. James, CJames@regionofwaterloo.ca.


Regards,



Michael Oliveri
Legislative Services Specialist
Region of Waterloo

cc: All Ontario Municipalities, the Federation of Canadian Municipalities (FCM), the Association of Municipalities of Ontario (AMO)

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:	April 10, 2026 9:07 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

March 25, 2026

Re: Time-Sensitive: Strengthening Municipal Accountability and Public Trust (Bill 9)

Dear Premier Ford,

When we met in Sarnia last August, we discussed Bill 9 and its intent to strengthen municipal accountability. At that time, I affirmed my support for the province's effort to move this legislation forward. The fundamental principles of Bill 9 are sound and provide an important foundation; however, the Bill requires a significant change before it becomes law.

The introduction of a standardized code of conduct and the proposed integrity commissioner reforms are positive and necessary steps forward. However, based on more than four decades of experience in municipal politics, I believe the Bill's greatest flaw lies in its mechanism for removing councillors in **serious cases of misconduct**. Requiring local councils to participate in the removal of a peer, particularly through unanimous agreement, places councils in an inappropriate and untenable position. On matters of serious contention, unanimity is rarely achievable, rendering the mechanism effectively futile. This approach undermines both fairness and public confidence and fails to provide municipalities with a meaningful ability to act in extreme cases.

In circumstances of this magnitude, decisions should not rest with a council. Instead, such matters should be heard and ruled upon by an independent, non-partisan authority, removed from local political dynamics and capable of making impartial determinations in the public's interest.


If the provincial government intends to maintain municipal councils' responsibility for adjudicating such decisions, the threshold for action must be revised. A two-thirds majority, or a simple majority of council excluding the subject member, would provide a more reasonable, fair, and workable standard.


This is a time-sensitive issue, and the need for action is becoming more urgent as municipalities continue to encounter situations they are powerless to address. Without meaningful change, the current conditions and lack of adequate protection will have a chilling effect on those considering public office at the municipal level. Capable, community-minded individuals may be discouraged from seeking election if there is no effective independent mechanism to address extreme misconduct, protect the integrity of council and the well-being of the community.

I am copying this letter to mayors and councils across Ontario in the hope that they will also raise their voices on this matter before the legislation is finalized, to ensure this serious flaw is addressed in what is otherwise an important and necessary piece of legislation for the Province of Ontario and its municipalities for the 2026-2030 council term of office.

Thank you for your consideration. I would welcome the opportunity to discuss these concerns and possible paths forward at your convenience.

Sincerely,


Mike Bradley
Mayor, City of Sarnia


Cc: The Honourable Rob Flack, Minister of Municipal Affairs and Housing
John Fraser, MPP, Interim Leader, Ontario Liberal Party
Marit Stiles, MPP, Leader of the Official Opposition, Ontario NDP Party
Bob Bailey, MPP for Sarnia-Lambton
Association of Municipalities of Ontario (AMO)
Mayor and Council for municipalities across Ontario
Sarnia City Council
Lambton County Council
City of Sarnia Senior Management

255 Christina St N
Sarnia ON N7T 7N2
P: 519-332-0330 ext. 3312 F: 519-332-3995 mayor@sarnia.ca www.sarnia.ca

Municipality of Tweed Council Meeting
Council Meeting



Resolution No. 144
Title: City of Sarnia - Bill 9
Date: Tuesday, April 7, 2026

Moved by Councillor J. Flieler
Seconded by Councillor J. Palmateer

BE IT RESOLVED THAT Council supports the concerns raised regarding Bill 9, *Strengthening Municipal Accountability and Public Trust*, particularly the need for a more effective and impartial mechanism to address serious misconduct by members of council;
AND FURTHER THAT Council directs staff to forward correspondence of support to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the local MPP, AMO, and Ontario municipalities.

Carried



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

 Durham Region w. South Huron Department Legislative Services Division	
Date & Time Received:	April 10, 2026 9:15 am
Original To:	CIP
Copies To:	
Take Appropriate Action <input type="checkbox"/> File <input type="checkbox"/>	
Notes/Comments:	

April 9, 2026

Via email: david.piccini@pc.ola.org

Ministry of Labour, Immigration, Training and Skills Development
14th Floor, 400 University Ave
Toronto, ON M7A 1T7

Dear Hon. David Piccini,

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

Please be advised that South Huron Council passed the following resolution at their April 7, 2026, Regular Council Meeting:

160-2026
Moved By: Ted Oke
Seconded by: Jim Dietrich

That South Huron Council supports the March 13, 2026, correspondence of the Township of Oro Medonte regarding a Request for Provincial Legislation Amendments, Health and Safety Concerns; and

That this supporting resolution and the originating correspondence be circulated to the Minister of Labour, Immigration, Training and Skills Development, the Minister of Transportation, the Minister of Infrastructure, MPP Lisa Thompson, AORS, 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
519-235-0310 x. 232

Encl.

cc: Minister of Transportation, Hon. Prabmeet Singh Sarkaria, prabmeet.sarkaria@pc.ola.org; the Minister of Infrastructure, Hon. Kinga Surma, kinga.surma@pc.ola.org; MPP Lisa Thompson, lisa.thompson@pc.ola.org; AORS, admin@aors.on.ca; AMO, resolutions@amo.on.ca; and all municipalities in Ontario.

March 13, 2026

Hon. David Piccini
Ministry of Labour, Immigration, Training and Skills Development
14th 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,



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
14th 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



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 **Fax:** (807) 825-9576

April 9, 2026

Honorable Joel Lightbound
Joel.lightbound@parl.gc.ca

Dear Mr. Lightbound.

At the Township of Terrace Bay's Regular Council Meeting held on Tuesday April 7, 2026, the following resolution of support was passed:

RE: Resolution Regarding Reduced Rate Distribution of Library Resources

Resolution: 88-2026

Moved By: Councillor Dube

Seconded By: Councillor Adduono

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

AND WHEREAS inter-library 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 Terrace Bay 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 inter-library loan services;

AND THAT a copy of this resolution be forwarded to The Honorable Joel Lightbound, Minister of Government Transformation, Public Works and Procurement, Patty Hajdu, MP Thunder Bay-Superior North, Lise Vaugeois, MPP Thunder Bay-Superior North and all Ontario municipalities for support.

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 10, 2026 9:21 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

Sincerely,




J. Hall
Chief Administrative Officer/Clerk

CC:
MP Patty Hajdu – patty.hajdu@parl.gc.ca
MPP Lise Vaugeois – lvaugois-gp@ndp.on.ca
Ontario Municipalities



The TOWNSHIP of
NORTH DUMFRIES

106 Earl Thompson Road, 3rd Floor
PO Box 1060
Ayr, ON N0B 1E0

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 15, 2026 8:46 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

April 14, 2026

Sent via Email: Premier, Minister of Finance, Minister of Citizenship and Multiculturalism, and MPP Brian Riddell, Cambridge, and be circulated to all municipalities in Ontario

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

Please be advised, at the Council Meeting held on April 13, 2026 the Township of North Dumfries Council considered the enclosed resolution received from the Town of Saugeen Shores regarding 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 adopted the following resolution:

“THAT the Resolution received from the Town of Saugeen Shores regarding the Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding be received;

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 Township of North Dumfries 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 Brian Riddel, Cambridge, and be circulated to all municipalities in Ontario.”

Please feel free to contact me if you have any questions, or concerns.

Sincerely,



Ashley Good, Clerk
Township of North Dumfries
519-632-8800 ext. 122
agood@northdumfries.ca

encl.

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




Office of the President
1525 Cornwall Road
Oakville ON
L6J 0B2

president@municipalengineers.on.ca

March 29, 2026

Municipal Standards Harmonization Office (MSHO)

Subject: Harmonization of Municipal Road Construction Standards and Associated Governance Model

 Corporate Services Department Legislative Services Division	
Date & Time Received:	April 15, 2026 8:35 am
Original To:	CIP
Copies To:	
Take Appropriate Action <input type="checkbox"/> File <input type="checkbox"/>	
Notes/Comments:	

On behalf of the Municipal Engineers Association (MEA) and our municipal members, we acknowledge the Ministry of Transportation of Ontario’s (MTO) ongoing efforts to maintain and modernize the Ontario Provincial Standard Specifications (OPSS). As partners and co-stewards of the OPSS, the MEA recognizes the importance of ensuring these standards remain current, effective, and responsive to the evolving needs of infrastructure delivery across Ontario.

The Municipal Engineers Association (MEA) is a non-profit organization representing more than 1,300 professional engineers working across 110+ Ontario municipalities, along with engineers from provincial agencies, conservation authorities, and consulting firms serving smaller municipalities. With a history spanning over 60 years, MEA was formed through the amalgamation of the City Engineers Association and the County Engineers Association. The association supports excellence in municipal engineering, recognizing the critical role municipal engineers play in planning, delivering, maintaining, and renewing infrastructure. The MEA provides specialized expertise across all areas of municipal engineering and, in partnership with the Ontario Ministry of Transportation (MTO), co-manages the Ontario Provincial Standards & Specifications (Municipal) and delivers related training across the province.

The long-standing success and credibility of the OPSS has been built on a collaborative partnership between the MTO and the MEA, grounded in co-stewardship, shared accountability, and balanced provincial and municipal technical expertise. The recent unilateral actions by the Ministry are inconsistent with the principles of partnership, and collaboration that have historically underpinned the success of the OPSS. Successful change and adoption cannot be achieved without first defining the problem, evaluating solutions and their consequences, and engaging partners through meaningful consultation.

The MEA has significant concerns regarding both the process and substance of the proposed harmonization of standards, including the lack of meaningful engagement with MEA and other municipal stakeholders, and the absence of a clear, shared understanding of the issues driving these proposed changes. These concerns are material and must be addressed if the changes are to be successfully implemented, broadly adopted, and supported over the long term.

Problem Definition, Need for Evidence and Supporting Data

At present, it is unclear what problems or deficiencies the MTO perceives to exist within the current OPSS framework. The MEA and its members are not aware of systemic failures or performance issues that would warrant the breadth, scale, or urgency of the changes being proposed. It is also unclear how these changes are expected to lead to reduced costs, improved efficiency, or better outcomes.

The MEA respectfully requests that the MTO clearly identify the concerns with the current framework, and share any analysis, metrics, benchmarking, or other evidence used to justify the anticipated benefits of the proposed modernization. Municipalities are concerned that the proposed changes will likely increase administrative burden, project complexity, and overall costs rather than achieve the intended efficiencies.

There are legitimate questions being raised about how a one-size-fits-all approach can successfully address the diversity of municipal conditions and requirements across Ontario. There is also apprehension that additional approval steps, reporting requirements, and governance layers will likely introduce project delays, uncertainty, and higher delivery costs without demonstrated public or operational benefit.

Clarification on the Modernized Governance Framework

The MEA respectfully requests clarification on how the proposed governance framework differs in a meaningful way from the current model. Municipal and industry engagement, along with technical input into standards development and review, already occurs through established existing technical committees, working groups, and consultation processes.

To build understanding and confidence, MTO must clearly articulate the added value of the proposed approach, including:

- What new roles, authorities, or decision-making structures would be introduced;
- What changes are anticipated in how standards are prioritized, approved, or updated; and
- How the proposed model will measurably improve efficiency, cost-efficiency, transparency, or consistency compared to the existing framework.

Annual Reporting, Exemptions and Compliance

The MEA understands the proposed framework would require mandatory annual reporting to the MTO including the introduction of a new approval process for exemptions. There are significant concerns related to the administrative burden these processes will put on municipalities, which will in turn affect their ability to deliver

projects and programs successfully in any given budget cycle. The administrative effort this approval process creates, without understanding the process, review requirements or timelines, is not demonstrative of an overall benefit. Clarity on these matters is essential. An opaque or slow exemption process introduces material risk to project delivery, schedules, costs, and contractual certainty.

Further clarification on annual reporting collection is essential to understanding the purpose and anticipated outcomes. Specifically, the MEA is requesting more information on the following:

- The specific purpose of the reporting;
- How the data will be used to inform decisions or policy;
- How reporting will account for local context and project complexity; and
- Will the reporting be the basis to track compliance.

Further clarification on the exemption process is perhaps even more essential, as it presents an even greater risk to successful project delivery if the process is overly burdensome, lengthy and lacks defined service standards. Expectations and timelines will need to be factored when municipalities are building programs for infrastructure renewal and rehabilitation. Even at these early stages, municipalities are flagging risks with their ability to deliver Council approved commitments if the exemption process is not clearly defined, and is not well supported. It is imperative that the MTO clarify the following:

- How exemptions will be reviewed and approved;
- Who will sit on the review panel and how municipal representation will be ensured;
- What service standards or timelines will apply to exemption decisions;
- Would an Ontario municipality continue to be recognized as a sponsor for new or revised standards when requests originate from a non-member; and
- What penalties or consequences are contemplated for non-compliance.

A one-size-fits-all approach does not reflect the realities of infrastructure delivery across Ontario. Municipalities operate under widely differing conditions, including climate, geography, asset profiles, operational constraints, material and labour market availability. Effective standards must allow flexibility to account for these differences if they are to be practical, efficient, and consistently applied province-wide.

In this context, the MEA and several municipalities have raised the need for blanket or standing exemptions in certain circumstances where efficiency can be demonstrably improved without compromising safety or performance. Requiring repeated case-by-case exemption requests for well-understood, low-risk municipal practices is viewed as inefficient and counterproductive. A model that combines clear standards

with appropriate flexibility and blanket approvals would better reflect local conditions and established municipal engineering practices while maintaining safety and performance.

Broader Impacts Across the Infrastructure Delivery Sector

While municipalities are directly affected, it is important to underscore that these proposed changes have far reaching implications beyond municipal owners alone. Designers, consulting engineers, contractors, suppliers, and other industry partners will also be impacted through changes to standards, approvals, contract administration, project schedules, and risk allocation. Successful modernization must therefore consider the full infrastructure delivery ecosystem, not solely municipal compliance obligations.

Partnership, Co-Stewardship, and Governance

The absence of the MEA from MTO's proposed development, roll-out and implementation of a standardized OPSS has raised concerns that the framework will shift toward a centralized, MTO-led model and will no longer function as a true partnership or co-stewardship.

The MEA requires clarity on how our role as co-steward will be explicitly protected and embedded within the proposed governance structure. Without a clearly defined, formalized role in decision-making and oversight, municipal confidence in the governance framework will be significantly undermined.

Further, the MEA seeks immediate clarification on the future role of the existing MTO/MEA specialty committees. These committees provide critical technical review, municipal insight, and issue resolution. It is uncertain whether they will be replaced, duplicated, or marginalized under the new framework, and how authority and accountability will be allocated going forward.

Path Forward and MEA's Ongoing Role

In the spirit of collaboration, the MEA offers the following constructive proposal to support a more effective and broadly supported outcome:

- Pause implementation to allow time for a shared understanding of the issues MTO is seeking to address and to explore whether alternative, more effective solutions exist;
- Pursue targeted harmonization, recognizing that some alignment is beneficial while preserving local flexibility. This should include the use of standardized

requirements where appropriate, complemented by blanket or standing approvals to reduce repetitive exemption requests;

- Map proposed review, approval, and reporting processes in detail and work collaboratively to identify and address pressure points before implementation;
- Establish a provincial working group, with representation from MEA members, MTO staff, and subject matter experts across Ontario, to identify priorities, risks, and opportunities from multiple perspectives;
- Engage consultants and contractors to understand how proposed changes will affect design, construction, procurement, and risk allocation and
- Ensure the process is not rushed, recognizing that thoughtful, inclusive development is essential to achieving sustainable and credible outcomes.

The MEA remains committed to the success of OPSS and to working collaboratively with MTO. However, meaningful partnership requires transparency and evidence-based decision-making, appropriate inclusion in governance, and genuine shared stewardship aligned with municipal realities.

Should the MEA continue to be excluded from the governance model or from substantive decision-making related to OPSS, the MEA will need to re-evaluate its role, partnership, and level of support for the framework moving forward. Our strong preference is to address these issues proactively through dialogue, collaboration, and shared clarity around roles and objectives. Providing the requested data, clarifying governance roles, addressing exemption and compliance concerns, and slowing implementation to allow proper consultation are necessary first steps.

The MEA welcomes the opportunity for prompt discussion and looks forward to working collaboratively to ensure any changes to OPSS strengthen—rather than undermine—the confidence, effectiveness, and partnership that have long defined its success.

Sincerely,



**Penelope Palmer, P. Eng.,
MEA President 2025 – 2026**
(Manager, Strategic Initiatives
Strategic Capital Coordination Office
City of Toronto)

March 29, 2026

Municipal Standards Harmonization Office (MSHO)

Subject: MEA Comments to Ontario Regulatory Registry 26-MTO003

We are writing to respond to Ontario Regulatory Registry 26-MTO003 - Harmonization of Municipal Road Construction Standards.

Municipal engineers play a vital role in planning, maintaining, renewing, and constructing municipal infrastructure. Their expertise spans all aspects of municipal infrastructure services - from design and construction to project management and leadership – ensuring the successful delivery of both small and large-scale capital infrastructure projects.

Through its membership, MEA provides specialized knowledge in all areas of municipal engineering in Ontario. In partnership with the Ministry of Transportation Ontario (MTO), MEA co-manages the Ontario Provincial Standards & Specifications (Municipal) and delivers training on Ontario Provincial Standards.

While we support the intent of the regulation to promote consistency, quality, and efficiency across municipal road construction projects, we recommend that additional consideration be given to the time and administrative burden associated with preparing, reviewing, and obtaining exemptions, as well as the cumulative impacts on project delivery arising from project-by-project assessments.

Exemption requests that require detailed technical justification across multiple evaluation criteria can take a considerable amount of time to prepare, particularly for complex or large-scale projects. This work frequently requires the involvement of senior engineering, technical, legal, and procurement resources, diverting limited capacity away from active project delivery. The time required to assemble a complete exemption request should therefore be recognized as a potential schedule, cost, and resourcing risk in its own right.

Equally important is the duration and predictability of the Minister's review and response timelines. When exemptions are assessed on a project-by-project basis without defined service standards or response timelines, projects may experience material delays while awaiting decisions. These delays can produce cascading impacts, including missed construction windows, contractor demobilization and remobilization costs, loss of price certainty, and increased exposure to supply-chain volatility. For time-sensitive or critical

infrastructure projects, even relatively short delays in regulatory decision-making can result in disproportionate impacts to project schedules and budgets.

To better reflect these realities, we recommend that the exemption framework explicitly consider additional criteria, including:

- Administrative and decision-cycle timelines, including the anticipated time required for review and approval and the impact of uncertainty on project planning and procurement;
- Cumulative impacts across multiple projects, particularly where similar exemption requests are repeatedly submitted for comparable project types or conditions;
- Schedule dependency and critical path impacts, including whether delays in exemption approval would directly affect construction sequencing, seasonal work constraints, or contractual obligations; and
- Consistency and precedent considerations, whereby prior approvals for similar circumstances could support streamlined or standardized decision-making, rather than requiring repetitive project-level analysis.

Incorporating these considerations would help ensure that the exemption process supports timely and efficient project delivery while still meeting regulatory objectives. Clear expectations regarding submission requirements and response timelines, as well as opportunities for programmatic or category-based exemptions where appropriate, would significantly reduce risk to project schedules and budgets without compromising safety, performance, or sustainability outcomes.

Looking ahead, and assuming the Ministry is able to successfully deliver the current list of harmonized standards within the proposed timeframe, we agree that the remaining OPSS.MUNI standards should be prioritized for future harmonization based on where the greatest time, cost, and administrative efficiencies can be achieved. In our view, this would include:

- Standards with the highest frequency of use across municipalities, where harmonization would reduce repetitive project-specific reviews, municipal deviations, and contract amendments;
- Standards that routinely generate exemptions, interpretations, or disputes, indicating inconsistency or misalignment that drives additional design effort, approval cycles, or delays;
- Standards that significantly affect project schedules or cost certainty, including those related to materials, construction methods, or inspection requirements that influence procurement and delivery timelines;

- Standards that overlap or interact closely with those already harmonized, where alignment would enhance system coherence and reduce unintended conflicts or inefficiencies; and
- Standards that affect regional or multi-jurisdictional projects, where inconsistent requirements currently increase coordination challenges and administrative complexity.

A transparent, phased approach, supported by demonstrated progress on the initially harmonized standards, would help ensure that future harmonization efforts are achievable and deliver tangible benefits. Clearly articulating how the Ministry will complete the current scope, and how lessons learned will inform the prioritization of remaining standards, will be essential to achieving intended efficiency gains without overextending implementation capacity.

Thank you for the opportunity to comment on this important initiative. We would welcome continued engagement as the regulation is refined and implemented.

Sincerely,



Penelope Palmer, P. Eng.,
MEA President 2025 – 2026
(Manager, Strategic Initiatives
Strategic Capital Coordination Office
City of Toronto)

TO: Ministry of Transportation of Ontario (MTO)

FROM: Municipal Engineers Association (MEA)

DATE: Tuesday, March 31, 2026

PURPOSE

To convey the MEA's significant concerns regarding the process and substance of MTO's proposed harmonization of the Ontario Provincial Standard Specifications (OPSS), and to request meaningful engagement before implementation proceeds.

BACKGROUND

The OPSS has long been grounded in a collaborative co-stewardship model between MTO and the MEA. Recent unilateral actions by MTO, without prior consultation with municipal stakeholders, are inconsistent with that partnership and risk undermining confidence in the framework. Successful change cannot be achieved without first defining the problem, evaluating solutions, and engaging partners through meaningful consultation.

KEY CONCERNS

1 LACK OF PROBLEM DEFINITION & EVIDENCE

The MEA is unaware of systemic failures in the current OPSS framework justifying the scale or urgency of proposed changes. MTO has not shared analysis, metrics, or benchmarking to support anticipated benefits. Municipalities expect the changes will increase, not reduce, administrative burden and project costs.

2 GOVERNANCE CLARITY & CO-STEWARDSHIP

It is unclear how the proposed model meaningfully differs from the current one, or how the MEA's co-stewardship role will be formally protected. The future of existing MTO/MEA technical committees, which provide critical municipal insight and issue resolution, remains uncertain.

3 EXEMPTIONS & ANNUAL REPORTING

Mandatory reporting and a new exemption approval process introduce material risk to project delivery. Without defined timelines and service standards, municipalities cannot reliably plan Council-approved programs. Blanket exemptions should be available for well-understood, low-risk practices.

4 ONE-SIZE-FITS-ALL LIMITATIONS

Ontario municipalities operate under widely varying conditions including climate, geography, asset profiles, and labour markets. Effective standards must allow appropriate local flexibility to be practical and consistently applied province-wide. A uniform approach risks being neither efficient nor effective.

REQUESTED ACTIONS

- ▶ **Pause implementation** to allow shared problem definition and evaluation of alternatives before proceeding.
- ▶ **Share supporting evidence** including analysis, metrics, and benchmarking used to justify the proposed changes.
- ▶ **Clarify the governance model** and formally embed the MEA's co-stewardship role within the new structure.
- ▶ **Define the exemption process** including review timelines, panel composition, and measurable service standards.
- ▶ **Establish a joint provincial working group** with municipal, MTO, consultant, and contractor representation.

CONCLUSION

The MEA remains committed to the OPSS and to working collaboratively with MTO. Should the MEA continue to be excluded from substantive governance decisions, it will need to re-evaluate its role and level of support for the framework. Transparent, evidence-based, and inclusive engagement is essential to any modernization that strengthens, rather than undermines, the credibility and effectiveness of the OPSS.

president@municipalengineers.on.ca

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2054.

The Regional Municipality of Durham

Durham Environment and Climate Advisory Committee Minutes

Tuesday, March 24, 2026

A regular meeting of the Durham Environment & Climate Advisory Committee was held on Tuesday, March 24, 2026 in Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 7:00 PM

In the absence of J. Cuthbertson, Chair, G. Carpentier, First Vice-Chair, assumed the Chair.

1. Roll Call

Electronic participation was offered for this meeting.

* all individuals participated electronically.

Members

Present: G. Carpentier, Scugog, First Vice-Chair
K. Lui, Member at Large, Second Vice-Chair
B. Basztyk, Brock
S. Brouwer, Uxbridge
O. Chaudhry, Pickering
C. DeAbreu, Youth Member
K. Murray, Clarington
M. Nasir, Ajax
Councillor Shahid attended the meeting at 7:24 PM
D. Stathopoulos, Oshawa

Also

Present: Councillor Wotten (alternate)

Members

Absent: J. Cuthbertson, Member at Large, Chair
P. Cohen, Post-Secondary Student
B. Widner, Whitby

Staff Present: A. Bathe, S. Dessureault, N. Halim, R. Inacio, and S. Logan

2. Approval of Agenda

Moved by O. Chaudhry, Seconded by K. Murray,
That the agenda for the Tuesday, March 24, 2026 Durham Environment &
Climate Advisory Committee (DECAC) meeting, be approved.

Carried

3. Declarations of Pecuniary Interest

There were no declarations of pecuniary interest.

4. Adoption of Minutes

Moved by M. Nasir, Seconded by O. Chaudhry,
That the minutes of the regular DECAC meeting held on Thursday,
February 19, 2026, be adopted.

Carried

5. Presentations

- A) Wioletta Walancik, Friends of Second Marsh
Re: General Updates on Activities
-

W. Walancik, Friends of Second Marsh, provided a PowerPoint presentation regarding a general update on activities of Friends of Second Marsh (FSM).

Highlights from the presentation included:

- Friends of Second Marsh
- Oshawa Second Marsh and McLaughlin Bay Wildlife Reserve
- Oshawa Second Marsh and McLaughlin Bay Wildlife Reserve Map
- Connecting People with Nature
- Events on McLaughlin Bay Wildlife Reserve
- Community Stewardship
- Community Outreach Presentations and Events
- Nature-Based Solutions
- Plant Stewardship Program
- Let's De-Phrag the Marsh! Project
- Before and After Dogwood Pond
- Before and After Dogwood Pond Outflow Area
- Love the Marsh! Campaign Love the Marsh! Art
- FSM Strategic Plan 2026-2030
- Your Support Is Our Strength

W. Walancik responded to questions from the Committee regarding the methods being used to manage the phragmite invasion at the McLaughlin Bay Wildlife Reserve; whether biological control moths are being used to combat invasive phragmites; the possibility of providing additional parking near McLaughlin Bay Wildlife Reserve; and potential opportunities for funding from the provincial government.

6. Items for Action/Discussion Items

- A) Spring Pollinator Seed Distribution
-

A. Bathe updated the Committee on the progress of the seed packages and advised that they would be distributed to the schools assisting with the packaging. A. Bathe advised that the Works Department has offered to assist with the distribution of the seed packages at the Compost Giveaway events and that she would resend the dates and times of the events to the Committee.

A. Bathe responded the questions from the Committee regarding who can volunteer at the Compost Giveaway events.

7. For Information

A) Sustainable Neighbourhood Action Program (SNAP) Year in Review 2025

A copy of the Sustainable Neighbourhood Action Program (SNAP) Year in Review 2025 was received.

B) Updated Durham Environment and Climate Advisory Table (DECAT) Draft Terms of Reference

A copy of the updated Durham Environment and Climate Advisory Table draft Terms of Reference was received.

Staff responded to questions from the Committee regarding the groups involvement in programs related to the natural environment and climate change adaptation and mitigation within Durham; the possibility of including biodiversity and environmental improvements to the scope of DECAT's activities; the importance of environmental and climate change related experience in the membership selection process; the potential for First Nations representation; whether travel reimbursement would be provided for in-person meetings; the changes made to the terms of reference following the discussion at the February 19, 2026 DECAT meeting; and how rural representation will be ensured in the group.

C) Report #2026-INFO-008: The Toronto Third Line Transmission Project

A copy of Report #2026-INFO-008 of the Commissioner of Community Growth and Economic Development was received.

D) Report #2026-INFO-010: Agriculture Wellness in Ontario's "In the Know" Mental Health Training Session Hosted by the Durham Agricultural Advisory Committee (2026)

A copy of Report #2026-INFO-010 of the Commissioner of Community Growth and Economic Development was received.

E) Report #2026-INFO-11: Launch of the Pickering Lands Public and Stakeholder Consultations

A copy of Report #2026-INFO-011 of the Commissioner of Community Growth and Economic Development was received.

F) Report #2026-INFO-012: Provincial Decision on Regional Conservation Authority Boundaries

A copy of Report #2026-INFO-012 of the Commissioner of Community Growth and Economic Development was received.

G) Energy From Waste – Waste Management Advisory Committee Meeting Minutes

A copy of the February 24, 2026 Energy from Waste – Waste Management Advisory Committee meeting minutes was received.

Moved by K. Lui, Seconded by Councillor Shahid,
That Information Items 7. A) to 7. G) inclusive, be received for
information.

Carried

8. Other Business

A) 2026 Home Energy and Electric Vehicle (EV) Expo

N. Halim advised that the 2026 Home Energy and EV Expo is scheduled for Saturday, May 2, 2026. He encouraged committee members to note the date and assist in promoting attendance within their networks.

N. Halim responded to questions from the Committee regarding whether this event has been communicated to the local municipalities.

9. Date of Next Meeting

The next regularly scheduled DECAC meeting will be held on Thursday, April 16, 2026 at 7:00 PM.

10. Adjournment

Moved by Councillor Shahid, Seconded by K. Lui,
That the meeting be adjourned.

Carried

The meeting adjourned at 8:03 PM

Respectfully submitted,

G. Carpentier
First Vice-Chair

S. Dessureault
Committee Clerk