



Council Information Package

Members of City Council may request that an information item be placed on the next available Committee of the Whole agenda.

Date: April 17, 2026

Contact: clerks@burlington.ca

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SUBJECT: Provisional Procurement Strategy for Light and Medium Duty Vehicles
Conclusion

TO: Council Information Package (CIP)

FROM: Public Works
Roads, Parks and Forestry

Report Number: PWS-12-26

Wards Affected: numbers, all or not applicable

Date to Council: N/A

CIP date: April 17, 2026

Purpose of report:

- The purpose of this report is to provide a summary and conclusion to the provisional procurement strategy for light and medium duty vehicles which was approved for a 24-month period starting July 2023 (RPF-13-23).

Key findings:

- Throughout the 24-month period light duty vehicles were purchased 10-20% under their Suggested Retail price with commercial fleet discounts.
- Vehicles were received, outfitted and deployed within days of purchase and thereby minimizing service interruptions to internal departments.
- As a result of savings arising from the interim procurement strategy, the city did not use the approved capital one-time withdrawal of \$500,000 from the vehicle depreciation reserve fund (VDRF). This funding has been reinvested back into the subject reserve.
- After receiving favourable pricing and bidders under RFT-25-310 - Supply and Delivery of Various Trucks and Vans the City will resume procurement under it's current procurement bylaws.

Information Report

Background

In 2020, the City of Burlington awarded Request for Tender RFT-303-20 for light duty to medium duty trucks and vans with the intention of procuring trucks and cargo/minivans from 2020 to 2024.

During the tendering period and into the contract award the City encountered issues with dealerships cancelling orders, increasing prices, increasing delivery times, reducing model offerings and a “seller’s market.”

To mitigate this issue, the City implemented RPF-13-23 Provisional Procurement Strategy for Light and Medium Duty Vehicles (passenger vehicles, ¼ ton pickup trucks, ½ ton pickup trucks, ¾ ton pickup trucks, 1-ton pickup trucks, cargo and minivans) for a 24-month period (July 2023 to July 2025) to facilitate the procurement of vehicles and enable city departments to deliver services.

Strategy/process/risk

Staff from RPF, Fire and Transit in collaboration with Procurement Services continually research industry trends and best practices being conducted by other municipalities to determine optimal purchasing solutions for light and medium duty vehicles.

Procurement Services recognized that the city’s typical procurement process was not practical given the supply chain issues experienced in the automotive industry during/immediately after the Covid Pandemic. It was concluded, through these discussions and research, that buying new as well as certified used vehicles (less than 1-2 years old) would be the best option to obtain the vehicles required to meet immediate service demands.

Staff have been successful with the 24-month provisional procurement strategy approved with the previous report. The City was able to purchase net-new vehicles immediately, which positively impacts service delivery for user groups. Recent vehicle and equipment tenders are showing signs that the automotive industry is “normalizing” with less disruption to supply chains and inventory levels improving. There is a degree of uncertainty associated with the current trade dispute; however, we are optimistic that this situation will be resolved soon. Through our most recent tender, RFT-25-310 - Supply and Delivery of Various Trucks and Vans, favourable bidder interest and pricing was received, which has validated our current industry assessment.

Implications

Financial Matters:

Vehicles purchased under the subject provisional procurement strategy have supported the following city departments:

- Fire & Transit Support Vehicles
- Recreation & Organized Sport Support
- Parks & Open Space Maintenance
- Building Permits and Inspection
- All Roads, Parks, Forestry and Business Services
- Roads Design & Construction
- Traffic Operations
- Animal Control
- Parking & By-Law

Total Financial Impact

The following table provides a summary of the vehicles purchased under the 24-month provisional procurement strategy:

Vehicle Type	Cars/Light Duty	Trucks	Outfitted Vans	Total
Purchased Quantities	12	25	7	44
Cost (rounded)	\$500,000	\$1,900,000	\$420,000	\$2,820,000

The City has purchased each new vehicle approximately \$6,000 - \$14,000 (10-20%) under manufacturer's suggested retail price MRSP.

Of the original 67 assets to be replaced, 14 assets were procured under an existing tender, and the remaining assets were rolled into our new 2025 tender. Select units were also repurposed/reorganized within the fleet maximizing life cycle beyond 2025 to minimize operating costs.

As of the end of 2024 through realized savings, the city has not required to withdraw any unbudgeted funds from the vehicle depreciation reserve fund (VDRF).

Source of Funding

The source of funding for these purchases were already accounted for in the 2020 – 2025 departmental capital budgets and are funded through the Corporate Vehicle & Equipment Depreciation Reserve Fund.

Conclusion

- The City was able to save funding 10-20% under MRSP by using the subject interim procurement strategy method with no delays to city services.
 - The City has received favourable tender pricing and several bids under RFT-25-310 - Supply and Delivery of Various Trucks and Vans to satisfy both procurement and fleet departments.
 - The City intends to resume following Procurement Bylaws in procuring further light duty vehicles as the industry has stabilized in supply.
-

Author:

Paul Swioklo
Manager of Corporate Fleet
Paul.swioklo@burlington.ca

Report Approval:

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

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)

March 29, 2026

Municipal Standards Harmonization Office (MSHO)

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

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)

BRIEFING NOTE
**OPSS Modernization &
Harmonization Concerns**



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

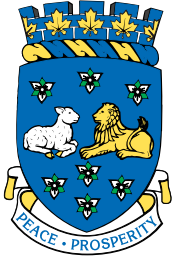
Ontario municipalities operate under widely varying conditions including climate, geography, asset profiles, and labour markets. Effective standards must allow appropriate local flexibility to be practical and consistently applied province-wide. A uniform approach risks being neither efficient nor effective.

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.



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:

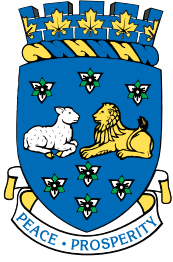
Whereas the Region of Waterloo's Community Safety and Well-Being Plan, developed under the requirements of the Community Safety and Policing Act, identifies systemic racism, hate, and discrimination as critical risk factors impacting community safety, belonging, and well-being;

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-



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 TOWNSHIP of
NORTH DUMFRIES

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

April 14, 2026

Sent via Email: Premier, Minister of Finance, Minister of Citizenship and Multiculturalism, and MPP Brian Riddel, 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,

Handwritten signature of Ashley Good in blue ink.

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,

A handwritten signature in black ink that reads "Hailey Leigh-Mossley".

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,

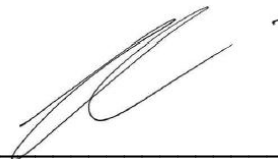
Whereas such a grant program would provide a simpler and more direct way for heritage building owners to fund renovations or conservation; and,

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



MUNICIPALITY OF SHUNIAH

COUNCIL RESOLUTION

Date: Apr 14, 2026

Resolution No.: 167-26

Moved By: _____
[Handwritten Signature]

Seconded By: _____
[Handwritten Signature]

WHEREAS the Municipality of Shuniah acknowledges that municipal infrastructure - including roads, bridges, and water and wastewater systems - underpins public safety, economic vitality, and quality of life in Ontario's rural and small urban communities; and

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED THAT:

1. The Municipality of Shuniah calls upon the Government of Ontario to extend the annual OCIF envelope at not less than \$400 million beyond its current five-year term ending in 2026, with no reductions in subsequent provincial budgets.
2. The Province be requested to index the total annual OCIF envelope—and each individual municipal allocation—to the Ontario Consumer Price Index (CPI), calculated on

a calendar-year basis and disbursed in the first quarter of each fiscal year.

3. The Ministry of Infrastructure establish a new five-year OCIF funding framework that guarantees annual envelopes and allocation percentages by municipality, enabling long-term capital planning and stable cash-flow management.

4. The Province undertake a formal review of the OCIF allocation formula at least once every four years, incorporating current municipal asset management data, demographic projections, climate resilience metrics, and rural equity considerations

5. A dedicated contingency reserve equal to 5 percent of the annual OCIF envelope be created within the fund to address extraordinary cost escalations, emergency repairs, or project overruns without reallocating core funding.

6. The Ministry of Infrastructure publish an annual OCIF performance report—including program disbursements, allocation adjustments, and reserve expenditures—in a transparent, publicly accessible online dashboard.

FURTHER THAT the Council of the Municipality of Shuniah supports the February 23rd, 2026 resolution of the Township of North Glengarry regarding the Ontario Community Infrastructure Fund (OCIF); and

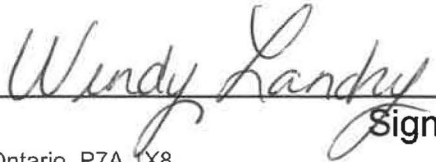
FURTHER THAT this supporting resolution and the originating correspondence be circulated to the Premier of Ontario, the Leader of the Official Opposition, the Minister of Infrastructure, the Minister of Municipal Affairs and Housing, Local MPP's, the Association of Municipalities of Ontario (AMO), and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

Carried

Defeated

Amended

Deferred



Signature

Municipality of Shuniah, 420 Leslie Avenue, Thunder Bay, Ontario, P7A 1X8

From: [Parkway Belt Transmission Corridor \(ENERGY\)](#)
To: [Parkway Belt Transmission Corridor \(ENERGY\)](#)
Subject: RE: New Joint Parkway Belt Transmission Corridor Study - Ministry of Energy and Mines and Independent Electricity System Operator
Date: Thursday, April 16, 2026 10:08:57 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

We are writing to share information about upcoming webinars for the Parkway Belt Transmission Corridor Study. The ministry will be hosting a series of webinar sessions next week to provide an overview of the study.

The webinars will include information on:

- The purpose and context for the study
- The need for new transmission infrastructure
- The initial study area
- What the study involves, including anticipated timing and next steps

Webinar dates and times are as follows:

- April 20, 2026 | 2:00 – 3:30 p.m. *Municipal Planners*
- April 21, 2026 | 2:00 – 3:30 p.m. *General Session*
- April 23, 2026 | 10:00 – 11:30 a.m. *General Session*

Participants are encouraged to attend the session that best aligns with their role and availability.

Registration:

Please register in advance using the following link: [Register for the Parkway Belt Transmission Corridor Study Webinar](#)

Best,

The Parkway Belt Transmission Corridor Team
Ministry of Energy and Mines
Independent Electricity System Operator
ParkwayBeltTransmissionCorridor@Ontario.ca

From: Parkway Belt Transmission Corridor (ENERGY)
Sent: March 30, 2026 3:01 PM
To: Parkway Belt Transmission Corridor (ENERGY) <ParkwayBeltTransmissionCorridor@ontario.ca>
Subject: New Joint Parkway Belt Transmission Corridor Study - Ministry of Energy and Mines and

Independent Electricity System Operator

We are writing to inform you that the Ministry of Energy and Mines ('the Ministry') and the Independent Electricity System Operator (IESO) have jointly initiated the Parkway Belt Transmission Corridor Study.

The study's objective is to assess the extent to which new transmission infrastructure can be accommodated within Parkway Belt West Plan (PBWP) lands, given the presence of existing public infrastructure, and the potential to expand space where required. The study's outcome will be a recommendation for a corridor of land to be preserved in the long-term with the purpose of hosting future transmission infrastructure and protected from development for other purposes, given the government's [proposal to revoke the PBWP](#) and its [five associated Minister's Zoning Orders](#).

The study was recommended as an early action by IESO to protect infrastructure corridors that could be used to support new transmission lines within and through the Greater Toronto Area (GTA). The government signalled its intent to initiate the study in the June 2025 Integrated Energy Plan, [Energy for Generations](#).

Background

Since its inception in 1978, the PBWP has played a critical role in ensuring that electricity transmission infrastructure can be built through the GTA expeditiously and at relatively low cost. The PBWP lands currently house multiple circuits of the province's bulk transmission system that transfers electricity to and through the GTA to major load centres around the province. Preserving the remaining lands provides a rare opportunity to enhance transmission capacity with minimal new land requirements. Expanding transmission capacity in this area will be critical to support housing and economic development throughout the GTA and to move electricity through the GTA to major load centres throughout the province.

Protection of the Corridor and Request for Planning Applications

The Initial Study Area has been designated as a planned corridor under the Provincial Planning Statement, 2024 (PPS). A map of the initial study area is attached to this email and can be found on the [environmental registry](#).

Under the policies of the PPS, planning authorities have a shared responsibility to plan for and protect planned corridors to meet current and projected needs, including for electricity transmission systems. Planning authorities are required to prohibit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. It is critical that decisions on planning matters pertaining to the Parkway Belt Transmission Corridor are compatible with these requirements under the PPS.

Pursuant to Ontario Regulations 543/06, 544/06, and 545/06, for development

applications partially or fully within the Parkway Belt Transmission Corridor, we ask that electronic notice be provided to the following individuals:

Luca Dannetta
Strategic, Network and Agency Policy Division
Ministry of Energy and Mines
Luca.Dannetta2@ontario.ca

Callee Robinson
Strategic, Network and Agency Policy Division
Ministry of Energy and Mines
Callee.Robinson@ontario.ca

Seeking Feedback

A proposal was posted on the Environmental Registry of Ontario (ERO) for a 60-day comment period from March 30, 2026 to May 29, 2026. You are welcome to share any feedback that you may have through the [environmental registry](#).

More Information

We encourage you to visit the environmental registry for additional information on the proposal. We will also be hosting webinar sessions on **April 20, 2026, at 2 pm**. To register for the webinar, please visit register [here](#).

If you'd like to be added to our notification list to receive updates on the study, please click [here](#).

Thank you for your continued cooperation and assistance in protecting for provincial corridors.

Sincerely,

The Parkway Belt Transmission Corridor Team

Ministry of Energy and Mines
Independent Electricity System Operator
ParkwayBeltTransmissionCorridor@Ontario.ca



VIA EMAIL

Thursday, April 16, 2026

Corporate Services Department
Legal Services
Office of the Regional Clerk
1151 Bronte Road
Oakville, ON L6M 3L1

The Honourable Doug Ford, Premier of Ontario
The Honourable Rob Flack, Minister of Municipal Affairs and Housing
The Honourable Stephen Crawford, MPP, Oakville
The Honourable Zee Hamid, MPP, Milton
Natalie Pierre, MPP, Burlington
Joseph Racinsky, MPP, Wellington-Halton Hills
Effie Triantafilopoulos, MPP, Oakville North-Burlington
Margot Cragg, Executive Director, Mayors and Regional Chairs of Ontario (MARCO)
Mike de Rond, Clerk, City of Burlington
Valerie Petryniak, Town Clerk & Director, Legislative Services, Town of Halton Hills
Meaghen Reid, Director, Legislative & Legal Services/Town Clerk, Town of Milton
William Short, Town Clerk, Town of Oakville
Association of Municipalities of Ontario, c/o Resolutions@amo.on.ca

Please be advised that at its meeting held on Wednesday, April 15, 2026, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: Call for Continued Election of the Regional Chair

WHEREAS the Halton Regional Chair has been directly elected by residents of Halton Region since 2000;

AND WHEREAS the election of the Regional Chair has provided an important element of democratic accountability in Halton and a public mandate for the position;

AND WHEREAS on April 2, 2026, the Provincial Government introduced Bill 100, the Better Regional Governance Act, 2026, which would allow the Minister of Municipal Affairs and Housing to appoint Regional Chairs in Durham, Halton, Muskoka, Niagara, Peel, Waterloo, York, and the Warden in the County of Simcoe;

AND WHEREAS in connection with the introduction of Bill 100 the Provincial Government indicated it intends to provide such appointed Chairs with “Strong Chair” powers akin to the existing “Strong Mayor Powers” provided for in the Municipal Act, 2001 following the 2026 municipal election;

AND WHEREAS providing “Strong Chair” powers to Provincial appointees shifts regional decision-making to individuals not chosen by local voters and weakens democratic accountability;

AND WHEREAS under the direction of the Provincial Government, the Halton community moved to elections for the position of Regional Chair, which is a democratic process that has been in place for 26 years;

AND WHEREAS Halton Region has continued to be an effective, efficient and well-managed upper-tier municipal government which has consistently maintained a AAA/Aaa credit rating, supported significant growth as one of the fastest growing communities in Canada, and provided high-quality and fiscally responsible programs and services;

AND WHEREAS Halton Region has continued to work collaboratively with the Provincial Government to deliver on shared priorities including housing and infrastructure;

AND WHEREAS the next municipal election for the 2026-2030 term of council will take place on October 26, 2026, and the term of office for the next Regional Chair and Council begins on November 15, 2026.

NOW THEREFORE BE IT RESOLVED:

THAT Halton Regional Council reaffirm its preference for the continued direct election of the Regional Chair, ensuring that the Chair remains accountable to the people and reflects their interests;

AND THAT Halton Regional Council reaffirm its ongoing commitment to collaboration with the Province and governance practices that support collaborative decision-making and accountable leadership;

AND THAT a copy of this resolution be sent to Premier Doug Ford, the Minister of Municipal Affairs and Housing, Halton's MPPs, Halton's Local Municipalities, the Association of Municipalities of Ontario (AMO) and Mayors and Regional Chairs of Ontario (MARCO).

Sincerely,



Graham Milne
Regional Clerk
Graham.Milne@halton.ca