



**REGULAR MEETING OF COUNCIL
MONDAY, OCTOBER 25TH, 2021
6:00 P.M.**

3. PETITIONS & DELEGATIONS

- 3.1 MR. JAMES HUNTON, JP2G CONSULTANTS INC RE: DORION
ROAD HILL RECONSTRUCTION PROJECT – DESIGN BRIEF**

4. CORRESPONDENCE

**DR. S. F. MONESTIME MUNICIPAL
COUNCIL CHAMBERS
160 WATER STREET
MATTAWA, ONTARIO**

**DESIGN BRIEF
DORION ROAD HILL RECONSTRUCTION
PROJECT NO. 20-1046D**

**WORKING DRAFT
(90% COMPLETE DRAWINGS)**

**Jp2g CONSULTANTS INC.
ENGINEERS • PLANNERS • PROJECT MANAGERS**

OCTOBER 5, 2021



Jp2g Consultants Inc.

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**DORION ROAD HILL RECONSTRUCTION
DESIGN BRIEF**

TABLE OF CONTENTS

1.0	BACKGROUND/EXISTING CONDITION	1
2.0	PURPOSE OF THE UNDERTAKING	4
3.0	PROJECT COMPONENTS.....	4
4.0	DESIGN CRITERIA	4
5.0	ISSUES AND RISKS	10
6.0	STRATEGIC APPROACH TO MITIGATE RISKS	19
7.0	COST TO CONSTRUCT	26
8.0	ACTION ITEMS/NEXT STEPS	29
9.0	CONCLUSION.....	30

FIGURES

Figure 1	Location Plan	1
Figure 2A	Dorion Road Hill looking South to “new curve”	2
Figure 2B	Dorion Road Hill looking North to Highway 17 Intersection	2
Figure 3	MTO Left Turn “Slip-Around” Schematic	5
Figure 4	Dorion Road Hill and New Curve Design Profile Grades 8% to 10%	7
Figure 5	Tulloch OLS “Streetscape”	8
Figure 6	Dorion Road Hill Drainage Catchment Area	9
Figure 7	Blast Rock/Brushing/Earth Borrow Storage Area	12
Figure 8	MTO Correspondence May 3, 2013	14
Figure 9	MTO Correspondence September 30, 2014.....	15
Figure 10	Highway 17 Drainage Outlet A	16
Figure 11	Potential Detour Routes	18
Figure 12	Town of Mattawa Correspondence to ICIP July 7, 2021	21
Figure 13	ICIP Response August 11, 2021	23
Figure 14	Updated Cost Estimate 2021 Recommended Alternative (8% Grade)	27
Figure 15	Rendering Dorion Road Hill Reconstruction Completed Project	30

1.0 BACKGROUND/EXISTING CONDITION

Dorion Road Hill is located at the eastern limit of the Town of Mattawa adjacent to the Township of Papineau Cameron connecting Dorion Road (formerly known as Wood Street) to Highway 17 as shown on Figure 1 a distance of approximately 440 meters.

Figure 1
Location Plan



This is a relatively low volume rural collector road approximately 200 AADT; but it provides an important connection route for residences and businesses south of Dorion Road to Highway 17, providing access to the Town of Mattawa and the Township of Papineau Cameron.

Dorion Road Hill currently has a 12% to 14% vertical grade, narrow surface width, minimal gravel shoulders and poor drainage. See Figures 2A and 2B.

Figure 2A
Dorion Road Hill looking South to “new curve”



Figure 2B
Dorion Road Hill looking North to Highway 17 Intersection



Existing Condition

Existing Surface Width	6.5 meters
Shoulder Width	0 to 1 meter
Surface Condition	Poor
Drainage	None

The top of the Dorion Road Hill is a non-compliant horizontal curve and the bottom of the hill has a non-compliant intersection grade approach to Highway 17.

A significant level of effort is required by Town Public Works forces to maintain the roadway, particularly in the winter and spring.

Level of Service and public perception of safety on Dorion Road Hill is very low.

The Town of Mattawa made an application for funding to reconstruct Dorion Road Hill under the Infrastructure Canada Improvement Program (ICIP) in May 2019 for a total of \$4,784,000 comprised of:

Road Reconstruction	\$3,500,000.00
- Part A Highway 17 Slip Around	
- Part B Dorion Road Intersection Improvements	
- Part C Dorion Road Hill and New Curve	
Utilities	\$75,000.00
Engineering	\$525,000.00
Technical Support Studies	\$60,000.00
Contingencies	<u>\$624,000.00</u>
	\$4,784,000.00

An ICIP application was approved April 23, 2020 for \$4,464,907.20 Federal and Provincial contribution.

This ICIP funding program provides for cost sharing by Canada (60%), the Province (33.33%) and the Municipality (6.67%).

Federal Contribution	\$2,870,400.00
Provincial Contribution	<u>\$1,594,507.20</u>
	\$4,464,907.20
The Municipality's share is	<u>\$319,092.80</u>
	\$4,784,000.00

Updated construction costs 2021 are expected to exceed the ICIP Funding Envelope as detailed in Section 7.0 and Figure 12 hereto.

Project control points are UTM Zone 18
Intersection Latitude: 46.314570° Longitude: -78.686303°
Top of Hill: 46.312425° Longitude: -78.686317°

The undertaking is required to be completed by December 31, 2024.

2.0 PURPOSE OF THE UNDERTAKING

The proposed project is intended to address public safety and improve level of service by incorporating approved engineering design geometrics to improve Highway 17/Dorion Road intersection, reduce the grade on Dorion Road Hill and provide a new horizontal curve alignment at the top of Dorion Road Hill; all of which will improve the function of Dorion Road Hill as an important route for the travelling public and support its role as a truck route and service vehicle access to the proposed Town of Mattawa Light Industrial Park currently under development on Dorion Road as well as providing improved vehicular access to approximately 97 hectares/240 acres of Town owned land adjacent to Dorion Road and Bélanger Road.

3.0 PROJECT COMPONENTS

The Dorion Road Hill Reconstruction Project extends approximately 440 meters southerly from Highway 17 Intersection and includes:

- Part A Highway 17 “Slip-Around” (westbound)
- Part B Dorion Road/Highway 17 Intersection Approach Station 10+000 to Station 10+050
- Part C Dorion Road Hill (including new curve) Station 10+050 to Station 10+440

Preliminary engineering designs are provided in the 90% Complete Design Drawings which accompany this report.

4.0 DESIGN CRITERIA

Jp2g Consultants Inc. design contemplates a Rural Undivided Low Volume Road (approximately 200 AADT) with provision for accommodating local industrial traffic as the Town of Mattawa Light Industrial Park develops. The primary access to the Light Industrial Park will eventually be via Brook Street extension.

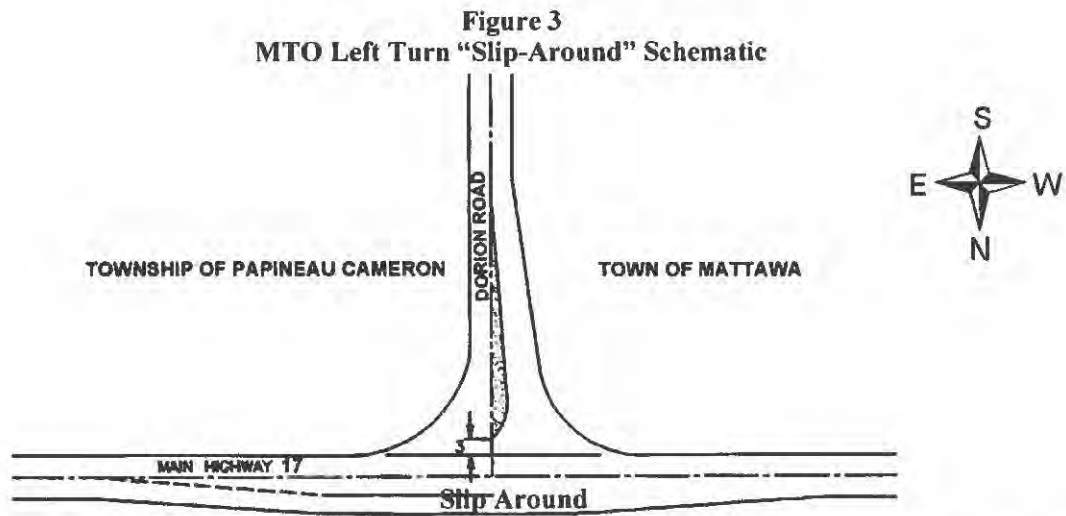
Part A – Highway 17 “Slip-Around” (Westbound)

The criteria used for Part A Highway 17 “Slip-Around” is Ministry of Transportation Ontario Geometric Design Standards for Roadway Surface Works and Signage; as well as Ministry of Transportation Guidelines for Drainage Works.

The proposed “slip-around” will include:

- Right turn taper eastbound Highway 17 at Dorion Road 70 meters
- Intersection radius 20 meters to 110 meters to satisfy tractor trailer turning sweep.

Figure 3 shows a Schematic for a proposed westbound “slip-around”.



The Ministry has previously indicated a willingness, subject to a formal agreement with the Town of Mattawa, to consider deferring "slip-around" work until the Industrial Park development starts to produce truck traffic and the possibility of a phased approach will be pursued as outlined in Section 6.0 Strategic Approach.

Part B – Dorion Road Highway 17 Intersection (Station 10+000 to Station 10+050)

The existing centerline grade of the Dorion roadway approaching Highway 17 (1.00%) is too steep and will be reconstructed in accordance with MTO Geometric Design Guidelines (0.5%). This work will also include improvements to intersection turning radius and improvements to drainage.

Lane Width on Tangent	3.50 meters
Shoulder Width	1.50 meters paved shoulder
Shoulder Rounding	0.50 meters
Intersection Radius	20-110 meters
Surface Course Asphalt	40 mm
Binder Course Asphalt	60 mm
Granular 'A'	150 mm
Granular 'B'	150 mm to 300 mm including grade point backfill
Approach Grade to Hwy.	1% for 14.5 meters (allow for 2 cars or 1 tractor trailer)

Part C – Dorion Road Hill and New Curve (Station 10+050 to Station 10+420)

The overall design guideline for this portion of the project is based on Transportation Association of Canada (TAC) Guidelines and AASHTO Guidelines for very low volume roads; as well as Jp2g Consultants Inc. engineering practice and experience.

Jp2g is proposing that the Dorion Road Hill be reconstructed to a cross section suitable for local industrial traffic with a 50 km/hr design speed as follows:

Lane Width on Tangent	3.50 meters
Lane Width on Curve	4.50 meters
Shoulder Width	1.50 meters paved shoulder
Shoulder Rounding	0.50 meters
Surface Course Asphalt	40 mm
Binder Course Asphalt	60 mm
Granular 'A'	150 mm
Granular 'B'	150 mm to 300 mm including grade point backfill

The existing vertical grade of 12% to 14% on Dorion Road Hill is considered too steep and it is the major objective of this undertaking to reduce the grade to approximately 8% to maximize utility for accommodating future truck traffic to the Town of Mattawa Light Industrial Park.

A grade of 9% or 10% would be "tolerable" for residential traffic only. See Figure 4 for alternate profiles.

The final design of the Dorion Road Hill Reconstruction project undertaking will include management of surface water drainage and rock face maintenance considerations on Part B and Part C.

OLS Property Fabric

As part of the Dorion Road Hill Reconstruction Project Tulloch Geomatics was commissioned to provide an OLS streetscape property plan for the limits of the undertaking as per Figure 5.

Figure 4
Dorion Road Hill and New Curve
Design Profile
Alternate Grades 8% to 10%

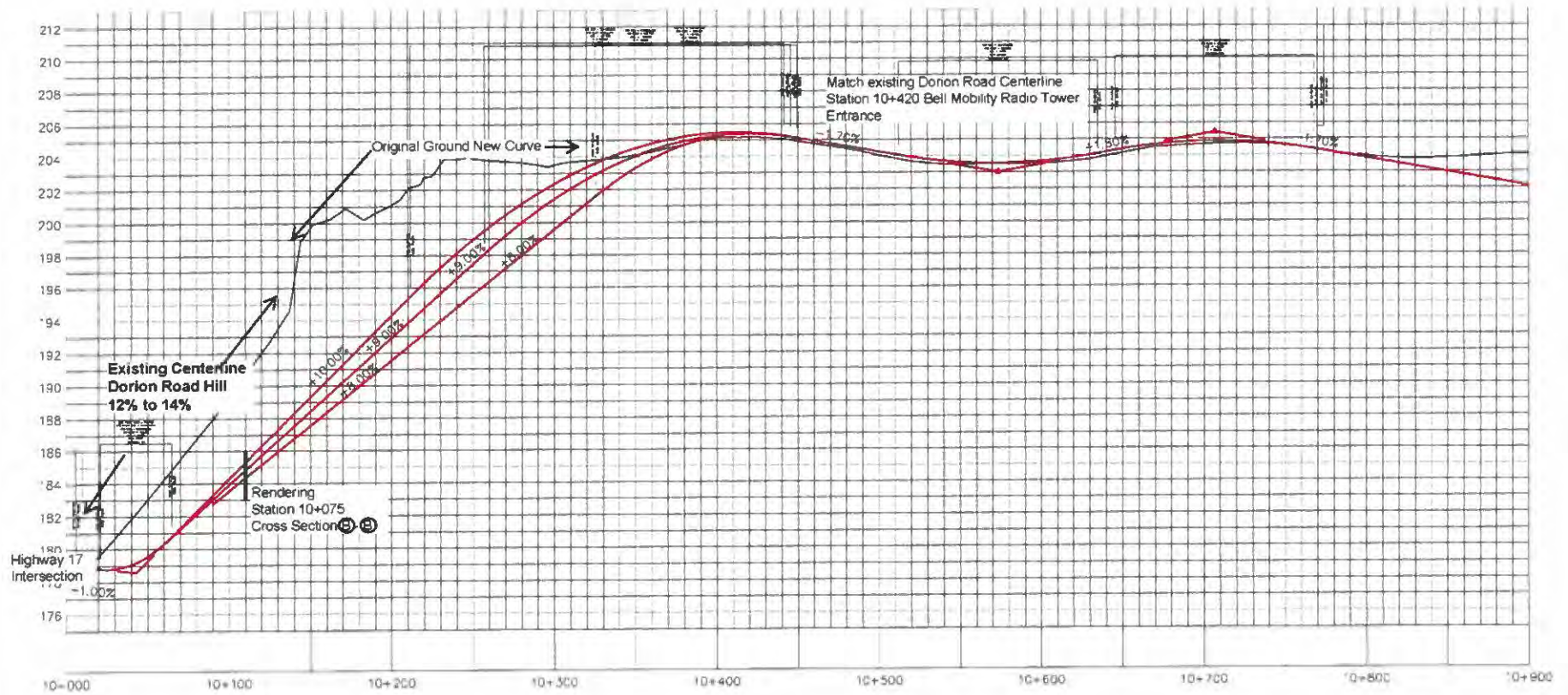
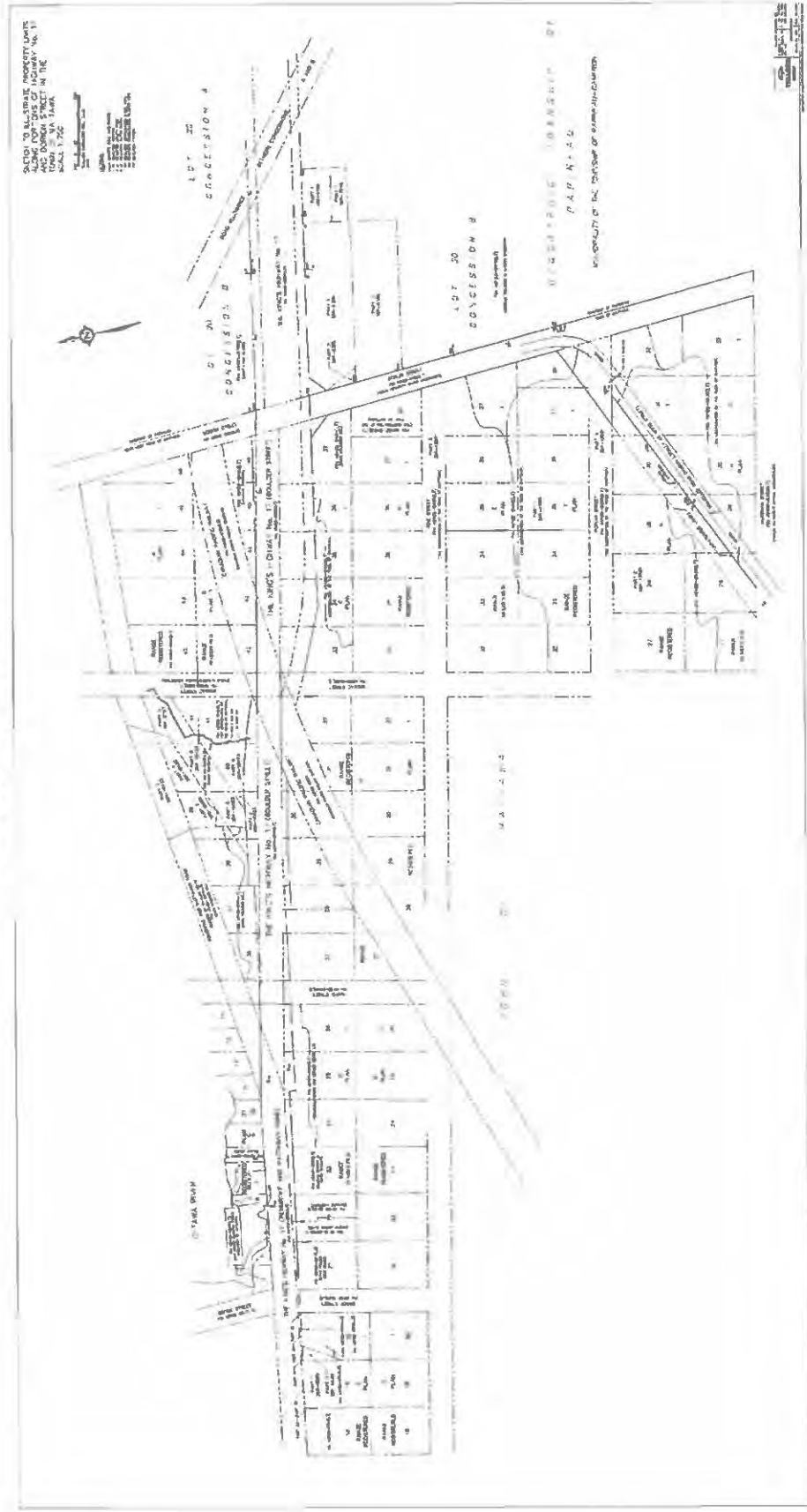


Figure 5
Dorion Road Hill and New Curve
Tulloch OLS "Streetscape"



Access to Private Property

The design criteria includes provision for allowing future access to private lands easterly at or near Station 10+300; as well as protection of the existing driveway access to the Bell Mobility Tower at Station 10+410. The Dorion Road Hill new curve matches the existing Dorion Road centerline at Station 10+440.

Pavement Markings

Pavement markings will be in accordance with Ontario Traffic Manual and as per construction specifications.

Drainage

Surface water drainage will be in accordance with MTO Design Guidelines and will include removal of existing road crossing CSP culverts and replacement with 500 mm dia. polymer laminated culverts and surface water mitigation measures.

The Dorion Road Hill drainage catchment area as shown on Figure 6 has been established by Design Engineer field visit during spring run-off April 2021.

**Figure 6
Dorion Road Hill
Drainage Catchment Area**

Drainage Catchment Area
37 hectares/91.5 acres

Required Agency Approvals

Agency approval or letters of support for the Dorion Road Hill Reconstruction Project will include the following:

Ministry of Transportation Ontario	<ul style="list-style-type: none">• Highway 17 “Slip-Around”• Dorion Road Highway 17 Intersection improvements• Permit for Works within 300 meters of Highway Right-of-Way
Mattawa North Bay Algonquin First Nation and Algonquins of Ontario	<ul style="list-style-type: none">• Aboriginal Consultation
Ministry of the Environment	<ul style="list-style-type: none">• Schedule B Environmental Assessment
Ministry of Natural Resources	<ul style="list-style-type: none">• Bird Nesting Constraints for Clearing/Grubbing
Bell Canada	<ul style="list-style-type: none">• Agreement for Aerial Fiber Optic Relocation• Notice of Proposed Blasting Work in Vicinity of Bell Communication Tower
Hydro	<ul style="list-style-type: none">• Raising of wires on Dorion Road at “new curve”

5.0 ISSUES AND RISKS

Based on 90% completion of engineering design, the following is a summary of Issues and Risks associated with the Dorion Road Hill Reconstruction, Project 20-1046D.

1. Risk Vertical Gradient

The existing grade on Dorion Road Hill will be reduced from over 12% to approximately 8%; which is acceptable for “long trucks” under Transportation Association of Canada Design Guidelines. The proposed grade will improve marketability of the proposed Light Industrial Park (eg: for comparison purposes Gravelle Road immediately east of Dorion Road is an 8% gradient). It may be necessary to increase the grade to avoid private property acquisition requirements and reduce capital cost to address ICIP approved budget envelope. In this regard Council may still have to consider 9% or 10% grade due to Covid related cost increases and ICIP budget constraints. Jp2g Consultants currently recommends 8% as the preferred design grade.

2. Risk Rock Excavation

There will be significant height of rock cut on completion of the Dorion Road Hill Reconstruction project (varies between 3 meters/10 ft. and 10 meters/32 ft.) as currently proposed. Geotechnical design requirements for “step back” on the rock face and a “catchment area” at the base of the rock face will result in the need to relocate three (3) recently installed Bell poles along the east limit of Dorion Road Hill under any alternative.

There may therefore be a need to negotiate permission or an easement to provide rock face “benching” on private property adjacent to the east or west side of Dorion Road at cross-sections AA, BB and CC (3 poles).

Jp2g recommends expanding westerly on existing Town of Mattawa property.

3. Risk Potential Impact of Construction on Existing Bell Poles/Hydro Lines

The recently installed Bell poles along the east limit of Dorion Road Hill (6 poles) and the hydro line north side of Dorion Road will be addressed as part of the final “issued for review” engineering design to confirm if pole relocation or raising of wires is required and at what cost.

Cost increases due to COVID 19 for relocation of poles or raising or lowering of wires represents an additional risk to the approved ICIP budget envelope and overall construction schedule.

4. Risk Potential Impact of Construction (Rock Blasting) on Bell Mobility Radio Tower

The final engineering design for the proposed curve at the top of the hill will be coordinated with Bell Mobility to determine any concerns they may have regarding potential impacts of excavation/ blasting on the Bell Mobility Radio Tower.

Legal advice will be obtained regarding potential constraints on proposed undertaking arising from Bell Mobility Radio Tower Lease.

A requirement to accommodate Bell Mobility protocols and to provide for vibration monitoring during blasting will be incorporated into the construction specifications.

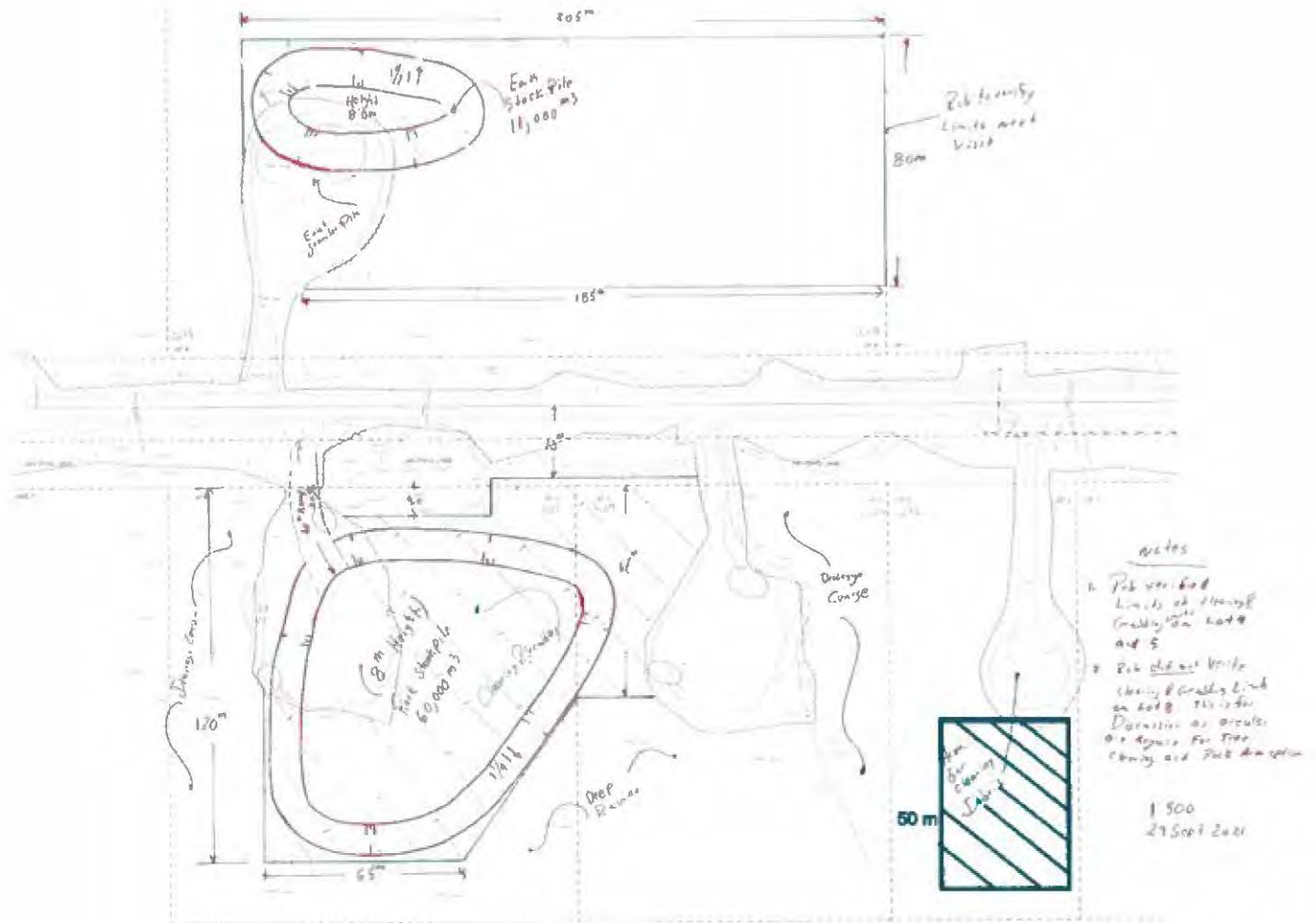
5. Risk Storage of Blast Rock/Brush/Earth Borrow

It is suggested that contractor tender cost could be reduced if blast rock can be stored near to the Dorion Road Hill project site.

Jp2g Consultants is recommending Lot 4 and Lot 5 in the Light Industrial Park be cleared and grubbed to accept blast rock and to accommodate a future crushing operation. Lot 3 should be considered for brush storage. Lot 8 should be considered for temporary storage of earth borrow.

All as per Figure 7.

Figure 7
 Blast Rock/Brush/Earth Borrow Storage Area



6. Risk Capital Cost/Funding Budget Envelope

The original construction cost estimate and subsequently ICIP approved budget envelope for Dorion Road Hill Reconstruction and the Highway 17 “Slip-Around” was prepared in May 2019 as follows

Construction (Parts A, B and C)	\$3,500,000
Engineering, Planning & Project Management	\$525,000
Technical Support Subconsultants	\$60,000
Relocate Utilities	\$75,000
Contingencies	<u>\$624,000</u>
Total Project Cost	\$4,784,000

While we remain confident in the original Engineering, Planning and Project Management budgets; as well as the Technical Support budget (eg: Geotechnical, OLS, Environmental Assessment, Aboriginal Consultation) noted above, we are concerned with the COVID 19 impact on the originally approved construction budgets of \$3,500,000 Part A, B and C (road reconstruction) and \$75,000 (for utility relocates) respectively. See Section 7.0 and Figure 12 hereto.

7. Risk MTO Highway 17 Westbound “Slip-Around”

If MTO maintains a requirement for a westbound “slip-around” on Highway 17 in Phase 1 this will trigger a variety of risks in addition to COVID 19 related increases in capital costs. **Firstly**, notwithstanding their correspondence of May 13, 2013 and September 30, 2014, Figure 8 and 9, MTO may eventually require a Transportation Environmental Study Report (TESR). These studies are expensive and time consuming. **Secondly**, Highway 17 work related to the “slip around” will require extra effort and costs associated with engineering surveys, RAQS certified peer review, extra geotechnical survey and potential additional drainage requirements. This will impact the work program schedule and budget as advised in the Jp2g response to Request for Proposal for Engineering and Project Management Services October 9, 2020.

Figure 8
MTO Correspondence May 3, 2013

Cole, Jeff (MTO)

From: Cole, Jeff (MTO)
Sent: May 3, 2013 11:47 AM
To: 'Les Ranta'; Wayne.belter@mattawa.ca; Marc Mathon
Cc: Marsh, Sue (MTO); Turcotte, Ron (MTO)
Subject: RE: Mattawa - Dorion Street Improvements at Highway 17
Les Ranta

Further to our meeting yesterday, May 2, 2013.

MTO supports the project to improve the grade on Dorion Road in order to facilitate trucks and other traffic to and from the new Mattawa Industrial Park. Permits are required from MTO for this work.

However, in conjunction with the Dorion Road and grade improvements, it is our opinion that improvements to the Highway intersection will also be necessary.

Those improvements would involve a westbound slip around and moving the passing lane signage to the east of the intersection. Those improvements would need to be undertaken by the proponent under a legal agreement with MTO and would need to cover all MTO specs and requirements, EA approval etc. In my experience, a slip around project can be expected to cost somewhere in the \$200,000 - \$400,000 range and it takes a few months to work out the agreement and have it executed, and to have contract drawings and supporting documents prepared and approved.

Typically, MTO requires the highway improvements to be completed before the development that made them necessary starts generating traffic.

We discussed the possibility of a phased approach to the actual physical highway improvements since the industrial park will likely develop over a period of time. There may be a way to do this, and we are prepared to entertain further discussions on how to do this. But at the very least, we will still want the agreement in place before we issue permits.

If the Town is prepared to work with the above, then we can get started right away preparing agreements and we can waive the need for a traffic study.

If the Town would prefer to undertake a traffic study to consider alternatives to the above, then we will be pleased to review that. In all honesty though, we are pretty confident that a study will tell us what we already know.

Please coordinate your further correspondence and submissions with Sue Marsh, Corridor Management Officer, in this office.

Sue's telephone number is 705-497-5401.

Jeff Cole

Corridor Management Planner

Ministry of Transportation - Northeastern Region

705-497-5223

From: Les Ranta [mailto:LRanta@jrichards.ca]

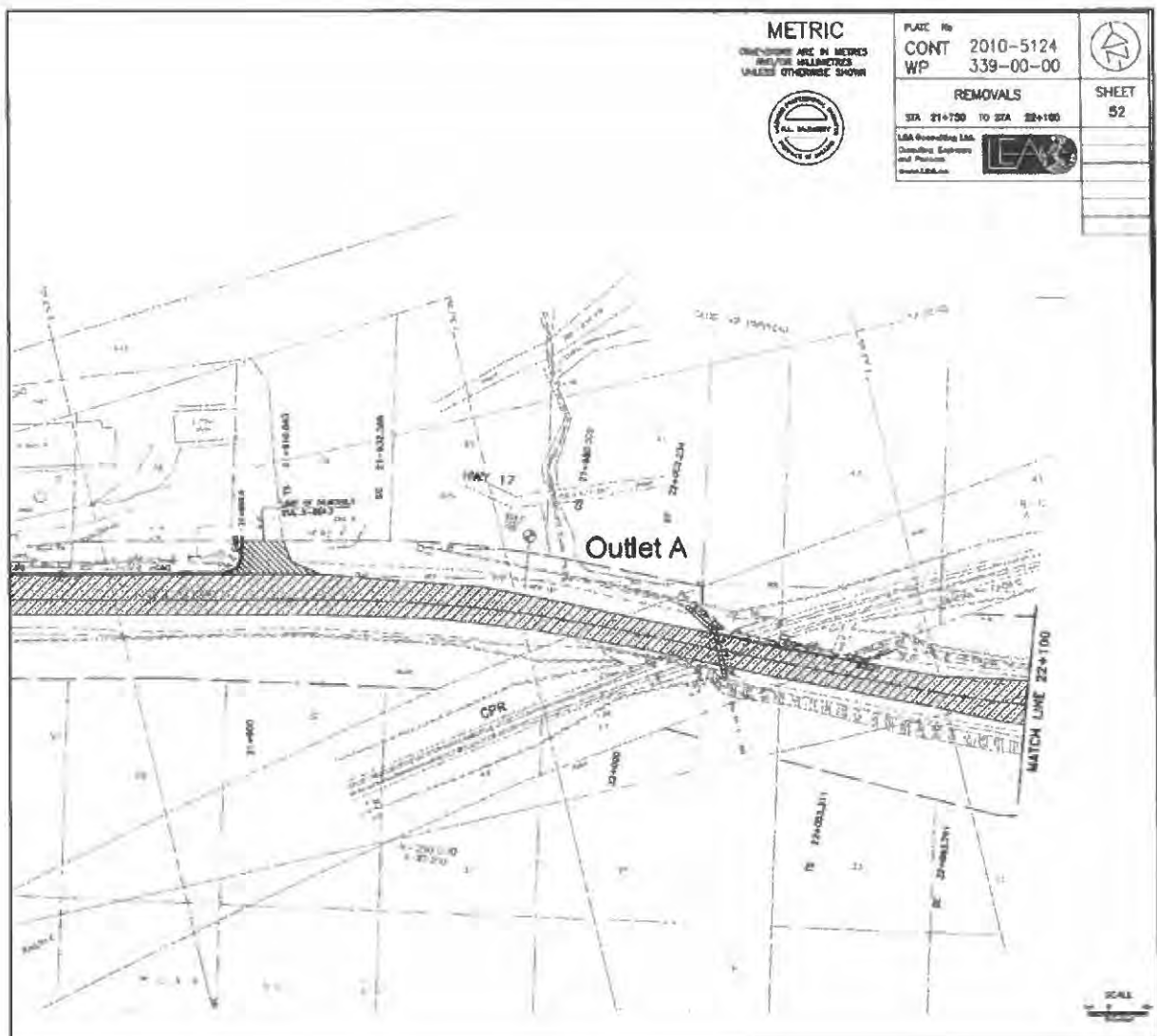
**Figure 9
MTO Correspondence September 30, 2014**

8. Risk Downstream Drainage Highway 17 Outlet

Drainage Outlet A immediately west of CPR trestle at Valois Motel located on Highway 17 provides the drainage outlet from Dorion Road Hill to the Ottawa River. Improvements to Outlet A as well as consolidation and control of watercourses and hillside springs on Dorion Road Hill draining onto Highway 17 will require MTO approval.

Current MTO Design Criteria for drainage may require upsizing or replacement of existing culverts. See Figure 10.

**Figure 10
 Highway 17 Drainage Outlet A**



9. Risk Potential Historic Dump Site

There is a possibility that an abandoned dump site exists under part of the proposed curve at the top of the Dorion Road Hill. This could have implications for extent of excavation and relocation of dump material.

A unit price will be carried in construction specifications for disposal of domestic garbage if necessary.

10. Risk Class Environmental Assessment

The proposed work plan and budget contemplated a Class A Environmental Assessment; however, given the proposed curve realignment at the top of Dorion Road Hill the Project Team has determined a Class B Environmental Assessment would be appropriate. The MTO slip-around may trigger the need for additional Environmental Assessment.

11. Risk Emergency Response (Fire, Medical, Police) during Construction

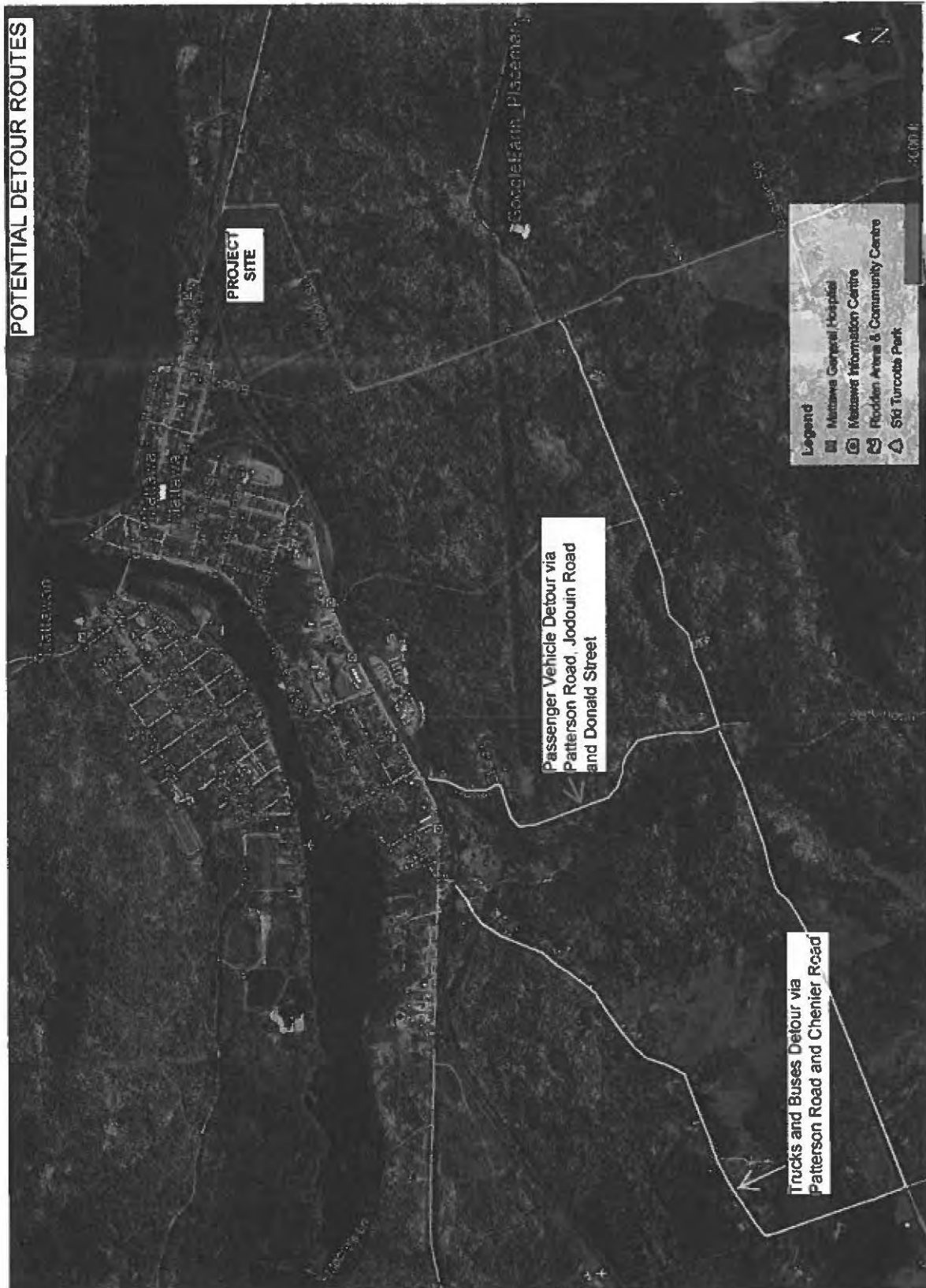
Jp2g Project Manager will work with Town of Mattawa Public Works Department and Emergency Measures to **firstly** determine a formal detour route(s) and **secondly** provide a protocol for access to Dorion Road and Belanger Road residences on a priority basis during any emergency situation that may arise during construction.

12. Risk Traffic Disruption during Construction Work

Jp2g engineering design staff will work with Town of Mattawa to develop a protocol for keeping a lane of traffic open during construction to the maximum extent possible by providing construction specifications that specifically address construction operations. There will, however, be times when detour(s) will have to be in effect (see Figure 11). Subject to contractor's scheduling of blasting work, Dorion Road Hill may be able to remain open for the winter between construction seasons. Based on Preliminary Engineering Site Review a "split detour" route utilizing Richardson Road, Jodouin Road and Donald Street for cars and Richardson Road and Chenier Road for trucks and buses should be considered. See Figure 11.

This approach is to be discussed further with Town of Mattawa.

Figure 11
Potential Detour Routes



13. Risk Maintain Access to Adjacent Private Property/Bell Mobility Tower

Excavation at the top of Dorion Road Hill cannot preclude potential future driveway access to private property in Lot 20, Concession B, geographic Township of Papineau or existing access to Bell Mobility Tower.

14. Risk Road Maintenance

The matter of responsibility for maintenance of Dorion Road Hill during construction seasons 2022/2023 including snow removal and surface water control from existing hillside spring and dust control will have to be clearly addressed in the tender call construction specifications.

6.0 STRATEGIC APPROACH TO MITIGATE RISKS

The following Action Items are suggested for Council consideration in order to mitigate the Issues and Risks associated with the Dorion Road Hill Reconstruction project as described in Section 5.0.

1. Vertical Gradient

Council will have to consider a variety of decision points before providing final instructions to the Design Engineer as to whether the vertical grade should be 8%, 9% or 10%. These considerations will include:

- Capital Costs (including compliance with approved ICIP budget)
- Public perception and value for money post construction
- Aesthetics
- Maintenance effort
- Council's future objectives for Town owned land

Jp2g Consultants Inc. recommends the 8% grade.

2. Rock Excavation

The recommended 8% vertical grade requires rock excavation ranging from 3 meters (10 ft) up to 10 meters (32 ft); as well as side slopes to a cross section standard that will minimize, but not necessarily eliminate future rock fall and subsequent Town maintenance efforts.

3. Potential Impacts of Construction (Rock Blasting) on Existing Bell Poles/Hydro Lines

Engineering design works including OLS survey completed to date indicate that the 3 northerly poles recently installed by Bell Canada along the east limit of Dorion Road Hill leading to Highway 17 intersection will have to be relocated under any profile alternative due to rock blasting cross section and required setbacks for rock face.

The poles in question are not on municipal right-of-way and with the possible exception of the most northerly pole within the Highway 17 road allowance there does not appear to be a formal registered easement for two poles located on private property adjacent to the east limit of Dorion Road, however, there may be an unregistered agreement.

The remaining poles are within Dorion Road right-of-way; but they do not require relocation.

Based on our initial contact Bell Canada reaction has been that the Town of Mattawa should be responsible for 100% of the cost of relocating the poles in question.

We suggest **firstly** that Town staff review and share any file information they may have regarding an agreement on the Bell Canada installation on Dorion Road; and **secondly**, the Town and Jp2g Consultants should initiate negotiation with Bell Canada at the earliest opportunity to address this matter.

The need to raise the Hydro line to accommodate standard height above centerline of the new curve at the top of Dorion Road Hill is under review.

We are awaiting response from Bell Canada and Hydro as to potential solutions and costs.

4. Potential Impact of Construction (Rock Blasting) on Bell Mobility Radio Tower

Jp2g Consultants Inc. has given formal notice under the Bell Mobility lease and through the Environmental Assessment process of the Town's intent to reconstruct Dorion Road Hill, including the requirement for a new curve, which includes blasting in the vicinity of the tower and we are awaiting a response.

A Vibration Monitoring Specialist will be required during blasting as part of the construction specifications.

5. Storage of Blast Rock

Jp2g Consultants suggests that Part of Lot 4 and Lot 5 in the Light Industrial Park be prepared to accept blast rock and future gravel crushing operations. This will include clearing and grubbing on the front portion of Lot 4 and Lot 5 and use of sand fill stockpile from Lot 8 for levelling in Summer 2021 as shown on Figure 7 hereto.

6. Clearing and Grubbing

Given the constraints imposed by Ministry of Natural Resources and Ministry of Environment and Climate Change on protection of breeding birds during nesting season (April 15 to August 15) it would be prudent and cost effective to commission clearing and grubbing of the new curve in conjunction with work on Lot 4 and 5 Spring 2022.

Brush material should be temporarily stored on Lot 3 as shown on Figure 7 hereto.

7. Capital Cost/Funding Budget Envelope

Ontario Ministry of Infrastructure has been approached July 7, 2021 by the Town of Mattawa as per Figure 12 to determine what (if any) accommodation the government is willing to consider with regard to potential capital cost and/or schedule exceedance due to Covid 19 impacts on labour and material.

The ICIP Project Funding Manager as per response August 11, 2021 has indicated their resistance to any accommodation to the Town of Mattawa request but offered some suggestions for accessing alternative funding streams.

Figure 12
Town of Mattawa Correspondence to ICIP July 7, 2021



Corporation of the Town of Mattawa

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✉ Info@mattawa.ca

July 7, 2021

Julia Danos, Director
Intergovernmental Policy Branch
Ministry of Infrastructure
Intergovernmental Policy branch
777 Bay Street, 4th Floor, Suite 425
Toronto, Ontario
M5G 2E5

Carolyn Hamilton, Director
Rural Programs Branch
Ministry of Agriculture and Food
Rural Programs Branch
1 Stone Road West, 4th Floor NW
Guelph, Ontario
N1G 4Y2

by e-mail and Canada Post
CIPRural@ontario.ca

**RE: INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP)
RURAL & NORTHERN FUNDING STREAM
CASE NUMBER 2019-04-1-1320420947**
**SUBJECT: POTENTIAL BUDGET AND SCHEDULE EXCEEDANCE
DORION ROAD HILL RECONSTRUCTION, TOWN OF MATTAWA**

Dear Ms. Danos and Ms. Hamilton:

This is firstly to acknowledge and thank you on behalf of the Town of Mattawa for your Notification of Funding Approval dated April 23, 2020 (copy attached).

We are currently advancing Engineering Design and Technical Support Studies including Schedule B Class Environmental Assessment required to call a tender in February 2022 with the objective of completing all construction works and project close-out by the end of December 2024.

As part of the project work plan our Engineers are regularly monitoring and updating construction cost estimates and project schedule. Whilst we are currently on schedule as at 60% design completion, our Engineers are currently projecting a budget overrun in the order of \$825,770 plus HST. This overrun is entirely due to Covid 19 impact on costs.

We are cognizant of the pre-Covid guidelines that all amounts in excess of eligible costs including any budget increases and overruns will be funded by the recipient. The Town is not in a financial position to absorb these costs; which is why we are monitoring the budget so closely.

.../2

Visit our website @ www.mattawa.ca

Figure 13
ICIP Response August 11, 2021

Ministry of Infrastructure

Infrastructure Program Design and
Delivery Division

777 Bay Street, 4th Floor, Suite 425
Toronto, Ontario M5G 2E5
Telephone: 416-473-3807
Email: Trevor.Fleck@ontario.ca

Ministère de l'Infrastructure

Division de la conception et de la mise en
œuvre des programmes d'infrastructure

777, rue Bay, 4^e étage, Suite 425
Toronto (Ontario) M5G 2E5
Téléphone: 416-473-3807
Courriel: Trevor.Fleck@ontario.ca



Via Email

August 11, 2021

Case #: 2019-04-1-1320420947

Dean Backer, Mayor
Town of Mattawa
160 Water Street
Mattawa, Ontario P0H 1V0
Email: info@mattawa.ca

Dear Mayor Backer:

RE: Request for Additional Funding; Budget and Schedule Overrun; Reconstruction of Dorion Road Hill Project - Investing in Canada Infrastructure Program (ICIP)

I am writing in response to your letter of July 7, 2021 regarding the potential budget shortfall for your project (*Reconstruction of Dorion Road Hill*) under the Investing in Canada Infrastructure Program (ICIP).

As you are aware, under the terms and conditions (Section A.4.9(b)) of the Transfer Payment Agreement (TPA), recipients are responsible for all project cost overruns. We have approached the federal government regarding your request and received confirmation that they will not be able to increase their contribution to the project, as recipients are responsible for all cost overruns, in accordance with the program guidelines and executed TPA. Unfortunately, the provincial government also will not be able to provide additional support as the funding for the ICIP Rural and Northern Infrastructure Stream has been fully allocated.

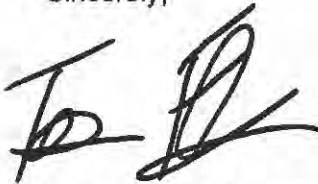
Given that your project is still in the design phase, I recommend that the Town of Mattawa staff promptly begin working with the ministry program area on potential options of addressing the funding shortfall. One possibility may be to reduce the scope of your approved project to a size that is manageable for the municipality, in order to ensure a successful outcome. Please note that a project revision request would need to be formally made and approved by both the provincial and federal governments before the project may proceed with a reduced scope.

Additionally, please keep in mind that the Town of Mattawa's Ontario Community Infrastructure Fund (OCIF) Formula funding allocation can be used to offset cost overruns for the Dorion Road Hill project. Your municipality may also be able to access other financial tools (e.g., Infrastructure Ontario loans) in order to support this local project.

In order to further discuss next steps for this project, Town of Mattawa staff are encouraged to contact Molly Akumu, the Project Analyst for your case at 226-971-3266 or by email at molly.akumu@ontario.ca.

In the meantime, please accept our best wishes for the successful completion of this important project.

Sincerely,



Trevor Fleck, Director
Infrastructure Program Policy Branch

c.: Raymond Belanger, CAO/Treasurer – Town of Mattawa
Email: Raymond.belanger@mattawa.ca

8. Downstream Drainage Highway 17 Outlet A

The final Engineering Design will include a Storm Water Management Report that will attempt to mitigate surface water discharge from Dorion Road Hill on Highway 17 drainage system in terms of quantity and rate of run-off to avoid the need to replace the existing undercrossing on Highway 17 at the CPR tracks.

9. Potential Historic Dump Site

There was significant anecdotal evidence including an MOE file number establishing an old dump site along the alignment of the proposed new curve.

In November 2020 as part of our 30% design work Jp2g Consultants Inc. arranged to have the Town of Mattawa Public Works Department conduct a series of six (6) backhoe test pits along the proposed curve alignment. Our Jp2g site personnel attended this work and reported that no domestic garbage was encountered.

There is, however, a chance that excavation of the north side slope along the new curve may encounter garbage and the construction specifications will provide for a unit price to dispose of any garbage at the landfill site as part of the contingency allowance.

10. Class Environmental Assessment

The Class Environmental Assessment process is self-regulatory but public or agency objection to the project can result in a Part 2 Order Request for Bump Up. This can result in significant schedule delays.

Notwithstanding our original proposal contemplated a Class A+ Environmental Assessment under the Municipal Class Environmental Assessment Process 2015 which requires only a notice of proposed work to be undertaken to be provided in local media. Given the complexities arising out of the Highway 17 “Slip-Around”, relocation of Bell poles, realignment of curve and MOE record of a dump site within the project limits, we are considering providing a Class B Environmental Assessment.

A Class B Environmental Assessment requires more work in terms of public participation and record keeping.

11. Emergency Response (Fire, Medical, Police) during Construction

Construction is currently scheduled to start June 1, 2022 and be completed approximately December 23, 2023 (eg: 18 months).

Jp2g Design Staff and Construction Administration staff will engage with appropriate Town staff to develop project specific protocols for emergency response during this period.

12. Traffic Disruption during Construction Work

Jp2g Project Manager and Construction Administration staff will engage with appropriate Town of Mattawa staff and Council to develop a suitable detour route for cars, buses and trucks.

13. Access to Private Property

The 90% complete design drawings have provided for future access to private property east of Dorion Road and preservation of existing access to Bell Mobility Tower.

14. Road Maintenance

Provision for maintenance during construction period will be incorporated into the construction specifications.

7.0 COST TO CONSTRUCT

The updated cost to construct the recommended alternative, 8% vertical grade, for the Dorion Road Hill Reconstruction project is provided herewith in Figure 14.

This post-Covid updated cost represents potential exceedance of \$13,176 on Part B Intersection Works (eg: \$433,806 ICIP Funding Application versus \$446,982 updated July 17, 2021) and a potential exceedance of \$637,900 on Part C Dorion Road Hill at 8% grade and new curve (eg: \$2,689,821 ICIP Application versus \$3,327,721 updated July 17, 2021).

We will continue to monitor the engineering design to find cost reductions.

The current ICIP envelope does not allow for funding the Highway 17 slip-around originally budgeted at \$400,000 in the ICIP application.

The cost for Part A Highway 17 “Slip-Around” will be addressed once discussions with MTO are engaged.

MTO will be approached to determine whether they would accept a phased approach to construction of the “slip-around” that would coordinate with increase in traffic from/to the proposed Light Industrial Park. This would give the Town the opportunity to obtain additional funding for the “slip-around” at a later date.

The possibility of MTO cost sharing on the Highway 17 “Slip-Around” will also be pursued.

This action will require participation by the Mayor and possible intervention by the MPP.

The ICIP application does include an approved \$624,000 “contingency allowance” which, when combined with deferral of the Highway 17 slip-around \$400,000 would substantially mitigate the projected construction cost overrun.

Figure 14
Class 'C' Benchmark Construction Costs 2021
FOB Mattawa, Ontario 8% Grade

Revised July 17, 2021

ITEM NO.	SPEC NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE
1.00 HIGHWAY 17 WEST BOUND SLIP AROUND INCLUDING LEFT TURN LANE - PART A						
1.01	SP	Highway 17 West Bound Slip Around inc. Left Turn Lane to Dorion Road	ls	1	\$400,000.00	\$400,000.00
1.00 ROAD RECONSTRUCTION SUB TOTAL						\$400,000.00
2.00 ROAD RECONSTRUCTION HIGHWAY 17 INT+A62ERSECTION SOUTHERLY STA: 0+005.8 to STA:0+050 INCLUDING RIGHT TURN LANE - PART B						
2.01	120 SP	Blast Monitoring Control Specialist	ls	1	\$20,000.00	\$20,000.00
2.02	SP-GEN	Pre-Condition Survey	ls	1	\$5,000.00	\$5,000.00
2.03	201 SP	Clearing	ls	1	\$10,000.00	\$10,000.00
2.04	201 SP	Grubbing	ls	1	\$5,000.00	\$5,000.00
2.05	206 SP	Earth Excavation Roadway - Grading	m ³ (P)	1,700	\$13.80	\$23,460.00
2.06	206 SP	Rock Excavation - Grading	m ³ (P)	1,800	\$54.50	\$98,100.00
2.07	206 SP	Rock Face	m ² (P)	250	\$75.00	\$18,750.00
2.08	305 SP	Granular Sealing	m ² (P)	300	\$20.00	\$6,000.00
2.09	310 SP	Surface Course Asphalt (40 mm Depth) inc. Paved Shoulders \$160.00/tonne	m ² (P)	1,300	\$15.68	\$20,384.00
2.10	310 SP	Leveling Course Asphalt (60 mm Depth) \$160.00/tonne	m ² (P)	1,200	\$23.52	\$28,224.00
2.11	310 SP	Binder Course Asphalt (60 mm Depth) \$160.00/tonne	m ² (P)	1,200	\$23.52	\$28,224.00
2.12	310 SP	Tack Coat	m ² (P)	2,400	\$1.20	\$2,880.00
2.13	314 SP	Granular 'A' Roadway 150 mm Depth	t	600	\$30.00	\$18,000.00
2.14	314 SP	Granular 'B' Base Roadway 150 - 300 mm Depth inc. Grade Point Backfill	t	700	\$25.00	\$17,500.00
2.15	421 SP	Supply and Install 600 mm Ø Polymer Laminated Roadway Crossing CSP Culverts, 2.0 mm thickness	m(P)	35	\$1,100.00	\$38,500.00
2.16	353 SP	Concrete Curb (OPSD 600.110 OPSD 600.040)	m (P)	103	\$220.00	\$22,660.00
2.17	510 SP	Removal of Asphalt Pavement Full Depth	m ² (P)	900	\$9.00	\$8,100.00
2.18	510	Removal of Pipe Culverts	m(P)	19	\$50.00	\$950.00
2.19	511 SP	Rip Rap inc. Non-Woven Geotextile	m ³ (P)	50	\$75.00	\$3,750.00
2.20	710 SP	Pavement Markings	ls	1	\$2,500.00	\$2,500.00
2.21	802 SP	Topsoil (Imported)	m ³ (P)	2,000	\$20.00	\$40,000.00
2.22	804 SP	Seeding and Mulching	m ² (P)	2,000	\$2.50	\$5,000.00
2.23	706 SP	Traffic Control Plan	ls	1	\$10,000.00	\$10,000.00
2.24	805 SP	Environmental Protection	ls	1	\$5,000.00	\$5,000.00
2.25	SP-GEN	Bonding and Insurance	ls	1	\$9,000.00	\$9,000.00
2.00 ROAD RECONSTRUCTION SUB-TOTAL						\$446,982.00

ITEM NO.	SPEC NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE
3.00 ROAD RECONSTRUCTION DORION ROAD HILL AND CURVE 1 STA: 0+050 to STA:0+440 PART C						
3.01	120 SP	Blast Monitoring Control Specialist	ls	1	\$20,000.00	\$20,000.00
3.02	SP-GEN	Pre-Condition Survey	ls	1	\$5,000.00	\$5,000.00
3.03	201 SP	Clearing (including rock disposal area)	ls	1	\$20,000.00	\$20,000.00
3.04	201 SP	Grubbing (including rock disposal area)	ls	1	\$20,000.00	\$20,000.00
3.05	206 SP	Earth Excavation Roadway - Grading	m ³ (P)	9,746	\$13.80	\$134,494.80
3.06	206 SP	Rock Excavation - Grading	m ³ (P)	40,836	\$54.50	\$2,225,562.00
3.07	206 SP	Rock Face	m ² (P)	4,556	\$75.00	\$341,700.00
3.08	305 SP	Granular Sealing	m ² (P)	700	\$20.00	\$14,000.00
3.09	310 SP	Surface Course Asphalt (40 mm Depth) inc. Paved Shoulders \$160.00/tonne	m ² (P)	3,947	\$15.68	\$61,888.96
3.10	310 SP	Binder Course Asphalt (60 mm Depth) \$160.00/tonne	m ² (P)	2,890	\$23.52	\$67,972.80
3.11	310 SP	Tack Coat	m ² (P)	2,890	\$1.20	\$3,468.00
3.12	314 SP	Granular 'A' Roadway 150 mm Depth	t	2,500	\$30.00	\$75,000.00
3.13	314 SP	Granular 'B' Base Roadway 150 - 300 mm Depth inc. Grade Point Backfill & Loss to Rock Subgrade	t	4,500	\$25.00	\$112,500.00
3.14	421 SP	Supply and Install 600 mm Ø Polymer Laminated Roadway Crossing CSP Culverts, 2.0 mm thickness	m(P)	36	\$1,100.00	\$39,600.00
3.15	510 SP	Removal of Asphalt Pavement Full Depth	m ² (P)	2,715	\$9.00	\$24,435.00
3.16	510	Removal of Pipe Culverts	m(P)	27	\$50.00	\$1,350.00
3.17	511 SP	Rip Rap inc. Non-Woven Geotextile	m ² (P)	100	\$75.00	\$7,500.00
3.18	710 SP	Pavement Markings	ls	1	\$5,000.00	\$5,000.00
3.19	802 SP	Topsoil (Imported)	m ² (P)	2,500	\$20.00	\$50,000.00
3.20	804 SP	Seeding and Mulching	m ² (P)	2,500	\$2.50	\$6,250.00
3.21	706 SP	Traffic Control Plan	ls	1	\$20,000.00	\$20,000.00
3.22	805 SP	Environmental Protection	ls	1	\$8,000.00	\$8,000.00
3.23	SP-GEN	Bonding and Insurance	ls	1	\$64,000.00	\$64,000.00
3.00 ROAD RECONSTRUCTION SUB-TOTAL						\$3,327,721.56

8.0 ACTION ITEMS/NEXT STEPS

The following items require Council consideration and action preparatory to implementing the Dorion Road Hill Reconstruction Project

Action 1	Continue to monitor alternative options for proposed grade 8% versus 9% versus 10% having regard for intended use, level of service, aesthetics and cost to construct. Provide the Jp2g Consultants Design Team instructions as to preferred grade for "issued for construction" drawings.		
Action 2	Continue to engage with ICIP Funding Agency to determine implications and alternative approach to potential construction cost and/or schedule exceedance.		
Action 3	Engage with Bell Canada to negotiate relocation and potential cost sharing of relocation of three (3) Bell poles along east limit of Dorion Road Hill Station 10+000 to Station 10+104.		
Action 4	Provide notice to Bell Canada re: proposed construction including rock blasting in the vicinity of the Bell Mobility Radio Tower. <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;"> Contact: Bell Mobility Inc. Real Estate Services 200 Bouchard Blvd, Dorval, Quebec H9S 5X5 1-800-707-6485 Attention: Mark Evenylo, Manager, Real Estate Services, National </td> <td style="width: 40%; vertical-align: top;"> Contact: Terry Hurd Telephone: (705) 474-063 Cell: (705) 840-3658 e-mail: terry.hurd@bell.ca </td> </tr> </table>	Contact: Bell Mobility Inc. Real Estate Services 200 Bouchard Blvd, Dorval, Quebec H9S 5X5 1-800-707-6485 Attention: Mark Evenylo, Manager, Real Estate Services, National	Contact: Terry Hurd Telephone: (705) 474-063 Cell: (705) 840-3658 e-mail: terry.hurd@bell.ca
Contact: Bell Mobility Inc. Real Estate Services 200 Bouchard Blvd, Dorval, Quebec H9S 5X5 1-800-707-6485 Attention: Mark Evenylo, Manager, Real Estate Services, National	Contact: Terry Hurd Telephone: (705) 474-063 Cell: (705) 840-3658 e-mail: terry.hurd@bell.ca		
Action 5	Advise Bell Mobility of need for Bell Canada pole easement west of Dorion Road.		
Action 6	Negotiate permission or easement with private property owner adjacent to east side of Dorion Road for relocation of 3 Bell poles if necessary Contact: Camille Walters and Martin Bouchard PIN 49103-0119		
Action 7	Commission close cut clearing potential Bell pole easement west side Dorion Road to be completed by December 31, 2021.		
Action 8	Engage with Ministry of Transportation to negotiate potential deferral of Highway 17 "Slip-Around" including formal deferral agreement and potential cost sharing. Contact: Herb Villneff, Regional Director Ministry of Transportation Northeastern Region 447 McKeown Avenue North Bay, Ontario P1B 8S9 Telephone: (705) 497-5500 Fax: (705) 497-5409		
Action 9	Commission clearing and grubbing and grading contract for Light Industrial Park Lots 4 and 5 preparatory to providing a blast rock storage area and future gravel crushing operation on Lot 3 to provide for temporary brush storage to be completed by April 15, 2022.		
Action 10	Commission clearing and grubbing of new curve Fall 2021 to mitigate breeding bird nesting constraints April 15 to August 15. To be completed by April 15, 2022.		
Action 11	Review and approve Traffic Control, Detour Routes and Emergency Measures protocols.		

9.0 CONCLUSION

Jp2g Consultants Inc. will continue the engineering design work and coordination of technical support (Environmental Assessment, Aboriginal Consultation) necessary to be tender ready by January 17, 2022 as per the approved work program

Jp2g Consultants will also provide technical support to Town of Mattawa required to execute the Action Items noted in Section 8.0.

The approved work program schedule is as follows:

Detailed Design complete December 13, 2021
Tender Documents Complete January 17, 2022
Tender Call February 7, 2022
Construction Start June 1, 2022
Construction Completion December 23, 2023
ICIP Project Close-out December 31, 2024

Jp2g Consultants Inc. is currently on budget and on schedule.

Artist's rendering of the completed Dorion Road Hill Reconstruction project is provided in Figure 15.

Figure 15
Artist's Rendering Dorion Road Hill Reconstruction
Completed Project



Info

From: Info
Sent: Friday, October 15, 2021 3:51 PM
To: Backer, Dean (JUS); Dean Backer; 'Francine Desormeau'
Subject: FW: Home Flood Protection Program and Research Paper

4.1

From: Heather Pitman <hpitman@aet98.com>
Sent: Friday, October 15, 2021 3:42 PM
To: Info <info@mattawa.ca>
Subject: RE: Home Flood Protection Program and Research Paper

Good afternoon, Dean Backer,

As the threat of flooding becomes more of a reality for Canadians, we need to arm ourselves against the rising waters and rainfalls. AET has written a research paper about lot-level flooding and increasing resilience in Canada, and we thought you might be interested in reading it and learning more about the Home Flood Protection Program. Please visit <https://www.aet98.com/about/learning-downloads/flooding-in-canada-why-is-it-happening-and-what-are-we-doing-about-it/> to receive your copy of the research paper.

The Home Flood Protection Program (HFPP) is a basement flood risk reduction education program that provides free online self-help resources to homeowners and one of either an on-site assessment or remote assessment for participating homeowners, known as the "Home Flood Protection Assessment." The HFPP was initially developed by the Intact Centre on Climate Adaptation (Intact Centre) at the University of Waterloo and delivered by AET Group Inc. from 2017 to 2018. In 2019 AET Group Inc. received a license from the University of Waterloo to continue delivering the program across Canada.

Successful launches of the program have been completed in Burlington ON (2017, 2018), Toronto ON (2018), Saskatoon SK (2018), and Rocky View County AB (2019, 2020, 2021). In addition to these targeted launches, assessments have been completed in various communities within Ontario. To date, over 700 assessments have been completed across Canada.

The HFPP offers the following benefits to homeowners:

- Free self-help resources (print and online)
- Custom on-site assessment (approx. 90 minutes) or remote assessment (approx. 60 minutes)
- Concise, easy to read report that identifies top ranked action to reduce, manage, and understand various types of flood risk
- Live customer service helpline
- Follow-up opportunity with Assessor
- Seasonal maintenance reminders
- Optional involvement in on-going research study conducted by the Intact Centre

Reports and media coverage:

- Intact Centre 2019 Full Report - [Water on the Rise: Protecting Canadian Homes from the Growing Threat of Flooding](#)
- Intact Centre 2019 Report – [Executive Summary](#)
- Interview with Cheryl Evans, Director, Home Flood Protection, Intact Centre – [CTV News Saskatoon](#)

- Promotional Video – [Homeowner Testimonial](#)

If you are interested in making the HFPP available to homeowners in your area, please contact AET Group Inc., by replying to this email.

I look forward to hearing from you.

Heather Pitman
Project Support Administrator



AET Group Inc.
531 Wellington Street North
Kitchener, ON N2H 5L6
T 519.576.9723 ext 314
T 1.877.876.9235
F 519.570.9589
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Certified



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4.2

Info

From: Backer, Dean (OPP) <Dean.Backer@opp.ca>
Sent: Friday, October 15, 2021 3:51 PM
To: Info; Dean Backer; Francine Desormeau
Subject: RE: FW: Letter from Mayor, Al McDonald, The Corporation of the City of North Bay re Cassellholme

Copy to agenda

Good Afternoon Francine and Amy,

Please add the following correspondence to our next meeting on Mon. October 25th.

Thank you

Dean

From: Info [mailto:info@mattawa.ca]
Sent: 15-Oct-21 12:39 PM
To: Backer, Dean (OPP) <Dean.Backer@opp.ca>; Dean Backer <backerdean@hotmail.com>; Francine Desormeau <francine.desormeau@mattawa.ca>
Subject: FW: FW: Letter from Mayor, Al McDonald, The Corporation of the City of North Bay re Cassellholme

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments in unexpected emails.

From: rcmlclaren rcmlclaren <rcmlclaren@sympatico.ca>
Sent: Friday, October 15, 2021 12:34 PM
To: Gail Degagne <g.degagne@chisholm.ca>; Ian Pennell <mayorpennell@gmail.com>; Robert Corriveau <mayor@papineaucameron.ca>; Al McDonald <mayor@northbay.ca>; backerdean@hotmail.com; Pauline Rochefort <pauline.rochefort@eastferris.ca>; Cathy Thompson <cathy.thompson@northbay.ca>; Peter Murphy <murphp@sympatico.ca>; Mayor Jane Dumas <mayor@southalgonquin.ca>
Cc: Jason.Trottier@eastferris.ca; clerk@clavintownship.ca; admin@papineaucameron.ca; Info <info@mattawa.ca>; cao.clerk@bonfieldtownship.org; clerk@southalgonquin.ca; David Euler <david.euler@northbay.ca>; j.leblond@chisholm.ca; admin@mattawan.ca
Subject: Re: FW: Letter from Mayor, Al McDonald, The Corporation of the City of North Bay re Cassellholme

Good afternoon everyone.

I am firstly acknowledging that I was absent from this " Council of the Mayors" meeting wherein the received certified motions were passed. I appreciate that my absence was correctly noted.

I am going to mull to myself over the weekend whether or not I wish to further my response with a more detailed reply to Mayors and Provincial officials.

A few points to start of interest;

- transparency and accountability are the new rationale for the dithering in not proceeding with the construction that has been inching forward like a glacier now for a decade BUT, in the same breath the Mayors of the ownership group now with no known or demonstrated structure call themselves the "Council of the Mayors".

As such they call a high level meeting, at 1pm on the Friday of a holiday Thanksgiving long weekend. No agenda was accompanying. Previous meetings of this type usually led to a commiserating about the high cost of things and sometimes even "White Knight" financing options being suggested that begged for an additional 60 days to investigate. Then when its granted it only ultimately proves to be yet another wasted effort and costly delay.

The meeting in reality had about 40 hours advance notice of being called. I'm no union book boy, but awareness the morning of Tuesday the 12th to meeting at 4pm the next day leads me to that calculation. A real beacon of transparency move that was.

I find it very concerning that Mayors and municipalities that had members of their Council directly on the Board of Management (who sometimes represented multiple municipalities but operated by record as serving only the opinion and interests of their own) were so disconnected for so long.

I feel this is one of those cases where poorly chosen and appointed municipal reps caused arguable extra cost to the member municipalities. It should not be the urine soaked seniors under our care and lodging who should need to further suffer in overcrowding and poor ventilation because of our malaise.

Instead, take this as a costly lesson in blindly appointing board members of the quality we have seen, and who jumped ship by resignation after they hit the iceberg.

I take full responsibility for my disconnect in allowing Terry Kelly to represent my municipality and speak only for his own as an example. This was my fault, and as such it may or may not cost my municipality more on a construction project. Lesson learned.

But let us not now call ourselves a "Council of Mayors" when no such structure exists, operating in non-transparent ways after ignoring the incompetence we sent to work for us for so long. I will not attempt to hide my mistakes in this smoke bomb.

Regards.

Randy McLaren, Mayor.

Twp. of Bonfield.

705-498-2679.

----- Original Message -----

From: Cathy Thompson <Cathy.Thompson@northbay.ca>

Date: October 14, 2021 at 10:19 AM

Good morning,

Please see attached a copy of a Letter sent by Mayor, Al McDonald of The Corporation of the City of North Bay to MPP, Fedeli and MPP, Yakabuski in relation to Cassellholme

Redevelopment, together with copies of two Resolutions passed by the Mayors of the member Municipalities of the Cassellholme Board of Management.

Thank you,

Cathy Thompson
Law Clerk, Office of the City Solicitor
The Corporation of the City of North Bay
200 McIntyre Street East
North Bay, ON P1B 8V6

Tel: (705) 474-0626 X 2508

Fax: (705) 495-8610

Toll Free: (800) 465-1882 X 2508

E-Mail: cathy.thompson@northbay.ca

"SOLICITOR-CLIENT PRIVILEGED - DO NOT FORWARD WITHOUT PERMISSION"

Solicitor General

Office of the Solicitor General

25 Grosvenor Street, 18th Floor
Toronto ON M7A 1Y6
Tel: 416 326-5000
Toll Free: 1-866-517-0571
SOLGEN Correspondence@ontario.ca

Solliciteur général

Bureau du solliciteur général

25, rue Grosvenor, 18^e étage
Toronto ON M7A 1Y6
Tél. : 416 326-5000
Sans frais : 1-866-517-0571
SOLGEN Correspondence@ontario.ca



4.3

copy to agenda

132-2021-4188
By email

October 14, 2021

Dear Head of Council/Chief Administrative Officer/Municipal Clerk:

On behalf of the Ministry of the Solicitor General, I want to thank all municipalities, together with their multi-sectoral partners, that have taken steps towards developing, adopting and implementing their local community safety and well-being (CSWB) plans.

As you know, the ministry extended the deadline for the completion and adoption of CSWB plans to July 1, 2021, to provide municipalities with an additional six months from the original deadline of January 1, 2021. Since then, we have received an overwhelming response from municipalities regarding their CSWB planning progress. This includes the submission of completed and interim plans and status updates. To date, of the 372 municipalities required to prepare and adopt a CSWB plan, 95 per cent (356 municipalities) have plans that are completed or in progress.

The development and completion of these plans demonstrates municipal leadership and commitment to proactively addressing crime and complex social issues facing your communities. Municipalities are best positioned to work with local partners to develop effective community strategies and programs and create sustainable communities that respond to local needs and conditions.

At this time, we are encouraging municipalities who have not already done so, to please submit their completed CSWB plan or provide an update on their CSWB planning status to the ministry via the following email address: SOLGEN.Correspondence@ontario.ca. Additionally, as a reminder, municipalities are required to publish their completed plans online within 30 days of adoption.

As you may be aware, under the *Police Services Act*, the Solicitor General has the power to enforce the CSWB planning requirements by appointing a CSWB planner to any municipalities that repeatedly and intentionally fail to complete a plan, at the municipality's expense. However, our government recognizes that municipalities are currently facing unprecedented circumstances in their communities due to the on-going impact of COVID-19. We also understand that some municipalities may experience delays in their planning and engagement processes as a result of the pandemic.

Head of Council/Chief Administrative Officer/Municipal Clerk
Page 2

Ministry staff will continue to look for ways to support our municipal partners to ensure they are able to meet their legislative requirements for CSWB planning. Where possible, municipalities are encouraged to explore alternative and innovative approaches to continue on-going planning efforts, such as through virtual engagement (e.g., webinars, teleconferences, online surveys, etc.).

Municipalities are also encouraged to continue to work with respective police services, local multi-sectoral partners, and community members on the development and implementation of local CSWB plans. Localized, community-driven collaboration remains key to the success of CSWB planning, given the focus on creating workable solutions that are grounded in and tailored to individual community needs and features.

If you have any questions about CSWB planning, please contact Shamitha Devakandan, Community Safety Analyst, Public Safety Division, at Shamitha.Devakandan@ontario.ca.

I greatly appreciate your continued efforts as we move forward on this modernized approach to CSWB together. It is by working together that we can truly build safer and stronger communities in Ontario.

Sincerely,



Sylvia Jones
Solicitor General

4.4

copy to agenda ✓
copy to Fran ✓
copy to Renee ✓

October 14, 2021

Mayor D. Backer and Members of Council
Town of Mattawa
PO Box 390
160 Water Street
Mattawa, Ontario
POH 1V0

Dear Mayor Backer and Members of Council:

I am writing to you as the President of the Mattawa Minor Hockey Association (MMHA) at the request of the MMHA Board of Directors to request your consideration in providing some financial relief to our Association so that we may continue to offer and provide organized hockey to the young people of our communities.

As you know, the COVID-19 pandemic has had serious impacts on our community and particularly our youth who have suffered socially, physically, and mentally due to the severe limitations placed on their schooling, sports and other activities over the past 18 months. There have also been financial impacts to families.

Over the past many years, the members of the MMHA have worked hard to organize and support minor hockey to ensure that every child who wishes to participate in the sport of hockey is given that opportunity.

While we charge each of the average 84 participating children a fee, we attempt to keep those fees as reasonable as possible to ensure that every family and child that wishes to participate, can afford to have access to our program. Our costs each year far exceed the amount collected in fees. For instance, depending on the age level, our fees range from \$250 to \$450 per child (families often have more than one child participating). Our actual costs per player in our last active season was \$605. Included in those costs was \$16,983.07 to the Town of Mattawa for ice time rental fees. In addition, each family spends additional funds on equipment, travel, etc. for each child.

To offset this excess cost, the Association has traditionally raised significant funds by operating a campsite each year at the Arena for Voyageur Days and organized an annual provincial baseball tournament at the baseball diamond, along with other fundraisers throughout the hockey season.

Unfortunately, we have been unable to conduct any fundraising activities for the past two years.

We are seeking your assistance in providing financial relief in the form of a 50% reduction to ice time rental fees during this upcoming 2021-2022 season which commences later this month. While we have found it necessary to increase our fees for this season, the financial relief that you may provide will also assist us in being able to provide a full season of minor league hockey.

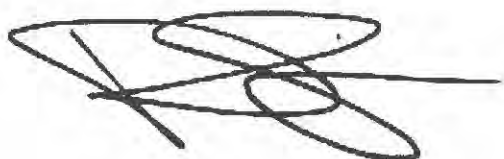
We hope that you will consider our request favourably and that we will be able to provide a much-needed activity for our players and activity for their families and friends and that we will again see

visiting teams and their families coming to Mattawa to enjoy our games and visiting our local businesses.

As well, we would like to build agreement between the Mattawa Minor Hockey Association and the Town of Mattawa to ensure that MMHA is able to maintain our office space and rink board advertisements for the foreseeable future. This has been a long standing practice and we feel an agreement on paper would only benefit both sides.

Thank you for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read 'Dexture Sarrazin'. The signature is stylized with several overlapping loops and a long horizontal stroke extending to the right.

Dexture Sarrazin
President
Mattawa Minor Hockey Association



The Corporation of the
City of North Bay

200 McIntyre St. East
North Bay, Ontario
Canada P1B 8H8

Office of the Mayor

Direct Line: (705) 474-0626, ext. 2517
Direct Fax: (705) 474-4925
Toll Free: 1-800-465-1882
Email: mayor@cityofnorthbay.ca

4.5

October 14, 2021

copy to agenda
copy to Fran ✓

Honourable Vic Fedeli, MPP-Nipissing
Sent via email: vic.fedeli@pc.ola.org

Honourable John Yakabuski, MPP-Renfrew-Nipissing-Pembroke
Sent via email: john.yakabuski@pc.ola.org

Dear MPP Fedeli and MPP Yakabuski:

Yesterday evening, the Mayors of the member municipalities of the Cassellholme Board of Management met to discuss ongoing concerns regarding the redevelopment project as proposed by the Cassellholme. Enclosed are copies of the two resolutions that were unanimously supported by all Mayors in attendance.

All member municipalities continue to support the redevelopment of Cassellholme, but not as presently proposed. The resolutions are self-explanatory, but in summary we are urgently requesting a meeting between the Long-Term Care Ministry and the member municipalities be convened, and that the Minister of Long-Term Care NOT provide final approval of Cassellholme's submission to move forward with the LTC Development Agreement that was executed on October 13, 2020 until our concerns are addressed.

We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Al McDonald".

Al McDonald

Mayor

/ct

Encl.

cc: Hon. Rod Phillips | Minister

rod.phillipsco@pc.ola.org

cc: Premier, Doug Ford

doug.fordco@pc.ola.org

cc: Mayors of Member Municipalities of Cassellholme Board of Management

MOTION
Mayors Meeting of the Cassellholme Member Municipalities
East Ferris Community Centre
October 13, 2021

Subject: Cassellholme Redevelopment

Resolution Number: 2021-01

Moved by: Dean Baker

Seconded by: Gail Degagne

WHEREAS the City of North Bay, Municipality of East Ferris, Township of Chisholm, Municipality of Calvin, Township of Papineau-Cameron, Town of Mattawa, Township of Mattawan, Township of Bonfield, and Township of South Algonquin are the nine member municipalities of The Board of Management for the District of East Nipissing (the "Cassellholme") as defined by the Long-Term Care Homes Act, 2007;

AND WHEREAS the Mayors of eight of the nine member municipalities of Cassellholme have met to discuss the Cassellholme Redevelopment and have voiced the following concerns:

- the Cassellholme Board of Management has developed a project without a budget and consequently the cost of the Project has risen substantially from approximately \$64 million estimated in June of 2019, to the total project cost of approximately \$121,900,000.
- the RFP process for selection of the general contractor was flawed and resulted in only 1 qualified proposal.
- the Board of Management did not utilize a competitive tender process for awarding any of the professional services for development of the design, project management, communications and financing proposals.
- the project as currently designed is located at the existing site of Cassellholme and if it proceeds will result in an expensive stage construction approach that will expose staff, visitors, our seniors and other long term care patients to living within a construction site for 5 years.
- alternative project models (on green field sites) have been proposed and never brought forward to the board of management for further discussion.
- The project's financing plan has been rejected by the majority of the municipalities and The Board of Management has ignored the member municipalities concerns and moved forward with the motion to levy its member municipalities for their apportionment share.
- member municipalities have raised numerous concerns related to the governance of the Board of Management and in fact 4 directors of the board of management have recently resigned citing governance issues.

MOTION
Mayors Meeting of the Cassellholme Member Municipalities
East Ferris Community Centre
October 13, 2021

- Cassellholme has recently spent thousands of dollars on a public marketing campaign which openly blames municipalities for its own shortcomings.

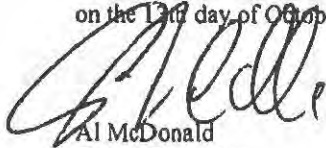
AND WHEREAS all the nine member municipalities recognize the need for the redevelopment to occur, but it must be accomplished in a cost effective, competitive, transparent way;

THEREFORE BE IT RESOLVED THAT that a letter be sent to Honourable Vic Fedeli, MPP-Nipissing and Honourable, John Yakabuski, MPP-Renfrew-Nipissing-Pembroke requesting a meeting between the Long-Term Care Ministry and the member municipalities be convened, and that a copy of the letter be sent to Honourable Doug Ford, Premier of Ontario; Honourable Rod Phillips, Minister of Long-Term Care;

BE IT FURTHER RESOLVED THAT the Minister of Long-Term Care NOT provide final approval of Cassellholme's submission to move forward with the LTC Development Agreement executed on October 13, 2020, until the concerns noted above are fully addressed.

Member	Mayor	For	Against	Absent
Town of Mattawa	Dean Backer	✓		
Township of Chisholm	Gail Degagne	✓		
Township of Bonfield	Randall McLaren			✓
Municipality of East Ferris	Pauline Rochefort	✓		
Municipality of Mattawan	Peter Murphy	✓		
Municipality of Calvin	Ian Pennell	✓		
Township of Papineau Cameron	Robert Corriveau	✓		
Township of South Algonquin	Jane Dumas	✓		
City of North Bay	Al McDonald	✓		

CERTIFIED to be a true copy of
 Resolution No. 2021-01 passed by the
 Council of the Mayors of the Member Municipalities of Cassellholme
 on the 13th day of October, 2021.


 Al McDonald
 Chair of Meeting

**Mayors Meeting of the Cassellholme Member Municipalities
East Ferris Community Centre
October 13, 2021**

Subject: Cassellholme Redevelopment

Resolution Number: 2021-02

Moved by: Dean Baker

Seconded by: Gail Degagne

WHEREAS the municipalities of Bonfield, Calvin, Chisholm, East Ferris, Mattawa, Mattawan, North Bay, Papineau Cameron and South Algonquin are partners in the Cassellholme East Nipissing Home for the Aged;

AND WHEREAS historically the partner municipalities passed by-laws authorizing the establishment and maintenance of a municipal home under a board of management;

AND WHEREAS according to the Long Term Care Act (2007) the councils of the municipalities establishing and maintaining a territorial home shall appoint from among the members of the councils, a committee of management for the municipal home with the composition of a committee of management and the qualifications and term of office of its members specified by regulation;

AND WHEREAS in accordance with Schedule 4 of the Long Term Care Act Regulation 79 there are not seven members on the board of management for the District of Nipissing East Home for the Aged as there are no representatives from Area 2 and Area 3 as specified below:

1. Two members at large to be appointed by the Lieutenant Governor in Council.
2. Area 1, represented by three members to be appointed by the municipal council of the City of North Bay.
3. Area 2, represented by one member to be appointed jointly by the municipal councils of,
 - i. the Town of Mattawa,
 - ii. the Township of South Algonquin,
 - iii. the Township of Calvin, and
 - iv. the Township of Papineau-Cameron.
4. Area 3, represented by one member to be appointed jointly by the municipal councils of,
 - i. the Township of Bonfield,
 - ii. the Township of Chisholm,
 - iii. the Township of East Ferris, and

**Mayors Meeting of the Cassellholme Member Municipalities
East Ferris Community Centre
October 13, 2021**

iv. the Township of Mattawan.

AND WHEREAS there have been several resignations from the board of Management recently;

AND WHEREAS these resignations indicate significant issues between the Board of Management AND the Management of Cassellholme AND the partner Municipalities in contradiction to the Long Term Care Act (2007) Preamble that focuses on there being strong support, collaboration and mutual respect amongst residents, their families and friends, long-term care home service providers, caregivers, volunteers, **the community and governments;**

AND WHEREAS we the partner municipalities are mindful that there have recently been major organizations on the brink of insolvency where board of directors were publicly criticized for their lack of financial oversight e.g. Laurentian University;

AND WHEREAS we, the Mayors of the partner municipalities of East Nipissing Home for the Aged are of the opinion that contrary to the Long Term Care Act (2007) Preamble, Cassellholme is not being governed and operated in a way that reflects the interest of the public;

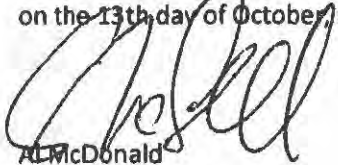
THEREFORE we, the Mayors of the partner municipalities of East Nipissing Home for the Aged are opposed to the Director approving the work on Cassellholme's redevelopment project as specified in the Long Term Care Act (2007);

AND FURTHERMORE be it resolved that the partner municipalities request an urgent meeting in a closed session with the Director to discuss the issues and opportunities to move forward in a manner that is in keeping with the public interest of our communities.

Member	Mayor	For	Against	Absent
Town of Mattawa	Dean Backer	√		
Township of Chisholm	Gail Degagne	√		
Township of Bonfield	Randall McLaren			√
Municipality of East Ferris	Pauline Rochefort	√		
Municipality of Mattawan	Peter Murphy	√		
Municipality of Calvin	Ian Pennell	√		
Township of Papineau Cameron	Robert Corriveau	√		
Township of South Algonquin	Jane Dumas	√		
City of North Bay	Al McDonald	√		

**Mayors Meeting of the Cassellholme Member Municipalities
East Ferris Community Centre
October 13, 2021**

CERTIFIED to be a true copy of
Resolution No. 2021-01 passed by the
Mayors of the Member Municipalities of Cassellholme
on the 13th day of October, 2021.



A. McDonald
Chair of Meeting

Info

From: Cathy Thompson <Cathy.Thompson@northbay.ca>
Sent: Thursday, October 14, 2021 10:19 AM
To: 'backerdean@hotmail.com'; 'Gail Degagne'; 'Randy McLaren'; 'Pauline Rochefort'; 'Peter Murphy'; 'Ian Pennell'; 'Robert Corriveau'; 'Mayor Jane Dumas'; Al McDonald
Cc: Info; 'j.leblond@chisholm.ca'; 'cao.clerk@bonfieldtownship.org'; 'Jason.Trottier@eastferris.ca'; 'admin@mattawan.ca'; 'clerk@clavintownship.ca'; 'admin@papineaucameron.ca'; 'clerk@southalgonquin.ca'; David Euler
Subject: FW: Letter from Mayor, Al McDonald, The Corporation of the City of North Bay re Cassellholme
Attachments: DOC101421-10142021094340.pdf; Resolution 2021-01.pdf; Resolution 2021-02.pdf

Good morning,

Please see attached a copy of a Letter sent by Mayor, Al McDonald of The Corporation of the City of North Bay to MPP, Fedeli and MPP, Yakabuski in relation to Cassellholme Redevelopment, together with copies of two Resolutions passed by the Mayors of the member Municipalities of the Cassellholme Board of Management.

Thank you,

Cathy Thompson
Law Clerk, Office of the City Solicitor
The Corporation of the City of North Bay
200 McIntyre Street East
North Bay, ON P1B 8V6

Tel: (705) 474-0626 X 2508
Fax: (705) 495-8610
Toll Free: (800) 465-1882 X 2508
E-Mail: cathy.thompson@northbay.ca

"SOLICITOR-CLIENT PRIVILEGED - DO NOT FORWARD WITHOUT PERMISSION"

Copy to #gender ✓
copy to De nee ✓
copy to Fire chief

Neil O'Grady
Fire Chief
Cell: (705) 492-2837
Office: (705) 744-5610
Fax: (705) 744-0434



RECEIVED

OCT 12 2021

4861 Hwy. 17W
P.O. Box 630
Mattawa, ON
POH 1V0

Dear Sir or Madam,

4.6

The Papineau Cameron Fire Department is preparing for our annual Halloween Trick or Treating Event at the Papineau Cameron Fire Hall and are writing to you to ask if you would like to donate to this event.

Last year we provided a safe way for kids & adults to be able to dress up and go out trick or treating on Halloween. By our fire department preparing candy bags ahead of time and handing out to the kids while they were able to stay safe in their vehicle, we were able to put smiles on about 150 kids faces, we would like to have the opportunity to make even more kids and adults Halloween fun and safe again this year.

If you would like to or are able to donate these are a few things that we would be looking for:

- Individually wrapped a candy
- Small bags of chips
- Juice boxes
- Gift certificates to purchase products
- Monetary donations

You may contact the Papineau Cameron Township Office to arrange drop off or pick up of your donation at 705-744-5610 or email admin@papineaucameron.ca. Donations are to be given no later than October 18, 2021. Please feel free to also contact with any questions you may have.

We would like to thank you in advance for supporting the Papineau Cameron Fire Department Halloween Trick or Treating Event.

Sincerely,

Neil O'Grady

Fire Chief

Papineau Cameron Fire Department

October 12, 2021

The Honourable Doug Downey
Ministry of the Attorney General
McMurty-Scott Building, 720 Bay Street
Toronto, ON M7A 2S9

Dear Minister Downey:

Sent via email: attorneygeneral@ontario.ca

RE: Lottery Licensing to assist small organizations

The Council of the Municipality of Grey Highlands at its Council meeting on October 6th, 2021 passed the following resolution:

2021-677

Dane Nielsen - Aakash Desai

That in support of the original resolution from Tay Valley Township, the Council of the Municipality of Grey Highlands hereby requests staff to contact the Ministry responsible for the Alcohol and Gaming of Ontario to seek their assistance in implementing an additional level of licensing which would permit small organizations to hold fundraisers as a method of sustaining our community and organizations; and

That all municipalities in Ontario are sent this resolution to seek their assistance in lobbying the Ministry.

CARRIED.

Please let me know if you require anything further.

Sincerely,

Jerri-Lynn Levitt

Jerri-Lynn Levitt
Deputy Clerk,
Municipality of Grey Highlands
519-986-2811 x. 230 levittj@greyhighlands.ca

4.8

Info

From: AMO Communications <Communicate@amo.on.ca>
Sent: Tuesday, October 12, 2021 3:05 PM
To: Info
Subject: AMO Policy Update - Phase I Regulations of Conservation Authorities Act Released

copy to agenda

AMO Policy Update not displaying correctly? [View the online version](#)
Add Communicate@amo.on.ca to your safe list



POLICY UPDATE

October 12, 2021

AMO Policy Update – Phase I Regulations of Conservation Authorities Act Released

On Thursday, October 7th the Province filed three new regulations under the Conservation Authorities Act to implement the changes that were required by Bill 229, the *Protect, Support and Recover from COVID-19 Act (Budget Measures)*, 2020.

The three regulations are described below:

1. **Mandatory Programs and Services (O. Reg 686/21)**: prescribes the mandatory programs and services conservation authorities (CAs) would be required to provide, including core watershed-based resource management strategies. The regulation comes into effect January 1, 2022.
2. **Transition Plans and Agreements for Programs and Services (O. Reg 687/21)**: requires each CA to have a 'transition plan' that outlines the steps to be taken to develop an inventory of programs and services and to enter into agreements with participating municipalities to fund non-mandatory programs and services through municipal funding. It also establishes the transition period to enter into those agreements. The regulation came into effect on October 1, 2021.
3. **Rules of Conduct in Conservation Areas (O. Reg 688/21)**: consolidates the current individual CA 'Conservation Area' regulations under S. 29 of the *Conservation Authorities Act* into one Minister's regulation that regulates the public use of CA owned land. This regulation will come into effect when the

unproclaimed provisions of Part VI and VII of the *Conservation Authorities Act* that deal with development permissions come into effect.

AMO is pleased to see these regulations moving forward. Now that O.Reg 687/21 is in effect, municipal governments are encouraged to start having conversations with the CA(s) in their area as soon as possible. This will ensure that CAs are aware of the municipal budget process, goals and timelines, and enable CAs to create a workplan by the end of 2021.

More information on the specific changes and next steps will be provided by AMO in the coming weeks.

AMO's [COVID-19 Resources](#) page is being updated continually so you can find critical information in one place. Please send any of your municipally related pandemic questions to covid19@amo.on.ca.

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.



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Association of Municipalities of Ontario
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ONTARIO REGULATION 686/21

made under the

CONSERVATION AUTHORITIES ACT

Made: September 29, 2021

Filed: October 1, 2021

Published on e-Laws: October 4, 2021

Printed in The Ontario Gazette: October 16, 2021

MANDATORY PROGRAMS AND SERVICES

CONTENTS [-]

RISK OF NATURAL HAZARDS

1. Risk of certain natural hazards
2. Flood forecasting and warning
3. Drought or low water response
4. Ice management
5. Infrastructure
6. Comment re applications, proposals
7. Plan review, comments
8. Administering and enforcing the Act

CONSERVATION AND MANAGEMENT OF LANDS

9. Required components
10. Conservation area strategy
11. Land inventory

OTHER PROGRAMS AND SERVICES

12. Required components

SOURCE PROTECTION AUTHORITY UNDER THE CLEAN WATER ACT, 2006

13. Required components

PRESCRIBED ACT

14. Building Code Act, 1992

LAKE SIMCOE REGION CONSERVATION AUTHORITY

15. Lake Simcoe Region Conservation Authority

AMENDMENT TO THIS REGULATION

16. Amendment to this Regulation

COMMENCEMENT

17. Commencement

RISK OF NATURAL HAZARDS

Risk of certain natural hazards

1. (1) An authority shall provide the programs and services set out in sections 2 to 8 related to the following types of natural hazards:

1. Dynamic beach hazard.
2. Erosion hazard.
3. Flooding hazard.
4. Hazardous lands.
5. Hazardous sites.
6. Low water or drought conditions.

(2) The authority shall design the programs and services referred to in subsection (1) to achieve the following objectives:

1. Developing an awareness of the areas that are important for the management of the natural hazards referred to in subsection (1) that are within the authority's area of jurisdiction, including,
 - i. wetlands,
 - ii. river or stream valleys,
 - iii. areas that are adjacent to or close to the shoreline of the Great Lakes-St. Lawrence River System or to an inland lake and that may be affected by flooding, erosion or dynamic beach hazards, and
 - iv. unstable soils or bedrock.
2. Understanding the risks related to natural hazards referred to in subsection (1), including how these risks may be affected by climate change.
3. Managing the risks related to natural hazards referred to in subsection (1), including preventing or mitigating those risks.
4. Promoting public awareness of the risks related to natural hazards described in subsection (1).

(3) Where the authority considers it advisable to help ensure it complies with its obligation to provide the programs and services described in sections 2 to 8, the authority shall, to the extent it considers appropriate, ensure those programs and services include the following components:

1. The collection, provision and management of information enabling the authority to,
 - i. delineate and map areas of natural hazards within its area of jurisdiction,
 - ii. study surface water hydrology and hydraulics, including surface water flows and levels, and the related interactions between surface and ground water,
 - iii. study stream morphology,
 - iv. study the potential effects of climate change on natural hazards, and
 - v. study the management of natural hazards.
2. The development of plans and policies that will support the delivery of those programs and services.

3. Public awareness, education and outreach components related to the risk of natural hazards within the authority's area of jurisdiction.
4. Consultation on the development and provision of those programs and services.

(4) In this section, "dynamic beach hazard", "erosion hazard", "flooding hazard", "hazardous sites", "hazardous lands" and "wetland" have the same meaning as in the Provincial Policy Statement, 2020 issued under section 3 of the *Planning Act*.

Flood forecasting and warning

2. (1) An authority shall provide programs and services to support its functions and responsibilities related to flood forecasting and warning as set out in subsection (2).

(2) The authority's functions and responsibilities with respect to flood forecasting and warning mentioned in subsection (1) are the following:

1. Maintaining information on surface water hydrology and the areas within the authority's area of jurisdiction that are vulnerable to flooding events.
2. Developing operating procedures for flood forecasting and warning, including flood contingency procedures to ensure continuity of an authority's operations in respect of flood forecasting and warning.
3. Maintaining a stream flow monitoring network that, at a minimum, includes stream flow gauges available as part of the provincial-federal hydrometric network and, where the authority considers it advisable, includes additional local stream flow gauges.
4. Monitoring of weather and climate information, snow surveys and observed water levels and flows utilizing local, provincial and federal data sources.
5. Analysis of local surface water hydrologic conditions related to flood potential and risk, including flood forecasting, to understand and quantify the response and potential impacts within watersheds to specific events and conditions.
6. Communications to inform persons and bodies that the authority considers advisable of the potential or actual impact of flood events in a timely manner.
7. Provision of ongoing information and advice to persons and bodies mentioned in paragraph 6 to support.
 - i. emergency and flood operations during a flood event, and
 - ii. documentation of flood events.

Drought or low water response

3. (1) An authority shall provide programs and services to support its functions and responsibilities to facilitate drought and low water forecasting and warning as set out in subsection (2).

(2) The authority's functions and responsibilities with respect to drought and low water forecasting and warning mentioned in subsection (1) are the following:

1. Maintaining information on surface water hydrology and the areas within the authority's area of jurisdiction that are vulnerable to drought or low water events.
2. Maintaining a stream flow monitoring network that, at a minimum, includes stream flow gauges available as part of the provincial-federal hydrometric network and, where the authority considers it advisable, includes additional local stream flow gauges.
3. Monitoring of weather and climate information, snow surveys and water levels and flows utilizing local, provincial and federal data sources.
4. Analysis of local surface water hydrologic conditions related to risk of drought and low water events.

5. Gathering information to determine when low water levels exist within the authority's area of jurisdiction and initiating and maintaining the appropriate response to confirmed low water levels in accordance with the document entitled Ontario Low Water Response, dated March 2010, and available on request from the Ministry of Northern Development, Mines, Natural Resources and Forestry, as amended from time to time.
6. Communications to inform persons or bodies that the authority considers advisable of the potential or actual impact of drought and low water events in a timely manner.
7. Provision of ongoing information and advice to persons and bodies mentioned in paragraph 6 to support,
 - i. emergency and drought or low water activities during a drought or low water event, and
 - ii. documentation of drought and low water events.

Ice management

4. (1) An authority shall provide programs and services for ice management within its area of jurisdiction, if the authority determines that ice management is necessary to reduce the risks associated with natural hazards referred to in subsection 1 (1).

(2) Programs or services provided under subsection (1) shall include the development and implementation of an ice management plan on or before December 31, 2024 that identifies,

- (a) how ice within the authority's area of jurisdiction may increase the risk of natural hazards; and
- (b) the steps that are necessary to mitigate these risks, including identifying equipment and resources needed to carry out these steps.

(3) An authority may update the ice management plan referred to in subsection (2) from time to time as the authority considers it advisable.

Infrastructure

5. (1) Subject to subsection (3), an authority shall provide programs and services that support the operation, maintenance, repair and decommissioning of the following types of infrastructure the authority owns or manages:

1. Any water control infrastructure, the purpose of which is to mitigate risks to life and damage to property resulting from flooding or to assist in flow augmentation.
2. Any erosion control infrastructure.

(2) Programs or services provided under subsection (1) shall include the following components:

1. The development and implementation of an operational plan on or before December 31, 2024.
2. The development and implementation of an asset management plan on or before December 31, 2024.
3. The undertaking of any technical or engineering studies necessary to ensure the proper operation and maintenance of the infrastructure to which the program or service applies.

(3) If an authority enters into an agreement with an owner of infrastructure mentioned in paragraph 1 or 2 of subsection (1) to manage the infrastructure on the owner's behalf, the authority shall provide the programs and services to operate, maintain, repair and decommission the infrastructure only in accordance with its obligations under the agreement.

(4) An authority may update the plans mentioned in paragraphs 1 and 2 of subsection (2), from time to time, as the authority considers it advisable.

Comment re applications, proposals

6. (1) An authority shall provide programs and services to enable the authority to review proposals made under an Act mentioned in subsection (2) for the purpose of commenting on the risks related to natural hazards arising from the proposal where the authority considers it advisable.

(2) The Acts referred to in subsection (1) are the following:

1. The *Aggregate Resources Act*.
2. The *Drainage Act*.
3. The *Environmental Assessment Act*.
4. The *Niagara Escarpment Planning and Development Act*.

Plan review, comments

7. (1) An authority shall provide programs and services to ensure the authority satisfies the functions and responsibilities set out in subsection (2), whether acting on behalf of the Ministry of Northern Development, Mines, Natural Resources and Forestry or in its capacity as a public body under the *Planning Act*, for the purposes of helping to ensure that the decisions under that Act are,

- (a) consistent with the natural hazards policies in the policy statements issued under section 3 of the *Planning Act*, but not including those policies related to hazardous forest types for wildland fire; and
- (b) where applicable, conform with any natural hazards policies included in a provincial plan as defined in section 1 of the *Planning Act*, but not including those policies related to hazardous forest types for wildland fire.

(2) The functions and responsibilities mentioned in subsection (1) are the following:

1. Reviewing applications or other matters under the *Planning Act* and, where the authority considers it advisable, providing comments, technical support or information to the responsible planning authority under that Act for the purposes set out in subsection (1).
2. When requested to by the Ministry of Municipal Affairs and Housing, providing comments directly to the Ministry within the timeframes requested by the Ministry on applications or other matters under the *Planning Act*.
3. When requested to by a municipality or planning board, providing advice, technical support, training and any information the municipality or planning board requires for the purposes set out in subsection (1).
4. Apprising the Ministry of Municipal Affairs and Housing of any applications or matters under the *Planning Act* where the authority is of the opinion that there is an application or other matter that should be brought to the attention of the Government of Ontario.
5. Providing technical input into and participating in provincial review of applications for approval of a "Special Policy Area" within the meaning of the Provincial Policy Statement, 2020 issued under section 3 of the *Planning Act*.
6. When requested to by the Ministry of Municipal Affairs and Housing, providing support to the Ministry in appeals on applications or other matters under the *Planning Act* on behalf of the Province at the Ontario Land Tribunal for the purposes set out in subsection (1).
7. Undertaking an appeal to the Ontario Land Tribunal of a decision under the *Planning Act* as a public body in accordance with that Act if,
 - i. the appeal relates to a purpose described in subsection (1), and
 - ii. the authority considers it advisable.

Administering and enforcing the Act

8. An authority shall provide programs and services to ensure that the authority carries out its duties, functions and responsibilities to administer and enforce the following:

1. Section 28 of the Act.

2. The regulations made by the authority under section 28 of the Act.
3. Section 28.0.1 of the Act.
4. Section 30.1 of the Act.

CONSERVATION AND MANAGEMENT OF LANDS

Required components

9. (1) Programs and services provided by an authority with respect to the conservation and management of lands under subparagraph 1 ii of subsection 21.1 (1) of the Act shall include the following:

1. A conservation area strategy, prepared on or before December 31, 2024 for all lands owned or controlled by the authority, including any interests in land registered on title, that meets the requirements set out in section 10.
2. Where the authority considers it advisable to achieve the objectives referred to in paragraph 1 of subsection 10 (1),
 - i. programs and services to secure the authority's interests in its lands that include measures for fencing, signage, patrolling and any other measures to prevent unlawful entry on the authority's land and to protect the authority from exposure to liability under the *Occupiers' Liability Act*,
 - ii. programs and services to maintain any facilities, trails or other amenities that support public access and recreational activities in conservation areas and that can be provided without the direct support or supervision of staff employed by the authority or by another person or body,
 - iii. programs and services to enable the authority, in its capacity as an owner of land, to make applications or comment on matters under the *Planning Act*,
 - iv. programs and services to conserve, protect, rehabilitate, establish, and manage natural heritage located within the lands owned or controlled by the authority,
 - v. programs and services to plant trees on lands owned or controlled by the authority, excluding commercial logging, and
 - vi. the development of one or more policies governing land acquisitions and land dispositions.
3. A land inventory, prepared on or before December 31, 2024, that meets the requirements set out in section 11.
4. Programs and services to ensure that the authority carries out its duties, functions and responsibilities to administer regulations made under section 29 of the Act.

(2) For greater certainty, programs and services with respect to the conservation and management of lands under subparagraph 1 ii of subsection 21.1 (1) of the Act do not apply to any lands where the authority has no legal interest in the lands registered on title and the authority has entered into an agreement with another person or body to manage the lands on the person's or body's behalf.

Conservation area strategy

10. (1) A conservation area strategy referred to in paragraph 1 of subsection 9 (1) shall include the following components:

1. Objectives established by the authority that will inform the authority's decision-making related to the lands it owns and controls, including decisions related to policies governing the acquisition and disposition of such lands.
2. Identification of the mandatory and non-mandatory programs and services that are provided on land owned and controlled by the authority, including the sources of financing for these programs and services.
3. Where the authority considers it advisable to achieve the objectives referred to in paragraph 1, an assessment of how the lands owned and controlled by the authority may,
 - i. augment any natural heritage located within the authority's area of jurisdiction, and

ii. integrate with other provincially or municipally owned lands or other publicly accessible lands and trails within the authority's area of jurisdiction.

4. The establishment of land use categories for the purpose of classifying lands in the land inventory described in section 11 based on the types of activities that are engaged in on each parcel of land or other matters of significance related to the parcel.
5. A process for the periodic review and updating of the conservation area strategy by the authority, including procedures to ensure stakeholders and the public are consulted during the review and update process.

(2) The authority shall ensure stakeholders and the public are consulted during the preparation of the conservation area strategy in a manner that the authority considers advisable.

(3) The authority shall ensure that the conservation area strategy is made public on the authority's website, or by such other means as the authority considers advisable.

Land inventory

11. (1) The land inventory referred to in paragraph 3 of subsection 9 (1) shall include the following information for every parcel of land the authority owns or controls:

1. The location of the parcel.
2. The identification of any information the authority has in its possession in respect of the parcel, including any surveys, site plans or other maps.
3. When the authority acquired the parcel.
4. Whether the parcel was acquired using a grant made under section 39 of the Act.
5. Whether the parcel was acquired through an expropriation.
6. Whether the authority owns the parcel or has a registered legal interest in the parcel, including an easement.
7. Identification of the land use categories mentioned in paragraph 4 of subsection 10 (1) that apply to the parcel.
8. For the purpose of ensuring a program or service is not included as a mandatory program or service under subparagraph 2 ii or v of subsection 9 (1), identification of whether,
 - i. a recreational activity is provided on the parcel that requires the direct support or supervision of staff employed by the authority or by another person or body, or
 - ii. commercial logging is carried out on the parcel.

(2) The land inventory shall include a process for the periodic review and updating of the inventory by the authority.

OTHER PROGRAMS AND SERVICES

Required components

12. (1) An authority shall provide the following programs and services in accordance with paragraph 2 of subsection 21.1 (1) of the Act:

1. Programs and services to support the authority's functions and responsibilities related to the implementation and enhancement of the provincial groundwater monitoring program in accordance with subsection (2).
2. Programs and services to support the authority's functions and responsibilities related to the implementation and enhancement of the provincial stream monitoring program in accordance with subsection (3).
3. Programs and services to support the authority's functions and responsibilities related to the development and implementation of a watershed-based resource management strategy on or before December 31, 2024, in accordance with subsection (4).

(2) The authority shall perform the following functions and responsibilities with respect to supporting the implementation and enhancement of the Ministry's provincial groundwater monitoring program mentioned in paragraph 1 of subsection (1):

1. Collecting groundwater samples from wells that are part of the groundwater monitoring program.
2. Submitting samples and associated site information to a laboratory approved by the Ministry for analysis of parameters required by the groundwater monitoring program.
3. Collecting in-field groundwater data and in-field weather data for submission to the Ministry from sites that are part of the groundwater monitoring program.
4. Assessing and maintaining groundwater monitoring program sites and wells for safety and access.
5. Complying with the Ministry's procedures if a sample exceeds a drinking water quality standard set out in Ontario Regulation 169/03 (Ontario Drinking Water Quality Standards) made under the *Safe Drinking Water Act, 2002*.
6. Deploying, removing, operating, calibrating and maintaining all equipment provided by the Ministry for the authority's use when carrying out its functions and responsibilities under the groundwater monitoring program.
7. Carrying out administrative support for the process of procuring groundwater monitoring program equipment, equipment repair services, well repair services, well construction services and well decommissioning services.
8. Cost sharing, with the Ministry, the construction or decommissioning of wells that are part of the groundwater monitoring program.
9. Where a groundwater monitoring well that is part of the groundwater monitoring program is to be located on property not owned by the authority, establishing and maintaining an agreement with the owner of the property to ensure the authority has access to the well.
10. Participating in meetings or training scheduled by the Ministry related to the groundwater monitoring program.

(3) The authority shall satisfy the following functions and responsibilities with respect to supporting the implementation and enhancement of the provincial stream monitoring program mentioned in paragraph 2 of subsection (1):

1. Collecting stream samples from sampling sites that are part of the stream monitoring program.
2. Submitting samples and associated site information to a laboratory approved by the Ministry for analysis of parameters required by the stream monitoring program.
3. Collecting in-field stream water data for submission to the Ministry from sites that are part of the stream monitoring program.
4. Assessing and maintaining stream monitoring program sites for safety and access.
5. Deploying, removing, operating, calibrating and maintaining all equipment provided by the Ministry for the authority's use when carrying out its functions and responsibilities under the stream monitoring program.
6. Participating in meetings or training scheduled by the Ministry related to the stream monitoring program.

(4) The watershed-based resource management strategy referred to in paragraph 3 of subsection (1) shall include the following components:

1. Guiding principles and objectives that inform the design and delivery of the programs and services that the authority is required to provide under section 21.1 of the Act.
2. A summary of existing technical studies, monitoring programs and other information on the natural resources the authority relies on within its area of jurisdiction or in specific watersheds that directly informs and supports the delivery of programs and services under section 21.1 of the Act.
3. A review of the authority's programs and services provided under section 21.1 of the Act for the purposes of,
 - i. determining if the programs and services comply with the regulations made under clause 40 (1) (b) of the Act,
 - ii. identifying and analyzing issues and risks that limit the effectiveness of the delivery of these programs and services, and
 - iii. identifying actions to address the issues and mitigate the risks identified by the review, and providing a cost estimate for the implementation of those actions.

4. A process for the periodic review and updating of the watershed-based resource management strategy by the authority that includes procedures to ensure stakeholders and the public are consulted during the review and update process.
- (5) Subject to subsections (6) and (7), a watershed-based resource management strategy may include programs and services provided by the authority under sections 21.1.1 and 21.1.2 of the Act.
- (6) If, in respect of programs and services the authority provides under subsection 21.1.1 (1) of the Act, a memorandum of understanding or other agreement is required, a watershed-based resource management strategy may not include those programs and services unless the memorandum of understanding or other agreement includes provisions that those programs and services be included in the strategy.
- (7) If, in respect of programs and services the authority provides under subsection 21.1.2 (1) of the Act, an agreement is required under subsection 21.1.2 (2), a watershed-based resource management strategy may not include those programs and services unless the agreement includes provisions that those programs and services be included in the strategy.
- (8) The authority shall ensure stakeholders and the public are consulted during the preparation of the watershed-based resource management strategy in a manner that the authority considers advisable.
- (9) The authority shall ensure that the watershed-based resource management strategy is made public on the authority's website, or by such other means as the authority considers advisable.

SOURCE PROTECTION AUTHORITY UNDER THE CLEAN WATER ACT, 2006

Required components

13. (1) An authority shall provide the following programs and services under subparagraph 1 iii of subsection 21.1 (1) of the Act:
1. Programs and services to ensure the authority carries out its duties, functions and responsibilities as a source protection authority under the provisions of the *Clean Water Act, 2006*, other than any duties, functions or responsibilities of the authority under Part IV of that Act where the authority has entered into a delegation agreement with a municipality to administer that Part, including the duties set out in subsection (2).
 2. Programs and services set out in subsection (3) intended to support the authority's ability to carry out its duties, functions and responsibilities under paragraph 1 of this subsection.
- (2) The duties, functions and responsibilities referred to in paragraph 1 of subsection (1) are the following:
1. The operation of the source protection committee that has been established for the authority's area or region under the *Clean Water Act, 2006*.
 2. If the authority has been consolidated into a drinking water source protection region established by the Minister under section 6 of that Act, fulfilling its obligations under the agreement referred to in that section.
 3. The preparation of amendments to source protection plans in accordance with section 34 or 35 of that Act, as the case may be.
 4. Assisting in the review of source protection plans under section 36 of that Act.
 5. If the authority is designated in a significant threat policy in a source protection plan as being responsible for implementing the policy, fulfilling its obligation to implement the policy in accordance with section 38 of that Act.
 6. If the authority is designated in a source protection plan as being responsible for implementing a policy governing monitoring, complying with its obligation to conduct the monitoring program in accordance with section 45 of that Act.
 7. The preparation of annual progress reports in accordance with section 46 of that Act.
 8. Satisfying any roles and responsibilities assigned to the authority in a source protection plan if the authority is designated by a policy in the plan as the body responsible for implementing the policy, other than those policies referred to in paragraphs 5 and 6.
- (3) The duties, functions and responsibilities referred to in paragraph 2 of subsection (1) are the following:

1. Responding to inquires relating to,
 - i. the *Clean Water Act, 2006*,
 - ii. the source protection plan that applies to the authority's source protection area, and
 - iii. any of the authority's duties, functions and responsibilities under that Act.
2. Conducting assessments to determine whether a source protection plan is up to date.
3. Assisting in the co-ordination and implementation of the source protection plan that applies to the authority's source protection area.
4. Where the authority considers it advisable, reviewing and commenting on any proposal made under another Act that is circulated to the authority for the purpose of determining,
 - i. whether the proposal relates to a significant drinking water threat that is governed by the plan, or
 - ii. the proposal's potential impact on any drinking water sources protected by the plan.

(4) In this section,

"significant drinking water threat" and "significant threat policy" have the same meaning as in the *Clean Water Act, 2006*.

PRESCRIBED ACT

Building Code Act, 1992

14. (1) The *Building Code Act, 1992* is prescribed for the purposes of subparagraph 1 iv of subsection 21.1 (1) of the Act.

(2) If, under subsection 3.1 (1) of the *Building Code Act, 1992*, an authority is prescribed responsibility in the building code for the enforcement of provisions of that Act and the building code related to sewage systems in the municipalities and territory without municipal organization prescribed in the building code, the authority shall provide programs and services to ensure that the authority carries out its duties, functions and responsibilities to enforce those provisions and the building code in the geographic areas prescribed in the building code for that authority.

LAKE SIMCOE REGION CONSERVATION AUTHORITY

Lake Simcoe Region Conservation Authority

15. In addition to any other programs and services it is required to provide under the Act and this Regulation, the Lake Simcoe Region Conservation Authority shall provide the following programs and services in respect of its duties, functions and responsibilities under the *Lake Simcoe Protection Act, 2008*:

1. Programs and services to ensure the authority complies with its duties under subsection 6 (9) of the *Lake Simcoe Protection Act, 2008* in respect of the decisions the authority makes related to permissions required under this Act.
2. If, under section 11 of the *Lake Simcoe Protection Act, 2008*, the authority is identified in the Lake Simcoe Protection Plan as being responsible for implementing a policy governing monitoring, programs and services for the purpose of complying with that obligation.
3. If the authority is identified in a strategic action policy in the Lake Simcoe Protection Plan, other than Policy 6.19-SA, as a body that is responsible for leading the implementation of the policy or collaborating with other bodies to implement the policy, programs and services to ensure the authority satisfies its functions and responsibilities set out in those policies.
4. For the purpose of supporting the programs and services referred to in paragraphs 1 to 3, programs and services to,
 - i. respond to inquiries related to the Lake Simcoe Protection Plan and the authority's role under the Plan,

- ii. assist in the co-ordination and implementation of the Lake Simcoe Protection Plan,
- iii. assist in the review of the Lake Simcoe Protection Plan under section 17 of the *Lake Simcoe Protection Act, 2008*, and
- iv. review and comment on proposals made under other Acts that are circulated to the authority for the purpose of determining the proposal's impact on the Lake Simcoe Protection Plan and the Lake Simcoe watershed.

AMENDMENT TO THIS REGULATION

Amendment to this Regulation

16. Section 8 of this Regulation is revoked and the following substituted:

Administering and enforcing the Act

8. An authority shall provide programs and services to ensure that the authority satisfies its duties, functions and responsibilities to administer and enforce the provisions of Parts VI and VII of the Act and any regulations made under those Parts.

COMMENCEMENT

Commencement

17. (1) Subject to subsections (2) and (3), this Regulation comes into force on the later of January 1, 2022 and the day it is filed.

(2) Sections 9, 12, 13 and 14 come into force on the later of the day subsection 8 (1) of Schedule 6 to the *Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020* comes into force, January 1, 2022 and the day this Regulation is filed.

(3) Section 16 comes into force on the later of the day subsection 15 (2) of Schedule 6 to the *Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020* comes into force and the day this Regulation is filed.

Français

ONTARIO REGULATION 687/21

made under the

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TRANSITION PLANS AND AGREEMENTS FOR PROGRAMS AND SERVICES UNDER SECTION 21.1.2 OF THE ACT

Definitions

1. In this Regulation,

“cost apportioning agreement” means an agreement between an authority and one or more participating municipalities in the authority’s area of jurisdiction that,

- (a) is required under subsection 21.1.2 (2) of the Act on and after the transition date, and
- (b) apportions capital costs referred to in section 25 of the Act and operating expenses referred to in section 27 of the Act that are associated with the provision of certain programs and services under section 21.1.2 of the Act to the participating municipalities; (“entente de répartition des coûts”)

“inventory” means an inventory prepared by an authority of the authority’s programs and services; (“inventaire”)

“transition date” means the day prescribed under subsection 2 (1); (“date de transition”)

“transition period” means the period that begins on the 60th day after the day this Regulation comes into force and ends on the transition date. (“période de transition”)

Transition date

2. (1) January 1, 2024 is prescribed for the purposes of subsections 21.1.2 (2), 21.1.4 (1), 25 (1.1) and 27 (1.1) of the Act, as the day an authority is required to enter into one or more cost apportioning agreements with the participating municipalities.

(2) For greater certainty, entering into a cost apportioning agreement before the transition date,

- (a) demonstrates that the transition plan required under subsection 21.1.4 (1) of the Act has been successfully implemented so as to ensure the authority’s compliance with subsection 21.1.2 (2) of the Act; and
- (b) ensures that, on and after the transition date, the authority,
 - (i) is not prohibited by subsection 21.1.2 (2) of the Act from providing any program or service under section 21.1.2 of the Act that requires financing by one or more participating municipalities,
 - (ii) is not prevented by subsection 25 (1.1) of the Act from including any capital costs that are connected to a project related to a program or service under section 21.1.2 of the Act in the apportionment of capital costs of projects among the participating municipalities under section 25 of the Act, and

- (iii) is not prevented by subsection 27 (1.1) of the Act from including any operating expenses that are related to a program or service under section 21.1.2 of the Act in the apportionment of annual operating expenses among the participating municipalities under section 27 of the Act.

Transition plans

3. Every authority shall, on or before December 31, 2021,

- (a) develop a transition plan that includes a timeline for the authority to meet the requirements for the first and second phases of the transition period, as set out in this Regulation;
- (b) send a copy of the transition plan to each participating municipality in the authority's area of jurisdiction and to the Ministry; and
- (c) publish a copy of the transition plan on the authority's website or make the transition plan available to the public by such other means as the authority considers advisable.

First and second phases of transition period requirements

4. Requirements for the first phase of the transition period must be met by February 28, 2022 and requirements for the second phase of the transition period must be met by the transition date.

First phase of transition period

5. (1) During the first phase of the transition period and no later than February 28, 2022, an authority shall,

- (a) prepare an inventory in accordance with paragraph 1 of subsection 21.1.4 (2) of the Act;
- (b) circulate the inventory to all the participating municipalities in the authority's area of jurisdiction and, if the authority considers it advisable, to any other municipality with which the authority has entered into, or intends to enter into, a memorandum of understanding or other agreement;
- (c) maintain a record of the municipalities referred to in clause (b) and the date upon which the inventory was circulated to each municipality; and
- (d) provide the inventory and the record prepared under clause (c) to the Ministry.

(2) The authority may make changes to the inventory after February 28, 2022 to address comments or other feedback submitted by a municipality referred to in clause (1) (b).

(3) If changes are made to the inventory in accordance with subsection (2), the authority shall,

- (a) include the changed inventory in the next progress report required to be submitted to the Ministry under subsection 7 (2); and
- (b) ensure that the progress report clearly describes the changes between the previous inventory and the changed inventory.

Inventory of programs and services

6. (1) An authority shall prepare an inventory to include in its transition plan in accordance with this section.

(2) In preparing the inventory, the authority shall ensure that,

- (a) the inventory lists all the programs and services that the authority is providing as of February 28, 2022;
- (b) the inventory lists all the programs and services described in subsection (7) that the authority intends to provide after February 28, 2022; and
- (c) for each program or service listed in accordance with clause (a) or (b), the authority,
 - (i) estimates of the total annual cost of providing the program or service in the following manner and includes the estimate in the inventory:
 - (A) if the program or service has been provided by the authority for a period of five or more years, calculate the average annual cost of providing the program or service for five years,

- (B) if the program or service has been provided by the authority for a period of less than five years, calculate the average annual cost of providing the program or service based on the period that the program was offered,
- (C) if the program or service has not been provided by the authority but is intended to be provided after February 28, 2022, calculate the average annual cost of providing the program or service based on the authority's best assessment of what the costs will be and provide an explanation for the assessment, and
- (D) if the authority is of the opinion that the average annual cost determined under sub-subclause (A) or (B) does not reflect the average annual cost to provide the program or service in the future, adjust the average annual cost and provide an explanation for this adjustment,

(ii) indicates the sources of funding available to cover the total annual cost estimated in subclause (i), including any municipal funding provided through municipal levy, provincial or federal funding, private funding or funding generated by the authority through user fees or otherwise, and

(iii) provides an estimate of the percentage of the total annual cost estimated in subclause (i) that each of the sources of funding referred to in subclause (ii) is expected to cover.

(3) In the inventory, the authority shall classify all of the programs and services listed under clause (2) (a) according to the following categories of programs and services:

1. Category 1 programs and services - the mandatory programs and services provided under section 21.1 of the Act.
2. Category 2 programs and services - the municipal programs and services provided under section 21.1.1 of the Act.
3. Category 3 programs and services - the other programs and services provided under section 21.1.2 of the Act.

(4) For each Category 1 program or service listed in the inventory under clause (2) (a), the authority shall,

(a) indicate into which type of Category 1 programs and services it falls, based on the types of mandatory programs and services that are,

(i) described in paragraph 1 of subsection 21.1 (1) of the Act,

(ii) prescribed by regulation under paragraph 2 of subsection 21.1 (1) of the Act, and

(iii) described in subsection 21.1 (2) of the Act; and

(b) explain why, in the authority's opinion, each Category 1 program or service falls into the specified type of mandatory programs and services and, if the authority has concerns about how to classify certain programs and services, explain those concerns.

(5) For each Category 2 program or service listed in the inventory under clause (2) (a), the authority shall include the following information:

1. The name of the municipality on behalf of which the program or service is provided.
2. The date on which the authority and the municipality entered into a memorandum of understanding or another agreement with respect to the provision of the program or service.

(6) For each Category 3 program or service listed in the inventory under clause (2) (a), the authority shall include the following information:

1. Whether or not the program or service was financed, in whole or in part, through municipal levies collected from participating municipalities.
2. Whether or not the authority intends to seek to enter into a cost apportioning agreement with one or more participating municipalities to ensure all or part of the financing of the program or service after the transition date.

(7) If an authority is aware on or before February 28, 2022 that it intends to provide a new Category 1, Category 2 or Category 3 program or service after February 28, 2022, the authority shall,

- (a) include the proposed program or service in the inventory;
- (b) in the case of a Category 2 program or service, indicate in the inventory that the authority intends to enter into a memorandum of understanding or another agreement under section 21.1.1 of the Act with the municipalities on behalf of which the program or service will be provided; and
- (c) in the case of a Category 3 program or service, indicate in the inventory whether the authority intends to seek to enter into a cost apportioning agreement with one or more participating municipalities to ensure all or part of the financing of the proposed program or service after the transition date.

Second phase of transition period

7. (1) During the second phase of the transition period and no later than the transition date, an authority shall,

- (a) consult with the participating municipalities on the inventory in accordance with paragraph 2 of subsection 21.1.4 (2) of the Act;
- (b) take the necessary steps to seek to enter into cost apportioning agreements with the participating municipalities on or before the transition date in accordance with paragraph 3 of subsection 21.1.4 (2) of the Act and section 8 of this Regulation; and
- (c) submit to the Ministry six progress reports that contain the information set out in subsection (3).

(2) The authority shall submit the progress reports described in clause (1) (c) to the Ministry on the following dates:

1. July 1, 2022.
2. October 1, 2022.
3. January 1, 2023.
4. April 1, 2023.
5. July 1, 2023.
6. October 1, 2023.

(3) Each progress report shall contain,

- (a) any comments or other feedback submitted by a municipality referred to in clause 5 (1) (b) regarding the inventory;
- (b) a summary of any changes that the authority has made to the inventory to address comments or other feedback referred to in clause (a), including the changed inventory and a clear description of the changes between the previous inventory and the changed inventory;
- (c) an update on the progress of negotiations of cost apportioning agreements with the participating municipalities; and
- (d) an outline of any difficulties that the authority is experiencing that might affect the ability of the authority to conclude any cost apportioning agreements with one or more participating municipalities by the transition date.

Cost apportioning agreements

8. (1) An authority may enter into a cost apportioning agreement with one or more participating municipalities and the agreement may relate to one or more programs or services provided by the authority under section 21.1.2 of the Act.

(2) In accordance with paragraph 2 of subsection 21.1.2 (2) of the Act, a cost apportioning agreement must specify the termination date of the agreement and require that the agreement be reviewed by the parties to the agreement within at least six months, or such longer period as may be specified in the agreement, before the termination date, for the purpose of determining whether the agreement is to be renewed by the parties.

(3) If a cost apportioning agreement provides that the agreement terminates more than five years after the agreement is entered into, the agreement must also require that the parties to the agreement review the agreement every five years while the agreement is in effect, or at such earlier intervals as may be specified in the agreement.

(4) A cost apportioning agreement must include provisions relating to,

- (a) the early termination of the agreement by any party to the agreement, including,
 - (i) how notice of early termination is to be provided by one party to the other parties, and
 - (ii) a requirement that notice of early termination is required to be given at least 30 days before the early termination date or such greater period of time before the early termination date as may be specified in the agreement; and
 - (b) the resolution of disputes that may arise between the parties while the agreement is in effect, including the establishment of an alternative dispute resolution mechanism for the settling of disputes outside the court system.
- (5) A cost apportioning agreement is not effective unless it is approved by a resolution of the municipal council of each participating municipality that is a party to the agreement.

(6) An authority shall publish a copy of every cost apportioning agreement that it enters into on the authority's website and make the agreements available to the public by such other means as the authority considers advisable.

Final submissions due at end of transition period

9. Within 30 days after the transition date, the authority shall submit to the participating municipalities and to the Ministry,

- (a) the final version of the inventory; and
- (b) confirmation that the authority has entered into all necessary cost apportioning agreements with the participating municipalities.

Extension of transition date

10. (1) For the purposes of subsections 25 (1.3) and 27 (1.3) of the Act, an authority may be granted an extension of time beyond the transition date in the following circumstances:

1. The authority submits a request for the extension to the Ministry on or before October 1, 2023.
2. The request demonstrates that additional time is required for any of the following reasons:
 - i. The authority and one or more participating municipalities need time to conclude a cost apportioning agreement for a particular program or service that the authority intends to provide under section 21.1.2 of the Act after the transition date.
 - ii. The authority needs more time to wind down a particular program or service that was provided by the authority under section 21.1.2 of the Act before the transition date but that will no longer be provided after the transition date.

(2) The length of the extension shall be specified in the notice given by a person designated by the Minister under subsection 25 (1.3) or 27 (1.3) of the Act.

Commencement

11. This Regulation comes into force on the later of the day subsection 25 (1) of Schedule 6 to the *Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020* comes into force and the day this Regulation is filed.

Made by:

Pris par :

Le ministre de l'Environnement, de la Protection de la nature et des Parcs,

DAVID PICCINI

Minister of the Environment, Conservation and Parks

Date made: September 21, 2021

Pris le : 21 septembre 2021

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RULES OF CONDUCT IN CONSERVATION AREAS

Definitions

1. In this Regulation,

"all-terrain vehicle" means a self-propelled vehicle, other than a motor vehicle, a motorized snow vehicle, an off-road vehicle or a boat, that is intended to be driven,

(a) on snow, on ice or on snow and ice, or

(b) on land and water; ("véhicule hors-route")

"boat" means a watercraft or other contrivance used or capable of being used as a means of transportation on water, but does not include an all-terrain vehicle; ("bateau")

"camp-site" means a parcel of land in an area operated by an authority for the purpose of camping, that is identified by a camp-site number, post, marker or other suitable means; ("emplacement de camping")

"conservation area" means the land owned by an authority; ("zone de protection de la nature")

"domestic animal" means a horse, a dog or any other animal that is kept under human control either by habit or training and lives in association with human beings; ("animal domestique")

"highway" means a highway as defined in subsection 1 (1) of the *Highway Traffic Act* or a highway whose use or intended use is restricted to permit holders; ("voie publique")

"motorcycle" means a motorcycle as defined in subsection 1 (1) of the *Highway Traffic Act*; ("motocyclette")

"motorized snow vehicle" means a motorized snow vehicle as defined in section 1 of the *Motorized Snow Vehicles Act*; ("motoneige")

"motor vehicle" means a motor vehicle as defined in subsection 1 (1) of the *Highway Traffic Act*, but does not include an all-terrain vehicle or an off-road vehicle; ("véhicule automobile")

"officer" means a member of a municipal police force within an area under the jurisdiction of an authority, a member of the Ontario Provincial Police Force or an officer appointed by an authority under section 30.1 of the Act; ("agent")

"off-road vehicle" means an off-road vehicle as defined in section 1 of the *Off-Road Vehicles Act*; ("véhicule tout-terrain")

"power boat" means a boat that is propelled other than by sail or muscular power; ("bateau à moteur")

"roadway" means a roadway as defined in subsection 1 (1) of the *Highway Traffic Act*; ("chaussée")

“superintendent” means the person designated by an authority as being in charge of a conservation area. (“surintendant”)

Application

2. This Regulation does not apply to any conservation area that is operated or managed by a municipality or a person or group of persons under an agreement between the municipality, person or group of persons and an authority.

Permit issuance, etc.

3. (1) A permit required for any activity or purpose under this Regulation may be issued on behalf of an authority by the secretary-treasurer of the authority or another person appointed by the authority or the executive committee of the authority for that purpose.

(2) A permit issued under this Regulation is not transferable.

(3) A person who holds a permit issued under this Regulation shall produce the permit for inspection at the request of an officer.

Prohibited activities

4. No person shall, in a conservation area,

- (a) deface, remove or damage any property;
- (b) cut, remove, injure or destroy a plant, tree, shrub, flower or other growing thing;
- (c) remove or destroy any soil or rock; or
- (d) use discriminatory, harassing, abusive, insulting or threatening language or gestures, make excessive noise or disturb other persons.

Activities requiring a permit

5. No person shall, in a conservation area, except under a permit issued by an authority,

- (a) kill, trap, pursue or disturb a wild bird, reptile or animal;
- (b) possess or ignite fireworks;
- (c) camp;
- (d) make an excavation;
- (e) possess, shoot, discharge or use a spring gun, air gun, firearm, slingshot or any archery equipment;
- (f) erect, paint or affix a sign or notice;
- (g) sell or offer for sale an article, thing or service;
- (h) engage in fund raising;
- (i) advertise or carry on a business or enterprise;
- (j) conduct a public performance of any kind, or bring equipment for public entertainment into the conservation area;
- (k) conduct a public meeting or do anything that is likely to cause persons to congregate; or
- (l) remain in the conservation area after the posted times.

Entering and remaining in conservation area

6. (1) No person shall enter or leave a conservation area, except at the locations designated by an authority.

(2) Where an authority has designated a conservation area or any part of a conservation area as being closed during certain times, no person shall enter or remain in the conservation area or that part of it, as the case may be, during those times.

Litter

7. (1) No person shall deposit litter in a conservation area except in a container designated for that purpose.

(2) Every person using a camp-site or other site in a conservation area shall at all times maintain the site in a clean and sanitary condition and when vacating the site, shall restore the site as nearly as possible to its natural condition.

Swimming

8. No person shall wade, bathe or swim in a conservation area, except during the times and in the areas designated by an authority.

Boating

9. (1) No person shall use a boat in a conservation area, except in the areas designated by an authority.

(2) No person shall operate a power boat in a conservation area, except under a permit issued by an authority and in the areas designated by the authority.

Fires

10. (1) No person shall start or maintain a fire in a conservation area except in a fireplace or other location designated by an authority or under a permit issued by the authority.

(2) No person who starts or maintains a fire in a conservation area shall leave the fire unattended or leave the site of the fire before it is completely extinguished.

(3) No person shall start or maintain a fire in a conservation area if the superintendent has posted a notice indicating that there is a fire hazard in the conservation area.

Camping

11. (1) No person shall,

(a) occupy a camp-site, except under a permit issued by an authority; or

(b) occupy a camp-site, under a permit issued by an authority, after check-out time on the departure day set out in the permit.

(2) A person who occupies a camp-site under a permit issued by an authority shall, no later than the check-out time on the departure day set out in the permit, vacate the camp-site and remove all shelter equipment and other personal property from the camp-site.

(3) A camping permit, other than a group camping permit, authorizes the holder and five other persons, or a greater number of persons where they are a single family of one or more parents and their children, to occupy the camp-site designated in the permit.

(4) A group camping permit authorizes members of a religious, charitable, educational or other philanthropic organization to occupy the camp-site designated in the permit.

(5) A holder of a camping permit may park, on the camp-site designated in the permit,

(a) one motor vehicle other than a motorcycle; or

(b) no more than two motorcycles.

(6) No person shall, except with the permission of the superintendent, park a motor vehicle on a camp-site if, in so doing, the number of motor vehicles permitted by subsection (5) is exceeded.

(7) A holder of a camping permit may park a motor vehicle in a designated parking area with the superintendent's permission.

Day-use area permits

12. (1) No person shall,

- (a) enter or remain in an area designated by an authority as a day-use permit area, except under a permit issued by the authority;
or
- (b) remain in an area designated by an authority as a day-use permit area after the check-out time on the departure day set out in the permit.

(2) A day-use area permit authorizes the holder and the other members of the holder's party to enter and remain in the day-use area set out in the permit until check-out time on the departure day set out in the permit and to park one motor vehicle, or no more than two motorcycles, in a designated parking area.

Domestic and other animals

13. (1) No person shall bring an animal, other than a dog or cat, into a conservation area except under a permit issued by an authority.

(2) No person who owns or controls a domestic animal shall, in a conservation area, permit the animal to,

- (a) make excessive noise or disturb other persons;
- (b) enter water designated for wading, bathing or swimming or be on the beach adjacent to that water;
- (c) enter any waters adjacent to camp-sites where campers would obtain water for cooking or consumption;
- (d) be at large;
- (e) damage conservation area property or vegetation;
- (f) chase or harass wild animals or birds; or
- (g) injure, or attempt to injure, a person or other domestic animal.

(3) For the purposes of clause (2) (d), a domestic animal that is secured by a leash more than two metres long shall be considered to be at large.

(4) Despite clause (2) (d), a person may use or be accompanied by a dog that is not secured by a leash,

- (a) while the dog is accompanying a person who is lawfully hunting or training within the meaning of the *Fish and Wildlife Conservation Act, 1997* if hunting or training is permitted in a conservation area and where a permit has been issued by an authority; or
- (b) within an area designated by an authority in which dogs are allowed to be off-leash.

(5) Clauses (2) (b), (c) and (d) do not apply to a person who is a holder of a National Identity Card issued by the Canadian Institute for the Blind or equivalent proof of legal blindness or to any other person with a disability as defined in section 2 of the *Accessibility for Ontarians with Disabilities Act, 2005*.

(6) The person in control of a domestic animal shall immediately dispose of excrement from the animal in such manner and at such location that it will not cause a health hazard or public inconvenience.

(7) Subsection (6) does not apply to a person who is unable to immediately dispose of excrement because of a disability as defined in section 2 of the *Accessibility for Ontarians with Disabilities Act, 2005*.

(8) The person in charge of a domestic animal that is not secured shall capture and secure the animal at the request of an officer.

(9) No person shall ride or lead a horse, pony or similar animal in a conservation area, except on a highway or other area designated by an authority for that purpose, or leave a horse, pony or similar animal in a location where it is likely to cause danger or inconvenience to other persons.

Vehicles

14. (1) The following provisions of the *Highway Traffic Act* apply, with necessary modifications, to the operation of motor vehicles on highways in a conservation area:

1. Sections 133, 135, 136, 138 and 140.
2. Section 141.
3. Sections 142 and 143.
4. Subsections 144 (15) and (18).
5. Sections 147 to 150 and 153.
6. Clause 154 (1) (a).
7. Sections 156 to 160, 162, 165 and 167 to 173.
8. Subsections 175 (11) to (12.2).
9. Sections 177 to 180, 182, 184 and 188.

(2) No person shall, in a conservation area,

- (a) operate a motor vehicle or ride a bicycle, except on a roadway or other place designated by an authority;
- (b) operate a motor vehicle at a speed exceeding 20 kilometres per hour or the speed posted by an authority as the permitted maximum, whichever is higher;
- (c) park a motor vehicle, except in accordance with subsections 11 (5) to (7) or subsection 12 (2);
- (d) park a motor vehicle in a position that is likely to prevent the free or convenient movement of other vehicles;
- (e) leave a bicycle in a place likely to cause danger or inconvenience to other persons; or
- (f) operate a commercial vehicle, as defined in subsection 1 (1) of the *Highway Traffic Act*, except with the permission of the superintendent.

All-terrain, off-road or motorized snow vehicles

15. No person shall operate an all-terrain vehicle, an off-road vehicle or a motorized snow vehicle in a conservation area, except,

- (a) under a permit issued by an authority and in a place designated by the authority for the operation, with permits, of all-terrain vehicles, off-road vehicles or motorized snow vehicles; or
- (b) in a place designated by an authority for the operation, without permits, of all-terrain vehicles, off-road vehicles or motorized snow vehicles.

Traffic directions

16. An officer may direct traffic in a conservation area, and every person shall obey a direction respecting traffic given by an officer.

Revocation of regulations

17. The following regulations, made under the Act, are revoked:

1. Regulation 98 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Ausable-Bayfield).
2. Regulation 99 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Cataraqui Region).
3. Regulation 100 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Catfish Creek).
4. Regulation 101 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Central Lake Ontario).
5. Regulation 102 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Credit Valley).
6. Regulation 103 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Crowe Valley).
7. Regulation 104 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Essex Region).

8. Regulation 105 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Ganaraska Region).
9. Regulation 106 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Grand River).
10. Regulation 107 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Grey Sauble).
11. Regulation 108 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Halton Region).
12. Regulation 109 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Hamilton Region).
13. Regulation 110 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Kawartha Region).
14. Regulation 111 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Kettle Creek).
15. Regulation 112 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Lake Simcoe Region).
16. Regulation 113 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Lakehead Region).
17. Regulation 114 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Long Point Region).
18. Regulation 115 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Lower Thames Valley).
19. Regulation 116 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Lower Trent Region).
20. Regulation 117 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Maitland Valley).
21. Regulation 118 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Mattagami Region).
22. Regulation 119 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Metropolitan Toronto and Region).
23. Regulation 120 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Mississippi Valley).
24. Regulation 121 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Molra River).
25. Regulation 122 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Napanee Region).
26. Regulation 123 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Niagara Peninsula).
27. Regulation 124 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Nickel District).
28. Regulation 125 of the Revised Regulations of Ontario, 1990 (Conservation Areas - North Bay-Mattawa).
29. Regulation 126 of the Revised Regulations of Ontario, 1990 (Conservation Areas - North Grey Region).
30. Regulation 127 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Nottawasaga Valley).
31. Regulation 128 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Otonabee Region).
32. Regulation 129 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Prince Edward Region).
33. Regulation 130 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Rideau Valley).
34. Regulation 131 of the Revised Regulations of Ontario, 1990 (Conservation Areas - St. Clair Region).
35. Regulation 132 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Sauble Valley).
36. Regulation 133 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Saugeen Valley).
37. Regulation 134 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Sault Ste. Marie Region).
38. Regulation 135 of the Revised Regulations of Ontario, 1990 (Conservation Areas - South Nation River).
39. Regulation 136 of the Revised Regulations of Ontario, 1990 (Conservation Areas - Upper Thames River).

Commencement

18. This Regulation comes into force on the later of the day subsection 27 (1) of Schedule 4 to the *Building Better Communities and Conserving Watersheds Act, 2017* comes into force and the day this Regulation is filed.

Made by:

Pris par :

DAVID PICCINI

Minister of the Environment, Conservation and Parks

Date made: September 8, 2021

Pris le : 8 septembre 2021

Français

4.9

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Municipality of
Leamington
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Legislative Services
111 Erie Street North
Leamington, ON N8H 2Z9
519-326-5761
clerks@leamington.ca

October 8, 2021

To Whom it May Concern:

Please be advised that the Council of The Corporation of the Municipality of Leamington, at its meeting held Tuesday, September 14, 2021 enacted the following resolution:

No. C-279-21

WHEREAS residents and staff at long-term care (LTC) homes have been disproportionately affected by COVID-19; and

WHEREAS in the first wave of the pandemic (March - July 2020) there were approximately 5,488 resident cases and 2,290 staff cases in Ontario and tragically 1,817 residents and seven staff lost their lives to this disease; and

WHEREAS on 15 April 2020, Premier Ford stated, "we will stop at nothing to protect those who cannot protect themselves. Today we are launching an all-out plan to fight COVID-19 in our long-term care homes. We will fortify the iron ring of protection around our long-term care residents and those who care for them. We'll go further in our testing, screening, surveillance, targeting the homes facing outbreaks"; and

WHEREAS there have been approximately 9,417 resident cases and 4,217 staff cases in Ontario in the second wave (2 September 2020-16 February 2021) and 1,869 residents and three staff lost their lives, representing an increase of resident deaths from the first to second wave; and

WHEREAS for-profit LTC homes have seen a disproportionate incidence of care failing to meet the standard of the Long-Term Care Act, which states that "...a long-term care home is primarily the home of its residents and is to be operated so that it is a place where they may live with dignity and in security, safety and comfort and have their physical, psychological, social, spiritual and cultural needs adequately met"; and

WHEREAS the Canadian Armed Forces (CAF) report dated 20 May 2020 revealed conditions including inadequate staffing levels and training, limited medical supplies, unsafe medication administration, insufficient procedures to reduce the spread of

COVID-19, poor infection prevention and control standards of practice, deficiencies in infrastructure and significant concerns about standards of care including seniors calling out for help, rotting food, missed meals, seniors left in soiled diapers and linens and cockroach and bug infestations; and

WHEREAS similar conditions were found in the second wave, including ongoing shortages of qualified, trained staff, ineffective use of PPE to prevent COVID-19 transmission, violation of protocols and practices including one instance in which residents who had tested positive for COVID-19 had their door handles removed, physical distancing and isolation challenges from continuing to house several residents in ward rooms with a shared bathroom and ongoing infection prevention and control standard concerns, all problems that were not fixed after the recommendations of the CAF;

WHEREAS the Provincial Government has launched an independent commission to investigate COVID-19 spread within LTC homes, how residents, staff and families were impacted and the adequacy of measures taken by the province and other parties to prevent, isolate and contain the spread; and

WHEREAS the Association of Municipalities of Ontario (AMO) has provided a Board-approved submission, Improving the Long-Term Care Outbreak Response in Ontario: Submission to the Long-Term Care COVID-19 Commission, on 29 January 2021, outlining recommendations to the Commission on behalf of the municipal governments that operate 100 of the 626 long-term care homes in Ontario; and

WHEREAS AMO's submission puts forward 48 recommendations for action in both public and private long-term care homes across nine themes: Vision for Long-Term Care and Leadership Culture, Public Health and Safety, Planning and Communications, Staffing Measures, Care for Residents, Funding, Inspections - Enforcement and Compliance, and Mental Health and Well-Being; and

WHEREAS one of the key recommendations of the AMO submission is that the Ministry of Long-Term Care and Ministry of Health review the adequacy of infection prevention and control programs under the Long-Term Care Homes Act, 2007 in preventing and managing COVID-19 outbreaks, and to institute higher standards with increased funding to homes to implement these standards; and

WHEREAS the Canada Health Act's aim is to protect, promote and restore the physical and mental well-being of residents of Canada, and that the Federal Government provides health care funding to Provinces and Territories through the Canada Health Transfer; and

WHEREAS the Federal Government does not currently provide funding earmarked to support the LTC home sector, and;

WHEREAS the Federation of Canadian Municipalities (FCM) works with and advocates to the Federal Government to secure new tools and empower municipalities to build stronger communities; and

WHEREAS the operation of LTC homes is a municipal responsibility in Ontario but is of significance to the federal-municipal relationship.

NOW THEREFORE BE IT RESOLVED:

THAT Leamington Municipal Council endorses AMO's recommendations contained in its submission to the Long-Term Care COVID-19 Commission;

THAT Leamington Municipal Council strongly urges the Provincial Government to move forward with implementation of these recommendations, including instituting higher standards with increased funding to homes to implement those standards;

THAT Leamington Municipal Council advocate to the Federal Government to enhance federal health care funding to the Provinces and Territories, specifically dedicating funding to long- term care, and to undertake further efforts to protect, promote and restore the physical and mental well-being of long-term care residents in Canada;

THAT Leamington Municipal Council request the FCM to develop a policy and advocacy position on enhanced federal support for long-term care;

THAT this resolution be sent to the Prime Minister of Canada, the Premier of Ontario, the Federal and Provincial Ministers of Health, and FCM for their immediate action and that a copy be sent to AMO, and Windsor-Essex Members of Parliament and Provincial Parliament for their information;

AND that a copy of this resolution be sent to all Ontario upper-tier and single-tier municipalities for their endorsement.

Carried

Dated today, the 8th day of October, 2021.

Brenda Percy

Signed with ConsignO Cloud (2021/10/12)
Verify with [verifio.com](https://www.verifio.com) or Adobe Reader.



Brenda Percy, Clerk

The Corporation of the Municipality of Leamington

4.10

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Info

From: AMO Communications <Communicate@amo.on.ca>
Sent: October 7, 2021 4:57 PM
To: Info
Subject: AMO Policy Update - Increased Staffing in Long-Term Care and Red Tape Reduction Bill

AMO Policy Update not displaying correctly? [View the online version](#)
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POLICY UPDATE

October 7, 2021

AMO Policy Update – Increased Staffing in Long-Term Care & Red Tape Reduction Bill

Ontario Taking Action to Increase Staffing in LTC

Yesterday, the Ontario government has announced that they will provide up to \$270 million this year to long-term care homes to increase staffing levels by 4,050 new long-term care staff across the province. This funding will increase the daily average hours of care to three hours per resident per day, by the end of this fiscal year. It also includes \$42.8 million provided to homes to increase care by allied health professionals by 10% this year. This funding is part of the province’s \$4.9 billion commitment to hire more than 27,000 long-term care staff over four years and ensure that residents receive on average four hours of direct care per day by 2024-25. The Minister of Long-Term Care also announced the government intends to bring forward legislation that will enshrine its commitment to four hours of care into law.

In the coming days, homes will also be receiving allocations for the additional funding up to 2024-25 to assist them in planning future staffing needs to meet the new care requirements. The province also announced the launch of a \$10 million annual fund to support ongoing professional development opportunities in long-term care, through the Supporting Professional Growth Fund.

The Province Releases Fall Red Tape Bill

Today the Province announced Ontario’s Fall Red Tape Reduction Package and introduced the Supporting People and Businesses Act, 2021. If passed, the Act would make a variety of changes across 15 different Ministries. The legislation has not been

posted at the time of writing, but below is a list of sections that municipal governments should be aware of:

Canada Infrastructure Bank Low-interest Municipal Loans

The provincial government is amending the *Municipal Act* and the *City of Toronto Act* to allow municipalities to enter into special conditional long-term loan agreements with the Canada Infrastructure Bank (CIB) which could support revenue-generating projects such as electric bus acquisition with access to low-interest loans from the CIB.

Cannabis Delivery and Curbside Pick-Up

The Bill proposes amendments to the *Cannabis Licence Act*, the *Cannabis Control Act*, and the *Ontario Cannabis Retail Corporation Act* to allow cannabis retailers to provide curbside pick-up and delivery services on a permanent basis. Previously, these distribution options were allowed to support physical distancing.

Cargo Bikes

The Ministry of Transportation is developing a pilot project for large electric-assist and non-electric cycles that municipalities could offer to support mobility, tourism and economic growth while maintaining road safety.

Consolidating Government Transfer Payments

The government is moving towards a new system for transfer payment recipients, including municipalities and District Social Service Administration Boards who receive government funding through agreements to provide services and goods to the public. The intent is to provide a seamless user experience, reducing their administrative burden and freeing up more time to deliver key services to people in Ontario. The system is called the Transfer Payment Ontario system (TPON).

Employment Services

The government is integrating employment programs from social assistance, such as municipally run Ontario Works Employment Assistance and the provincially run Ontario Disability Support Program Employment Supports, into Employment Ontario and expanding these changes province-wide. Service system managers for employment services are being selected based through a competitive process open to any public, not-for-profit, or private-sector organization. Municipal governments are eligible to apply.

Enhancing Government Productivity through Digital Tools

The government is implementing digital productivity tools such as eSignatures, eApprovals, Binder Browser and OPSdocs to make it faster and more convenient for people and businesses to interact with the government. This suite of digital office

business tools will make the government's back-office work more secure, cost-effective, and efficient so decisions can be made sooner and services can be delivered more quickly.

Environmental Approvals & Changes to Transparency

The Ministry of the Environment, Conservation and Parks is proposing to allow businesses the option to consolidate environmental permissions for the same facility into a single approval, provided they follow all the same environmental protections and compliance conditions. A minor amendment to the *Environmental Assessment Act* (EA) around the Class EA process is included, as is proposals to streamline environmental permissions for projects and activities where environmental risks are low and simplifying environmental compliance approvals.

Additional changes are proposed to hazardous and special product exclusions, audit requirements for tires, and transparency around the Resource Productivity and Recovery Authority (RPRA) are also proposed and staff will review these proposals in more detail.

Fee Elimination for Police Records Checks for Volunteers

The Red Tape Reduction Bill includes amendments to the *Police Record Check Reform Act*, the *Supporting Volunteers Under the Police Record Check Reform Act* and changes to regulations under the *Municipal Act* and *City of Toronto Act* which eliminate the ability for police services to charge fees for volunteer Criminal Record Checks and Criminal Records and Judicial Matters Checks and provide up to five copies to prospective volunteers. AMO understands that the Ministry of the Solicitor General expects that this will reduce barriers to volunteerism in Ontario communities.

Liquor Licensing Act

Changes proposed in the Bill allow the government to make regulations to allow restaurant and bar patio extensions without application to the registrar of the AGCO for approval. The changes would make permanent the changes to allow patio extensions that were put in place to allow physical distancing during the pandemic. AMO understands that municipal governments will have the flexibility to put in place requirements and approvals as necessary to ensure extensions meet local needs and interests. If passed, these changes should support hospitality businesses to provide safer spaces for liquor and food consumption.

Public Pools: Amendments to R.R.O. 1990, Reg.565

The Ministry of Health is proposing amendments to this regulation under the *Health Protection and Promotion Act* to enhance efficiency and make it more flexible for pool operators to comply with safety and water chemistry requirements while maintaining public health and safety in aquatic environments. These proposed amendments are to make an attendant optional at certain public wading pools with water depths of 15cm

or less and setting water chemistry in line with current scientific evidence and best practices.

AMO understands that these proposed changes will allow for greater local flexibility and options for municipalities. Consultation on this proposed regulation is open to November 22, 2021, and more details can be found here:

<https://www.ontariocanada.com/registry/view.do?postingId=39199&language=en>

Streamline Planning Approvals: More Municipal Tools

The proposed changes would help streamline the planning system and, in some cases, help expedite approval timelines by providing municipal councils with greater authority in deciding what planning decisions can be made by committees of council or staff. This authority can be delegated by councils if they so choose.

AMO will continue to provide updates as needed once the legislation has been posted.

AMO's [COVID-19 Resources](#) page is being updated continually so you can find critical information in one place. Please send any of your municipally related pandemic questions to covid19@amo.on.ca.

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned



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Duncan McTavish
Administrator-Clerk/Treasurer
Mike Cumming
Road Superintendent

October 5 2021

Hon Lisa Thompson
Minister of Agriculture, Food & Rural Affairs
1 Stone Road West
Guelph ON
N1G 4YZ

Dear Minister,

Re: Cannabis Resolution-Township of Enniskillen

At the regular meeting of the Council of the Township of Enniskillen of October 4 2021
the following resolution was endorsed:

As the Council of the Corporation of the Township of Enniskillen through a resolution January, 2021
had enacted an Interim Control Bylaw to undertake a review of land use policies related to Cannabis
Production & Processing Facilities.

And Whereas the Township of Enniskillen is considered rural with several settlement areas and is
primarily zoned Agricultural and has endured the placement of a cannabis facility in our township
since the inception of the *Cannabis Act* with little or no compliance, enforcement or oversight from
Health Canada. Furthermore, dealing with the enforcement of nuisances such as odour, lights and
noise on the shoulders of the ratepayers of this municipality, with the only recourse being an appeal
to the *Normal Farm Practices Protection Board or LPAT*. These processes are both costly and
lengthy and, in the meantime, causes negative impacts on neighbouring homeowners and
unsatisfactory living conditions.

And Whereas Ministry of Agriculture, Food and Rural Affairs stated Dec 20, 2019 "The ministry
recognize the broader concerns raised about the potential for nuisance impacts with the expansion of
federally licensed and registered cannabis operations in the province. We also recognize the need for
research to inform control measures and effective planning." We are still waiting for this research.

And Whereas the Minister also recommended townships have "tools under the Planning Act and
Municipal Act to set siting requirements providing the Provincial Policy Statement 2014 is followed."
The "tools" as such consist of Official Plans and Zoning Bylaws. Many municipalities have tried to
use these tools effectively only to be slammed with appeals to LPAT and NFFPP at huge expense.
Many of the surrounding municipalities have allowed cannabis facilities to be situated only in
Industrial/Commercial Zones. For those allowing these facilities in Agriculturally zoned, there are
required setbacks. However, our experience has shown the setbacks to be too small and of little
assistance to neighbours as far as nuisance complaints.

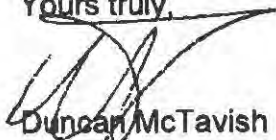
And Whereas the Minister of Agriculture, Food and Rural Affairs has stated cannabis is an agricultural product with little regard to the PPS. Provincial Policy Statement must be read in its entirety and make reference to *Part IV: Vision for Ontario's Land Use Planning System* – “The Province’s natural heritage resources, water resources, including the Great Lakes, agricultural resources, mineral resources, and cultural heritage and archaeological resources provide important environmental, economic, and social benefits., The wise use and management of these resources over the long term is

a key provincial interest. The province must ensure that its resources are managed in a sustainable way to conserve biodiversity, protect essential ecological processes and public health and safety, provide for **the production of food, fur and fiber**, minimize environmental and social impacts, provide for recreational opportunities (e.g. fishing, hunting and hiking) and meet its long-term needs.” This statement explicitly identifies **food, fur and fiber** and this reference sets the playing field for Agricultural Resources. Cannabis is neither food, fur nor fiber.

Now therefore, the Council of the Township of Enniskillen enacts the following:

- That Minister of Agriculture and Rural Affairs re-evaluate their position that cannabis is not an agricultural product such as food, fur and fiber but is in-fact Industrial/Commercial in nature;
- That Minister of Agriculture and Rural Affairs support all Ontario municipalities to be able to determine appropriate setbacks in Zoning Bylaws as appropriate for their municipality for the placement of cannabis facilities within their Official Plan knowing full well that one size does not fit all;
- That copies of this resolution be forwarded to **ALL** Ontario municipalities, and the following:
Federal Minister of Agriculture & Rural Affairs – Hon. Marie-Claude Bibeau
Provincial Minister of Agriculture & Rural Affairs – Hon. Lisa Thompson
Minister of Municipal Affairs & Housing – Hon. Steve Clark
Sarnia-Lambton-Kent MP – Marilyn Gladu
Sarnia-Lambton-Kent MPP – Bob Bailey
London West MPP - Peter Fragiskatos

Yours truly,


Duncan McTavish
Clerk



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Duncan McTavish
Administrator-Clerk/Treasurer
Mike Cumming
Road Superintendent

October 5 2021

Minister of Health
Patti Hajdu
House of Commons
Ottawa ON K1A 0A6

Re: Cannabis Act

Dear Minister:

At the regular meeting of the Council of the Township of Enniskillen of October 4 2021 the following resolution was endorsed:

As the Council of the Corporation of the Township of Enniskillen through a resolution January, 2021 had enacted an Interim Control Bylaw to undertake a review of land use policies related to Cannabis Production & Processing Facilities.

The Township of Enniskillen is considered rural with several settlement areas and is primarily zoned Agricultural and has endured the placement of a cannabis facility in our township since the inception of the *Cannabis Act* with little or no compliance, enforcement or oversight from Health Canada. Furthermore, dealing with the enforcement of nuisances such as odour, lights and noise and having only one recourse which is an appeal to the *Normal Farm Practices Protection Board*. This process is costly, lengthy and, in the meantime, causes negative impacts on neighbouring homeowners and unsatisfactory living conditions with the end results costing ALL of the ratepayers of this municipality.

And Whereas correspondence from Health Canada has stated that licenses have regulatory requirements for producers and Health Canada has a range of enforcement tools at its disposal to verify compliance including regular inspections of license holders. This has been proven ineffective in our municipality with both *medicinal and recreational licensed cannabis*. Health Canada also encouraged to immediately contact our local law enforcement should we suspect illegal activity in our community. Enniskillen, as well as municipalities all across Ontario have incurred extraordinary expenses due to this "encouragement" as the only alternative.

And Whereas with the establishment of cannabis growing operations, and lights, odours and noise are not being properly regulated, and being left up to municipalities to shoulder these concerns, and Health Canada controls the regulations for cannabis growing operations.

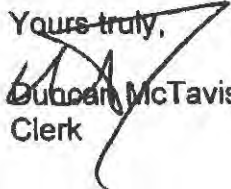
THEREFORE, BE IT RESOLVED the Council of the Township of Enniskillen enacts the following:

- **that Health Canada research more fully when AND before an applicant is issued a license for either medicinal or recreational cannabis**
- **AND notification and/or communication be given to the appropriate municipality**
- **AND that regular inspections of these facilities should be MANDATORY to verify compliance by license holders**
- **AND upon complaints received by Health Canada online reporting should trigger an unannounced inspection.**
- **AND a comprehensive study of the Cannabis Act be undertaken as many Ontario municipalities have encountered problems.**

AND That copies of this resolution be forwarded to **ALL** Ontario municipalities, and the following:

Federal Minister of Health –
Provincial Minister of Health – Hon. Christine Elliott
Minister of Municipal Affairs & Housing – Hon. Steve Clark
Sarnia-Lambton-Kent MP – Marilyn Gladu
Sarnia-Lambton-Kent MPP – Bob Bailey
London West MPP - Peter Fragiskatos

Yours truly,


Duane McTavish
Clerk

Info

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From: ROMA Communications <romacommunicate@roma.on.ca>
Sent: Tuesday, October 19, 2021 3:30 PM
To: Info
Subject: ROMA 2020 Annual Report

4.12

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The year in review: 2020 ROMA Annual Report

The Rural Ontario Municipal Association (ROMA) works to connect, strengthen and promote the rural municipal sector. We work through the Association of Municipalities of Ontario (AMO) to advocate for policies and programs that address the unique challenges of rural communities.

This work has never been more critical. Municipal governments have been on the frontlines of the COVID-19 pandemic since it began. ROMA responded by meeting more frequently to ensure leadership and support was in place for rural municipalities. We were also pleased to join our peers in the sector to push for municipal financial relief and broadband funding.

These efforts and more are highlighted in our [2020 Annual Report](#).

We didn't know it at the time, but the 2020 ROMA Conference would be the last time that municipal and provincial leaders met in person before COVID-19 altered our world. Since then, we have adjusted to virtual events and were pleased to bring engaging and relevant programming to you in 2021.

Heading into 2022, ROMA is focused on rural economic recovery and growth. We have commissioned a discussion paper to chart a course forward and will be sharing it at our virtual [2022 ROMA Conference from January 24 to 25](#). We hope to see you there.

[Find your ROMA Zone representative](#)

www.roma.on.ca

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Toronto, Ontario
M5H 3C6

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ANNUAL REPORT | 2020

ROMA

Rural Ontario
Municipal Association

Message from the Chair



The Rural Ontario Municipal Association (ROMA) is dedicated to strengthening Ontario's rural municipal communities. As the rural arm of the Association of Municipalities of Ontario (AMO), ROMA advocates through AMO on rural matters to the provincial and federal governments.

In 2020, our commitment to promoting, supporting and enhancing strong and effective rural governments only grew stronger. We started the year with one of our largest annual conferences yet, welcoming more than 1,300 participants to connect, learn and advocate on behalf of their communities. It would be the last time municipal leaders could gather in person before the global COVID-19 pandemic.

In response to the pandemic, ROMA's Board met more frequently to ensure leadership and support was in place for rural municipalities, and we communicated more often with members to share our work and learning.

About 430 of Ontario's 444 municipalities are rural or have rural areas inside their borders. The Board includes 10 zone representatives from all corners of the province, and at-large members, drawn from AMO Board's Rural Caucus. Reflecting a broad cross-section of rural Ontario, the Board is prepared to address the challenges being faced by Ontario's diverse rural communities.

With rural communities' small tax bases and few tools to generate revenues, addressing financial needs was a major priority for the Board in 2020. ROMA supported AMO and worked with other municipal organizations in pressing for critical funding support. This single, unified municipal voice helped achieve the *Safe Restart* funding agreement with both the federal and provincial governments, securing \$4 billion to support municipalities through the COVID-19 pandemic in 2020. 2020 also saw the Government of Ontario commit to maintaining stable funding for the *Ontario Community Infrastructure Fund*, which provides smaller, rural and remote communities with reliable dollars for important core infrastructure. ROMA appreciated this move.

Broadband was another top priority for the Board in 2020. Rural communities were already struggling when the pandemic hit, and the pandemic only served to highlight the impact of poor rural connectivity on education, the economy and quality of life rural communities. Again, ROMA supported AMO and joined our municipal peers in advocating strongly for broadband funding from federal and provincial governments.

In addition, ROMA provided practical support for municipal leaders by developing two resource guides tailored specifically to help Ontario's rural municipal officials understand approaches to improving broadband access, breaking down the technical, legal and regulatory complexities.

Given the pandemic, ROMA provided a rural lens to other major policy priorities such as public health, long-term care and community paramedicine. We continued to engage on non-pandemic matters. We provided input on Ontario's new farm safety legislation, the *Security from Trespass and Protecting Food Safety Act*, which aims to secure safety on farms, while respecting people's rights to express their views. Environmental matters, such as flooding and waste diversion were also top of mind and part of the Board's advocacy efforts in 2020.

2020 was one of ROMA's busiest years ever, and I want to thank my colleagues on the Board for their dedication and commitment. While busy serving their own communities during an unprecedented global crisis, they came together to provide leadership and advocate for solutions that would serve all rural municipalities. Thank you for the honour of serving as your Chair.

Sincerely,



Allan Thompson
ROMA Chair

Broadband was another top priority for the Board in 2020. Rural communities were already struggling when the pandemic hit, and the pandemic only served to highlight the impact of poor rural connectivity on education, the economy and quality of life rural communities.

2020 Board Members



Allan Thompson

ROMA Chair/
AMO Rural Caucus/
Zone 4 Representative
Mayor, Town of Caledon



Chris White

1st Vice Chair/
Zone 2 Representative
Mayor, Township of
Guelph Eramosa



Eli El-Chantiry

2nd Vice Chair/
Zone 8 Representative
Councillor, City of
Ottawa



Dennis Crevits

Zone 1 Representative
Councillor, Municipality
of Central Elgin



Peter Emon

AMO Rural Caucus
Reeve, Town of Renfrew



Lloyd Ferguson

Zone 3 Representative
Councillor, City of
Hamilton



Kevin Holland

Zone 10 Representative
Mayor, Township of
Conmee



Robin Jones

AMO Rural Caucus
Mayor, Village of
Westport



Kim Love

Zone 6 Representative
Mayor, Township of
Madawaska Valley



Christa Lowry

AMO Rural Caucus
Mayor, Municipality of
Mississippi Mills



Christine Robinson

AMO Rural Caucus
Mayor, Municipality of
West Grey



Pam Sayne

Zone 5 Representative
Councillor, Township of
Minden Hills



Bill Vrebosch

AMO Rural Caucus/
Zone 9 Representative
Councillor, City of
North Bay



Cameron Wales

Zone 7 Representative
Councillor, City of
Brockville

ROMA Zones

ZONE 1

- City of Chatham-Kent
- Elgin County
- Essex County
- Lanark County
- Middlesex County

ZONE 2

- Bruce County
- Grey County
- Huron County
- Perth County
- Wellington County
- Region of Waterloo

ZONE 3

- County of Brant
- Haldimand County
- City of Hamilton
- Niagara Region
- Norfolk County
- Oxford County

ZONE 4

- Dufferin County
- Halton Region
- Peel Region
- Simcoe County
- York Region

ZONE 5

- Durham Region
- Haliburton
- City of Kawartha Lakes
- District of Muskoka
- Northumberland
County
- Peterborough County

ZONE 6

- Frontenac County
- Hastings County
- Lennox and Addington
- Prince Edward County
- Renfrew County

ZONE 7

- Leeds & Grenville
- Stormont, Dundas
and Glengarry

ZONE 8

- Lanark County
- City of Ottawa
- Prescott and Russell,
United Counties

ZONE 9

- Algoma District
- Cochrane District
- City of Greater Sudbury
- Manitoulin District
- Nipissing District
- Parry Sound District
- Sudbury District
- Timiskaming District

ZONE 10

- District of Kenora
- Rainy River District
- Thunder Bay District

2020 Highlights



ROMA Conference

The 2020 ROMA Conference was the last time that municipal leaders in Ontario gathered in person before the COVID-19 pandemic. More than 1,300 participants gathered to connect, learn and advocate. Key session topics related to rural health care including public health and paramedics, while other sessions focused on broadband expansion and social issues like the opioid crisis. There were also more than 350 delegation meetings with local leaders and provincial officials.

Broadband Resource Guides

The pandemic highlighted the critical need to improve broadband connectivity in rural areas. To help municipal leaders get on the learning curve and carve a path forward, ROMA created two comprehensive guides tailored specifically for Ontario's rural municipalities. The *Municipal Primer* gives an overview of the broadband landscape, including Canada's regulatory framework. The *Municipal Roadmap*, then lays out components of a municipal connectivity plan that municipal councils and staff can implement to create local solutions.

The documents reflect extensive research and the input of leaders across Ontario who have been working in this area. Municipal input was broad, including the wardens' caucuses, municipal associations and broadband projects such as the Eastern Ontario Regional Network (EORN), Southwestern Integrated Fibre Technology (SWIFT) and Blue Sky Net, among others. The resources also reflect insights from leading researchers at the University of Guelph and Ryerson University who specialize in rural broadband.



Policy Priorities



Municipal fiscal relief: Alongside AMO and FCM at the federal level, ROMA advocated for fiscal relief to help municipalities manage the additional costs of services during COVID and the loss in revenues. Rural communities have a small tax base to begin with and few tools to raise funds. The Safe Restart agreement with the federal and provincial government, valued at \$4 billion in 2020, was critical to maintaining services and financial sustainability.



Broadband funding: During the pandemic and beyond, broadband is essential to daily life. People in all communities depend on it to work, learn, socialize and create economic opportunity. For rural communities in particular, it can help overcome the challenges of great distances and small populations. It also provides opportunity to grow communities through remote work. ROMA worked along side others in the municipal sector to advocate for substantial, expedited funding to address the need. Canada's Universal Broadband Fund, and the provincial ICON program represent large and important investments.



Farm safety regulations: ROMA supported measures by the Ontario Government to help secure safety on farms, while respecting people's rights to express their views. In 2020, it provided the Province with input on the regulation under the *Security from Trespass and Protecting Food Safety Act*. ROMA advocated for clear definitions and rules that minimize red tape to achieve the Act's goals. Peaceful protests should also ensure the safety of farms, farm families and their staff, and our food supply.



Climate change: Many rural communities in particular are hard hit by annual flooding driven by increased extreme weather. ROMA has been advocating for greater investments in water and stormwater infrastructure, and flood mitigation and preparedness.



Blue Box and Waste Diversion: ROMA continued to work on the transition of waste diversion programs to full producer responsibility. Full producer responsibility places the accountability for end-of-life management for products and packaging with the party most able to influence their sustainability - the producers who make them. ROMA has worked with AMO and other stakeholders to advocate for this transition and to identify future programs and items that should be designated for waste diversion programs.

Rural Ontario Municipal Association
Financial Statements
For the year ended December 31, 2020

	Contents
Independent Auditor's Report	8 - 9
Financial Statements	
Statement of Financial Position	10
Statement of Operations	11
Statement of Changes in Net Assets	12
Statement of Cash Flows	13
Notes to Financial Statements	14 - 16



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BDO Canada LLP
360 Oakville Place Drive, Suite 500
Oakville ON L6H 6K8 Canada

Independent Auditor's Report

To the Directors of Rural Ontario Municipal Association

Opinion

We have audited the financial statements of Rural Ontario Municipal Association ("ROMA"), which comprise the statement of financial position as at December 31, 2020, and the statements of operations, changes in net assets and cash flows for the year then ended, and a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of ROMA as at December 31, 2020, and its results of operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of ROMA in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing ROMA's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate ROMA or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing ROMA's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

BDO Canada LLP, a Canadian limited liability partnership, is a member of BDO International Limited, a UK company limited by guarantee, and forms part of the International BDO network of independent member firms.



Auditor's Responsibilities for the Audit of the Financial Statements (continued)

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of ROMA's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on ROMA's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause ROMA to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

BDO Canada LLP

Chartered Professional Accountants, Licensed Public Accountants
Oakville, Ontario
June 11, 2021

**Rural Ontario Municipal Association
Statement of Financial Position**

December 31 **2020** **2019**

Assets

Current

Cash	\$	107,271	\$	71,786
Investments (Note 3)		916,281		1,113,848
Accounts receivable		815		2,213
Prepaid expenses (Note 5)		35,930		90,316
Due from Association of Municipalities of Ontario (Note 4 (a))		1,023		-
		1,061,320		1,278,163

Liabilities and Net Assets

Current

Accounts payable and accrued liabilities	\$	57,644	\$	51,571
Government remittances payable		15,443		43,539
Due to Association of Municipalities of Ontario		-		5,824
Deferred revenue (Note 5)		244,900		621,265
		317,987		722,199

Net assets

Internally restricted funds				
Teeny Tiny		32,000		32,000
Conference		300,000		300,000
Unrestricted		411,333		223,964
		743,333		555,964
		\$ 1,061,320		\$ 1,278,163

On behalf of the Board:

_____ Director

_____ Director

The accompanying notes are an integral part of these financial statements.

Rural Ontario Municipal Association Statement of Operations

For the year ended December 31	2020	2019
Revenue		
Conference fees	\$ 947,920	\$ 813,600
Interest income	11,492	18,301
	959,412	831,901
Expenditures		
Conference (Note 4 (b))	555,657	533,461
Administration (Note 4 (b))	158,835	81,196
Office and general	24,385	64,467
Sponsorship	20,000	38,000
Professional fees	12,916	7,684
Other	250	1,342
	772,043	726,150
Excess of revenue over expenditures	\$ 187,369	\$ 105,751

The accompanying notes are an integral part of these financial statements.

**Rural Ontario Municipal Association
Statement of Changes in Net Assets**

For the year ended December 31

	<u>Internally Restricted Funds</u>			<u>Total 2020</u>	<u>Total 2019</u>
	<u>Teeny Tiny</u>	<u>Conference</u>	<u>Unrestricted</u>		
Balance, beginning of year	\$ 32,000	\$ 300,000	\$ 223,964	\$ 555,964	\$ 450,213
Excess of revenue over expenditures	-	-	187,369	187,369	105,751
Balance, end of year	\$ 32,000	\$ 300,000	\$ 411,333	\$ 743,333	\$ 555,964

The accompanying notes are an integral part of these financial statements.

Rural Ontario Municipal Association Statement of Cash Flows

For the year ended December 31	2020	2019
Cash provided by (used in)		
Operating activities		
Excess of revenue over expenditures	\$ 187,369	\$ 105,751
Changes in non-cash working capital balances		
Accounts receivable	1,398	(1,507)
Prepaid expenses	54,386	(21,052)
Accounts payable and accrued liabilities	6,073	32,058
Government remittances payable	(28,096)	4,276
Due (from) to Association of Municipalities of Ontario	(6,847)	4,411
Deferred revenue	(376,365)	150,605
	(162,082)	274,542
Investing activity		
Redemption (purchase) of investments	197,567	(305,842)
Increase (decrease) in cash during the year	35,485	(31,300)
Cash, beginning of year	71,786	103,086
Cash, end of year	\$ 107,271	\$ 71,786

The accompanying notes are an integral part of these financial statements.

Rural Ontario Municipal Association

Notes to Financial Statements

December 31, 2020

1. Basis of Presentation

Rural Ontario Municipal Association ("ROMA") is the rural municipal voice of the Province of Ontario. ROMA is affiliated with the Association of Municipalities of Ontario ("AMO") and a number of its Board members serve on the AMO Board of Directors. ROMA brings the rural perspective to the policy work of AMO, focusing on matters which affect rural communities so that they are brought to the attention of the provincial and federal governments. Policy and research activities undertaken by ROMA are performed by the staff of AMO and from time to time, consultants.

2. Significant Accounting Policies

These financial statements have been prepared in accordance with Canadian accounting standards for not-for-profit organizations. Accounting standards for not-for-profit organizations require entities to select policies appropriate for their circumstances from choices provided in the specific standards. The following are details of the choices selected by ROMA and applied in these financial statements.

Funds

The Teeny Tiny reserve was established by ROMA to provide financial support for the Teeny Tiny summit initiative, which is designed to help the smallest of communities make the most of their potential through an asset based approach.

The Conference reserve was established to sponsor other not-for-profit organizations at various conferences.

These funds are internally restricted by the Board of Directors. Funds are not available for general purposes and require the approval of the Board prior to use.

Use of Estimates

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures during the year. Actual results could differ from those estimates.

Financial Instruments

Financial instruments are recorded at fair value when acquired or issued. In subsequent periods, financial instruments are reported at cost or amortized cost less impairment. Financial assets are tested for impairment when changes in circumstances indicate the asset could be impaired. Transaction costs incurred on the acquisition, sales or issue of financial instruments are expensed for those items re-measured at fair value at each statement of financial position date and charged to the financial instrument for those measured at amortized cost.

Revenue Recognition

Conference fees are recognized as revenue when the event occurs. Interest income is recognized as revenue in the period it is earned.

Rural Ontario Municipal Association
Notes to Financial Statements

December 31, 2020

3. Investments

	<u>2020</u>	<u>2019</u>
One Investment High Interest Savings Account (HISA) bearing interest at bank prime rate less 1.535% (2019 - bank prime rate less 1.535%)	\$ 916,281	\$ 1,113,848

4. Related Party Balance and Transactions

- a) Amounts due from AMO are unsecured, receivable on demand and are non-interest bearing.
 - b) Included in administration expense is \$69,461 (2019 - \$63,194) of administration and occupancy costs charged by AMO. Included in conference expenses is \$35,000 (2019 - \$35,000) of administration and support costs charged by AMO. These transactions are measured at the exchange amount, which is the amount of consideration established and agreed to by both parties.
-

5. Annual Conference

The registration and sponsorship fees received in fiscal 2020 relating to the 2021 conference are reflected as deferred revenue. The deposits and advances paid by ROMA to its suppliers and vendors for the 2021 conference in fiscal 2020 are reflected as part of prepaid expenses.

Rural Ontario Municipal Association Notes to Financial Statements

December 31, 2020

6. Financial Instruments Risks

Interest rate risk

Interest rate risk is the risk that the fair value or future cash flows from a financial instrument will fluctuate because of market changes in interest rates. ROMA is exposed to interest rate risk on its investments.

Liquidity risk

Liquidity risk is the risk that ROMA will encounter difficulty in meeting the obligations associated with its financial liabilities. ROMA is exposed to this risk mainly in respect of its accounts payable and accrued liabilities and government remittances payable. ROMA reduces exposure to liquidity risk by ensuring that it maintains adequate cash reserves to pay creditors.

Credit risk

Credit risk is the risk that one party to a financial instrument will cause a financial loss for the other party by failing to discharge an obligation. ROMA's main credit risks relate to its accounts receivable, investments, and amounts due from AMO. Based on creditworthiness of ROMA's counter parties, no allowance for doubtful accounts is required.

It is management's opinion that ROMA is not exposed to significant interest rate, credit or liquidity risk arising from its financial instruments.

7. COVID-19

On March 11, 2020, the World Health Organization declared the outbreak of a novel coronavirus ("COVID-19") as a global pandemic which continues to spread throughout Canada and the world. In the current year, ROMA's conference was held in person prior to the outbreak of COVID-19, however the 2021 conference was held virtually subsequent to year-end.

Given the daily evolution of the COVID-19 outbreak and the global responses to curb its spread, ROMA is not able to estimate all of the effects of the COVID-19 outbreak on its results of operations, financial condition, or liquidity at this time.



Rural Ontario
Municipal Association

**Rural Ontario
Municipal Association
(ROMA)**

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Subject: Navigating Conflict Relationships as an Elected Officials - New Date Added

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Add events@amo.on.ca to your safe list



ONLINE TRAINING

October 19, 2021

AMO Training Navigating Conflict Relationships as an Elected Official

New Date added - December 8/9, 2021

This training is an opportunity to gain skills in building collaborative relationships and negotiating difficult ones in your role as an elected municipal official.

Elected officials run for municipal office for a variety of reasons which include providing leadership, stewardship and improving their local communities.

However municipal life is very much a people-oriented business, meaning elected representatives must engage in and build a wide variety of relationships with constituents, municipal staff, other elected officials, other orders of government and community organizations to name a few.

Not all relationships are smooth sailing and conflicts are inevitable. Sometimes the waters become choppy especially when navigating challenging relationships and conflict situations.

Having conflict-free and collaborative relationships can play a significant role in helping locally elected officials carry out their collective responsibilities as decision-makers of their communities.

During this 2-part virtual, interactive workshop, we will explore the constructs, traps and pitfalls of conflict relationships, why relationships may go wrong and how to approach, plan and execute relationships successfully using practical tips, tools and real-world examples.

Who Should Attend?

Locally elected municipal representatives.

Learning Objectives:

- The typical patterns of behaviour that give rise to creating “conflict traps” and how to escape from them.
- The secrets of neuroscience and how this knowledge can give us a heads-up on what we should do in the moment.
- Understanding conflict styles and how these can create obstacles or pave the way toward collaboration.
- The importance of moving from a position-based to an interest-based approach in order to create a win-win, value-add relationship.
- The roles of empathy and assertiveness in relationship formation.
- Learning effective and practical communication tools which include:
 - o Avoiding communication blockers,
 - o First words to use,
 - o The difference between Acknowledging vs. Agreeing,
 - o A simple yet powerful 4-step technique to assist in having better and more collaborative conversations.

Date:

- Part 1: December 8, 2021 - 10am-12:30pm
- Part 2: December 9, 2021 – 10am-12:30pm

Registration:

- \$200.00 + HST
- Limited to 20 participants (first come first served)

**** A \$50.00 cancellation fee applies****

[Register here.](#)



Session Facilitator: [Sharad Kerur](#)

Sharad Kerur created and leads Resolution Pathways as its CEO which assists people and organizations to resolve conflicts.

Sharad has a Bachelor of Commerce (Honours) and Master of Industrial Relations from Queen’s University, with a focus on negotiation theory and alternative dispute resolution methods.

For over 30 years, Sharad held senior level positions in the union and association sectors. His most recent positions was Executive Director of the Ontario Non-Profit Housing Association (ONPHA), Canada's largest non-profit housing association. As a result, he has a strong grasp on the "business" of non-profit organizations and associations, and real-world experience in negotiation and mediation.

He is Harvard-trained having obtained a Certificate in Mediating Disputes and a Certificate in Negotiating Difficult Conversations from the Harvard Negotiation Institute (Harvard Law School) and also holds a Certificate in Dispute Resolution and an Advanced Certificate in Dispute Resolution, both from the University of York located in Toronto.

Sharad holds a Q.Med (Qualified Mediator) designation from the ADR Institute of Ontario, is an accredited C.C.Med (Chartered Community Mediator) from the Ontario Community Mediation Coalition, is a CINERGY® Certified Conflict Management Coach, and is a Certified Workplace Fairness Analyst accredited by the Workplace Fairness Institute of Canada.

He has also obtained a Certificate in Civil Procedures for Non-Lawyer Mediators from the ADR institute of Ontario.

Currently he is on the Community Mediation Roster and Associate Mediation Roster with St. Stephen's Community House (Conflict Resolution & Training), where he has also served as an instructor in their mediation and conflict resolution training programs and the mediation roster for the Office of the Independent Police Review Director (OIPRD).

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.



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298 First St
Mattawa on
705-471-7934

4.14

As a resident at this address
I have to endure the unnecessary
extremely noise from loud muffler
going up or down Bridge St
and corner of 533.

Everytime this extreme noise
happen I have to remove
my hearing aid, the excessive
is painful to my ear

I also mentioned to you in the
past about the parking
situation which create
problems for the local resident
The bylaw officer and the OPP
has been contacted regarding
this matter. No result

MR. LUCILLE M. ZEUS
362 POPLAR STREET
MATTAWA ON P0H 1V0

4.15
copy to agenda

THE CORPORATION OF THE
TOWN OF MATTAWA
160 WATER STREET
MATTAWA ON P0H 1V0

RECEIVED
OCT 19 2021

OCTOBER 15TH 2021

RE: 6th STREET & MACKENZIE FLOODING

DEAR MAYOR BACKER AND MEMBERS OF COUNCIL:

As you are aware, I participate in council meetings when I am home, and offer help and suggestions when I can.

Regarding the flooding problem as described in your last council meeting, page 216, I do remember quite clearly that former Public Works Superintendent Marc Mathon investigated this issue and presented a couple of options to the Town for consideration.

Both options were costly, so the council of the day decided not to go ahead with such. I would suggest that you look back upon this report, to perhaps save money on further investigation by your engineering firm. It is going to be a costly fix anyway you look at it. If I remember correctly, one of Mr. Mathon's suggestions was to install a pump system, but I do not recall where the water was to be pumped. I do not know if pumping floodwaters into the Mattawa River is legally allowed.

On a separate matter, page 220 of your last agenda mentions the purchase of a new utility trailer. I wouldn't recommend such a product from Canadian Tire, due to quality issues. It is always safer and much more cheaper in the end to pay more for good quality, than less for poor.

Luce



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON POH 1V0
Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072
E-mail: clerk@papineaucameron.ca Website: www.papineaucameron.ca

copy to aguide
RECEIVED

OCT 18 2021

4.16

October 12, 2021

The Honourable Anthony Rota, MP
House of Commons
Ottawa, ON
Canada
K1A 0A6

As a follow up from our letter addressed to you of August 10, 2020, it has been over a year and we have not received any response to our extremely high concerns with the health and safety hazards related to the Train Trestle located crossing over Highway 17 within the Town of Mattawa.

And now, within the last couple of weeks two people's lives has been taken at this Train Trestle location when a highway transport truck smashed into the abutments of the Train Trestle.

The Township of Papineau-Cameron and its partners of Renfrew County and Lanark County of the Ottawa Valley Recreational Trail has been in contact with the Ontario Ministry of Transportation, The Canadian Pacific Railway, The Ottawa Valley Railway, and members of parliament on many occasions stressing concerns over the health and safety of this Train Trestle.

The question to you is, how many more severe future incidents are going to take place at the location of this Train Trestle before its removal.

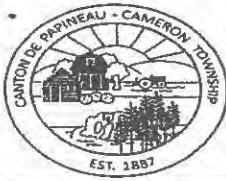
We look forward in hearing a response to a solution for this Train Trestle.

Sincerely,

Mayor Robert Corriveau

Encl. Letter of August 10, 2020 addressed to The Honourable Anthony Rota, MP

c.c. The Honourable Victor Fedeli, MPP, Minister of Economic Development, Job Creation and
Trade, Chair of Cabinet
The Council of Papineau-Cameron Township
The Ottawa Valley Recreational Trail Committee
The Town of Mattawa



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E-mail: clerk@papineaucameron.ca Website: www.papineaucameron.ca

August 10, 2020

The Honourable Anthony Rota, MP
House of Commons
Ottawa, ON
Canada, K1A 0A6

RE: Train Trestle located crossing over Highway 17 within the Town of Mattawa

As a follow up from our recent email of February 3, 2020 in regards to the Ottawa Valley Recreation Trail along the former Canadian Pacific Rail Corridor, listed below is some information that has been provided by some members of the Township in regards to the rail trestle located over Highway 17 between rail mile marker 70 and Brook Street within the Town of Mattawa.

To our understanding, the rail trestle in its present state should not be used for any type of rail car/locomotive traffic. There have been several accidents at this location, and one driver of a car was killed by a transport due to poor visibility.

Also, heavy transport trucks that detour off of highway 17 onto the Townships road system create health and safety hazards for the residents of the municipality. The heavy transport trucks often get stuck within the mountain hills and block off and damage the Township road system. These heavy transport trucks often lose control and smash into road signs, hydro electricity and telephone pole infrastructure, leaving Township residents suspended from fire, ambulance and police protection services, including electricity and telephone communication systems. As a result, the highway transport trucks do not have proper tires or skilled drivers to handle the townships road terrain.

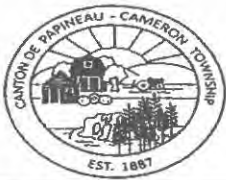
On average there are 5 major damage events and 20 half load road damage events that happen per year. Here is a list of some recent events;

Damages at the Trestle

- In year 2016, an over height load never slowed down and collided with the trestle, causing structural damage to the underside of the trestle. To our understanding some of the supporting beams were cut and removed from the under structure from severe damage and has never been repaired. This has permanently compromised the structural integrity of the trestle.
- In January 2020, a transport jackknifed at the bridge and landed in the Valois Restaurant & Motel property. This destroyed an electric pole and power to the residents in the Township and Town. The Valois Motel was full of residents at the time of the accident.

Damages on Township Roads because highway transports are unable to pass under the trestle

- In the spring of 2019, a natural gas line leak on highway 17 closed the highway. Vehicle traffic detoured on the Township roads, where highway transport truck destroyed 3 hydro electricity and telephone poles at Chenier road, Jodouin road, and Richards road.
- In the winter time of 2018, oversized highway transport trucks that couldn't go under the trestle decided to detour on to the Township roads. A highway transport got stuck on a hill on Chenier road. This highway transport truck decided to not follow the detour route instructions from the Townships road superintendent. Once the highway truck was able to drive on the road, the highway truck decided to not even follow an escorted detour route provided by the Townships road superintendent. The highway transport truck got stuck again on a hill and closed the road with no visibility for oncoming traffic.
- In the winter time of 2016, a highway transport truck missed a gear shift in the hill of Gravelle road. The transport truck decided to back down the hill and then jackknifed the truck and closed the road. The Township road department were called out on overtime (after 6:00 p.m. hours), and incurred expenses to repair the damaged road and road shoulders.



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

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E-mail: clerk@papineaucameron.ca Website: www.papineaucameron.ca

- In the winter time of 2015, a highway transport truck cut the corner at Richard and Gravelle road and put the trailer into the ditch and closed the road. The Township road department were called out on overtime (after 6:00 p.m. hours), and incurred expenses to repair the damaged road and road shoulders.
- In the winter time of 2014, an over height load highway transport truck cut the corner at Richard and Gravelle road and put the trailer into the ditch and closed the road. The Township road department were called out on overtime (after 6:00 p.m. hours), and incurred expenses to repair the damaged road and road shoulders.
- In the winter time of 2014, an over height load highway transport truck cut the corner at Papineau and Belanger road and put the trailer into the ditch and closed the road. The Township road department were called out on overtime (after 9:00 p.m. hours), and incurred expenses to repair the damaged road and road shoulders.
- In the spring time of 2012, an over height loaded highway transport truck back up from the trestle on highway 17, drove up Dorion hill, onto Belanger road, turned onto Richards road and tore down the overhead phone lines and closed the road. The Township road department were called out on overtime (after 8:00 p.m. hours), and incurred expenses.
- In the spring time of 2018, a highway transport truck drove up Chenier road, turned onto Richard road and got stuck on a hill and closed the road. The Township road depart were called out to put extra sand on the hill and provided an escort back to highway 17.

In summary, the low height trestle and narrow highway traffic opening has and continues to cause aggravation and safety hazards for the residents of Papineau-Cameron. Tow trucks are destroying paved road top and shoulders when pulling highway trucks out of ditches. The Highway transport trucks are breaking electricity and telephone poles, destroying road signs, causing critical power interruptions throughout the township, destroying private property yards, causing road closures, causing unnecessary traffic accidents, causing premature wear and tear on the Township road and bridge systems, and causing an increase of fire department and road department dispatching response calls, that equals to a burden of extra unwanted financial expenses for the Township.

Feel free to contact us if you have any questions.

Sincerely,

Jason McMartin, BA, ADA
CAO/Clerk-Treasurer

c.c. The Honourable Victor Fedeli, MPP, Minister of Economic Development, Job Creation and Trade,
Chair of Cabinet
The Council of Papineau-Cameron Township
The Ottawa Valley Recreational Trail Committee
The Town of Mattawa

From: Nicole McNeill <Nicole.Mcneill@mpac.ca>
Sent: October 18, 2021 12:15 PM
To: Francine Desormeau
Subject: MPAC: 2022 Provincial Municipal Levy Announcement

4.17

Good afternoon Francine,

As the pandemic continues, the work of municipalities to keep our communities safe and healthy is as important as ever. We recognize that pandemic management and recovery is the foremost priority for the coming year, and at MPAC we've been working throughout 2021 to do everything we can to support our municipal partners.

During this time of uncertainty, we have continued our work to control MPAC's budget. We have also been working diligently to capture new assessment, which will bolster municipal revenues.

Controlling costs: 2022 provincial municipal levy

In recognition of the ongoing challenges of the pandemic, MPAC's Board of Directors approved the 2022 operating budget with a total municipal levy increase of 0%. This is the second year in a row with no increase in the levy.

MPAC has been working hard to control expenses. Despite increases to collectively bargained labour costs, we have managed costs in other areas, and have been able to apply savings from 2021 to maintain the budget at the current level. As always, the individual levy amount for municipal billing partners is determined by a formula based on our total costs, as well as the assessment base and number of properties within each municipality.

MPAC remains committed to ensuring its services are delivered efficiently. As Ontario continues to move toward a pandemic exit it is expected that additional revenue from levies will be needed to support MPAC's operations in upcoming years. However, MPAC is committed to providing cost stability to municipalities by carefully managing the level of future increases.

Municipal billing partners can expect to receive more details about their individual 2022 levy in early December. Municipalities can contact their Account Manager with inquires in the interim.

Supporting pandemic recovery: capturing new assessment

We know that funding from new construction, additions and renovations provides a critical stream of new revenue for municipalities. We also know that as Ontarians were urged to "stay home" to limit the spread of COVID-19, many saw an opportunity to improve their homes. MPAC data shows that in 2020, residential building permits for home improvements jumped by 15% compared to the year before.

The pandemic has presented challenges to MPAC's efforts to capture this new assessment. However, by working with our municipal partners on innovations such as sharing electronic building plans, we have been able to continue capturing the value of Ontarians' home improvements.

While the pandemic continues, there is much to be optimistic about—COVID-19 vaccines are an incredible tool that are putting us on the path to the post-pandemic future. As we go down that path, MPAC will continue to adapt as the situation changes, while providing the services that you rely on.

Thank you for your work to guide our communities through a period of incredible challenges.

Alan Spacek
Chair, MPAC Board of Directors

Nicole McNeill
President and Chief Administrative Officer, MPAC

Francine Desormeau

copy to agenda

From: Info
Sent: October 12, 2021 11:52 AM
To: Backer, Dean (JUS); Dean Backer; Francine Desormeau
Subject: FW: att: MAYOR DEAN BACKER

orig to
Cassellholme
4.18 file

From: Rich G <rich@canadianpublishing.com>
Sent: Tuesday, October 12, 2021 11:41 AM
To: Info <info@mattawa.ca>
Subject: att: MAYOR DEAN BACKER

Richard Gould
Calvin Township

October 12, 2021

Dear Mayor Dean Backer,

I am writing to the Calvin Township council concerning the Cassellholme expansion, but may of the issues also affect the town of Mattawa. I hope you will consider these points before voting on any proposals put forward by Cassellholme.

Sincerely,
Richard Gould

1. We are still in a pandemic and obtaining quotes on building projects at this time is simply unwise. Costs are higher and there is uncertainty in the market. NOW IS NOT THE TIME.
2. North Bay will carry 79.5% of the cost, Calvin will carry 1.46%, and Mattawa will carry 1.38% per year for 25 years. There are two problems here. The first is that on a per capita basis, Calvin residents per capita are paying double the amount of North Bay residents and more than four times the amount of Mattawa residents. Taken directly from their flyer, here is a breakdown of the percentages by municipality:

Municipality	Anually	Percentage	Levy	Population	Number of Households	Charge per Household
North Bay	\$3,900,000	79.5	\$3,100,500.00	51553	22205	\$139.63
East Ferris	\$3,900,000	7.6	\$296,400.00	4750	1785	\$166.05
South Algonqui	\$3,900,000	3.3	\$128,700.00	1096	530	\$242.83
Bonfied	\$3,900,000	3.15	\$122,850.00	1975	820	\$149.82
Papineu Camer	\$3,900,000	1.7	\$66,300.00	1016	420	\$157.86
Chisholm	\$3,900,000	1.58	\$61,620.00	1291	505	\$122.02
Calvin	\$3,900,000	1.46	\$56,940.00	516	200	\$284.70
Mattawa	\$3,900,000	1.38	\$53,820.00	1993	780	\$69.00
Mattawan	\$3,900,000	0.32	\$12,480.00	161	75	\$166.40

Secondly, I see that the townships of Nipissing, Machar, West Nipissing, and others, and the municipalities of Powassan and Callander, have been excluded from making any contribution. This is unfair as they would derive greater benefit from any increase to a long term care facility in North Bay. Calvin's western border is 10 km from the Mattawa Nursing Home and it's eastern border is 35 km from Cassellholme. Our support should be for the Algonquin facility. This is not an equitable distribution of costs. The total population of the above areas is 64,351, but the population of the area's not paying -- Nipissing, Powassan, Callander and Machar -- is 10,000. If you add in West Nipissing, it is 24,271. Between 15 and 40% of the population is not sharing in the cost and their share is being covered by the remainder of the population.

2.b Some say that the cost divisions are more equitable because of the CVA (Current Value Assessment). However, "Current" is the operative term in CVA. These Cassellholme costs are being drawn out over 25 years. Calvin's CVA is mostly affected by the Transcanada pipeline which cuts through the township. However, given the current political climate, we can assume that the sale of natural gas and oil will suffer significant declines in the coming decades. Because of political pressure, the government has given little support to carbon based industries. The Keystone XL and Transmountain pipelines were dropped initiating huge losses and although natural gas is not as contentious as oil, it is still a fossil fuel. Basing Calvin's contributions for a period of 25 years on a "current" value assessment based on today's natural gas industry is simply foolish.

3. The Cassellholme board has not done enough fundraising to alleviate costs and is depending too heavily on government (and tax payer) support. In 2017, the Algonquin Nursing Home in Mattawa built an entirely new facility with 73 beds. Construction cost was \$17.3 Million and they raised over \$7 million of that in donations. Cassellholme is adding 16 indigenous beds and 24 new designed beds and their reconstruction costs (from only one bid) are between \$122 million and \$152 million. So far they have raised \$50,000 in donations, compared to \$7,000,000 raised in Mattawa. The tax payer and government contributions should be contingent on the amount of charitable donations raised by the board of Cassellholme. If Cassellholme believes so strongly in its proposal, have them raise 40% of the cost in donations.

4. Cassellholme has not obtained sufficient quotes for this project. One quote was rejected and a second was accepted. Cassellholme hired a company, Turner and Townsend, to justify this expenditure, but reading between the lines we see the following: "The target date and budget of \$121,889,390 are reasonable considering the size, type, complexity and location of the project." Cassellholme should be looking at building one or two NEW facilities and they should focus on MORE beds and more staff. Staying on near Fisher Street may not be a reasonable solution: maybe a new facility has to be built or another alternative has to be researched. The Mattawa Home was built beside the hospital. They have since found this location advantageous because there are no ambulance trips involved and testing is done onsite. In the propaganda of Cassellholme, they compared their building cost to Leisure World/Waters Edge. This is a nonsense comparison. Instead, let's compare it to Mattawa. The Algonquin Nursing home was built in 2018 for a price of \$17 million with 73 beds (adjusting for inflation, that is \$20 million today). Perhaps Cassellholme

could build four nursing homes for \$80 million and then sell their existing facility. This would give them 298 beds instead of 264. And since they would not need four administrative offices, they could reduce costs. And using the same analogy Cassellholme would need to raise \$30 million in donations to help cover the \$80 million price tag. Of course, I am not being serious and it would be impractical to build four nursing homes, but it shows that Cassellholme's "apples to apples" analogy is not valid.

5. As it is currently proposed, this expansion would place an unreasonable burden on Calvin Township and its residents. Calvin is a small township of just over 200 households. The \$56,940 per year is only for the rebuild and does not include interest or annual operating expenses. In 25 years, this amount totals \$1.4 million and at 2% interest would exceed \$2 million. At 4% interest, it would exceed \$3 million. With a twenty five year amortisation this amount will exceed ten percent of the municipality's annual budget. However, as pipeline revenue decrease and interest rates increase, the tax burden could be well into 20 or 30 %. Other factors are going to raise taxes, but this additional expenditure will prove too much for many residents. Some will suffer. It will also hurt Calvin's ability to borrow funds for capital expenditures for the township. Badly needed equipment upgrades will not be possible and roads will not be plowed and fires will not be put out. Calvin's continued involvement in this endeavor should only continue if the percentage of contribution was lowered from 1.46% to 0.3%. This is based on our geographical location and population density.

Ideally, Calvin Township should be excused from the Cassellholme agreement and start supporting the Mattawa Algonquin Nursing Home.

Francine Desormeau

Copy to agenda ✓
copy to Group of Four ✓
copy to Budget 2022 ✓
copy to OPP file

From: OPP MPB Financial Services Unit (OPP) <OPP.MPB.Financial.Services.Unit@opp.ca>
Sent: September 30, 2021 11:25 AM
To: Francine Desormeau
Subject: 2022 OPP Annual Billing Statement - Mattawa Group of Four
Attachments: 2022 Annual Billing Letter for Municipalities.pdf; MattawaGroupofFour.pdf

4.19

Good Day,

Please find attached a letter and the 2022 OPP Annual Billing Statement package for your municipality. The OPP is once again using e-mail distribution for the 2022 Billing Statement packages.

This year's package contains the 2020 cost reconciliation.

We hope to hold a webinar in November to provide highlights of interest with respect to the billing package information. In the meantime, if you have any questions about the package, please contact OPP.MPB.Financial.Services.Unit@opp.ca.

Respectfully,

Your Municipal Policing Bureau Financial Services Team

OPP 2022 Annual Billing Statement

Mattawa Group of Four

Estimated costs for the period January 1 to December 31, 2022

Please refer to www.opp.ca for 2022 Municipal Policing Billing General Information summary for further details.

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	1,995		
	Commercial and Industrial	122		
	Total Properties	<u>2,117</u>	172.07	364,275
Calls for Service	(see summaries)			
	Total all municipalities	176,906,037		
	Municipal portion	0.2222%	185.70	393,127
Overtime	(see notes)		19.69	41,679
Prisoner Transportation	(per property cost)		1.71	3,620
Accommodation/Cleaning Services	(per property cost)		<u>4.83</u>	<u>10,225</u>
Total 2022 Estimated Cost			<u>384.00</u>	<u>812,927</u>
2020 Year-End Adjustment	(see summary)			(12,214)
Grand Total Billing for 2022				<u><u>800,713</u></u>
2022 Monthly Billing Amount				66,726

OPP 2022 Annual Billing Statement

Mattawa Group of Four

Estimated costs for the period January 1 to December 31, 2022

Notes to Annual Billing Statement

- 1) **Municipal Base Services and Calls for Service Costs** - The costs allocated to municipalities are determined based on the costs assigned to detachment staff performing municipal policing activities across the province. A statistical analysis of activity in detachments is used to determine the municipal policing workload allocation of all detachment-based staff as well as the allocation of the municipal workload between base services and calls for service activity. For 2022 billing purposes the allocation of the municipal workload in detachments has been calculated to be 51.3 % Base Services and 48.7 % Calls for Service. The total 2022 Base Services and Calls for Service cost calculation is detailed on the Base Services and Calls for Service Cost Summary included in the municipal billing package.
- 2) **Base Services** - The cost to each municipality is determined by the number of properties in the municipality and the standard province-wide average cost per property of \$172.07 estimated for 2022. The number of municipal properties is determined based on MPAC data. The calculation of the standard province-wide base cost per property is detailed on Base Services and Calls for Service Cost Summary included in the municipal billing package.
- 3) **Calls for Service** - The municipality's Calls for Service cost is a proportionate share of the total cost of municipal calls for service costs calculated for the province. A municipality's proportionate share of the costs is based on weighted time standards applied to the historical calls for service. The municipality's total weighted time is calculated as a percentage of the total of all municipalities.
- 4) **Overtime** - Municipalities are billed for overtime resulting from occurrences in their geographic area and a portion of overtime that is not linked specifically to a municipality, such as training. Municipalities are not charged for overtime identified as a provincial responsibility. The overtime activity for the calendar years 2017, 2018, 2019 and 2020 has been analyzed and averaged to estimate the 2022 costs. The costs incorporate the 2022 salary rates and a discount to reflect overtime paid as time in lieu. The overtime costs incurred in servicing detachments for shift shortages have been allocated on a per property basis based on straight time. Please be advised that these costs will be reconciled to actual 2022 hours and salary rates and included in the 2024 Annual Billing Statement.
- 5) **Court Security and Prisoner Transportation (CSPT)** - Municipalities with court security responsibilities in local courthouses are billed court security costs based on the cost of the staff required to provide designated court security activities. Prisoner transportation costs are charged to all municipalities based on the standard province-wide per property cost. The 2022 costs have been estimated based on the average of 2019 and 2020 activity levels. These costs will be reconciled to the actual cost of service required in 2022.

There was no information available about the status of 2022 Court Security Prisoner Transportation Grant Program at the time of the Annual Billing Statement preparation.

- 6) **Year-end Adjustment** - The 2020 adjustment accounts for the difference between the amount billed based on the estimated cost in the Annual Billing Statement and the reconciled cost in the Year-end Summary. The most significant year-end adjustments are resulting from the cost of actual versus estimated municipal requirements for overtime, contract enhancements and court security.

OPP 2022 Estimated Base Services and Calls for Service Cost Summary
Estimated Costs for the period January 1, 2022 to December 31, 2022

Salaries and Benefits	Positions	Base	Total Base Services and Calls for Service		Base Services	Calls for Service
	FTE	%	\$/FTE	\$	\$	\$
Uniform Members	Note 1					
Inspector	25.67	100.0	165,275	4,242,606	4,242,606	-
Staff Sergeant-Detachment Commander	10.22	100.0	149,786	1,530,809	1,530,809	-
Staff Sergeant	34.26	100.0	139,615	4,783,200	4,783,200	-
Sergeant	219.83	51.3	125,157	27,513,174	14,125,173	13,388,001
Constable	1,662.49	51.3	106,938	177,782,764	91,275,557	86,507,207
Part-Time Constable	9.01	51.3	85,283	768,400	394,860	373,540
Total Uniform Salaries	1,961.48		-	216,620,953	116,352,206	100,268,748
Statutory Holiday Payout			4,030	7,868,939	4,177,554	3,691,385
Shift Premiums			1,076	2,034,976.43	1,044,780	990,197
Uniform Benefits - Inspector			28.75%	1,219,749	1,219,749	-
Uniform Benefits - Full-Time Salaries			31.51%	66,678,295	35,201,315	31,476,980
Uniform Benefits - Part-Time Salaries			15.15%	116,413	59,821	56,591
Total Uniform Salaries & Benefits				294,539,325	158,055,424	136,483,901
Detachment Civilian Members	Note 1					
Detachment Administrative Clerk	173.94	51.3	66,976	11,649,837	5,980,973.12	5,668,864
Detachment Operations Clerk	1.81	51.3	63,711	115,316	59,251	56,065
Detachment Clerk - Typist	0.32	51.3	57,766	18,485	9,243	9,243
Court Officer - Administration	19.81	51.3	67,788	1,342,878	689,403	653,475
Crimestoppers Co-ordinator	0.80	51.3	63,385	50,708	25,988	24,720
Total Detachment Civilian Salaries	196.68			13,177,224	6,764,857	6,412,367
Civilian Benefits - Full-Time Salaries			32.17%	4,239,113	2,176,254	2,062,859
Total Detachment Civilian Salaries & Benefits				17,416,337	8,941,111	8,475,226
Support Costs - Salaries and Benefits	Note 2					
Communication Operators			6,832	13,400,831	7,113,342	6,287,490
Prisoner Guards			2,016	3,954,344	2,099,019	1,855,325
Operational Support			5,154	10,109,468	5,366,242	4,743,226
RHQ Municipal Support			2,720	5,335,226	2,832,010	2,503,216
Telephone Support			119	233,416	123,900	109,516
Office Automation Support			673	1,320,076	700,714	619,362
Mobile and Portable Radio Support			312	614,793	326,293	288,500
Total Support Staff Salaries and Benefits Costs				34,968,154	18,561,519	16,406,634
Total Salaries & Benefits				346,923,815	185,558,055	161,365,761
Other Direct Operating Expenses	Note 2					
Communication Centre			178	349,143	185,330	163,813
Operational Support			802	1,573,107	835,026	738,081
RHQ Municipal Support			118	231,455	122,859	108,595
Telephone			1,615	3,167,790	1,681,506	1,486,285
Mobile Radio Equipment Repairs & Maintenance			39	76,849	40,787	36,063
Office Automation - Uniform			2,545	4,991,967	2,649,803	2,342,164
Office Automation - Civilian			1,778	349,697	179,525	170,172
Vehicle Usage			8,750	17,162,950	9,110,325	8,052,625
Detachment Supplies & Equipment			456	894,435	474,778	419,657
Uniform & Equipment			2,178	4,291,727	2,277,774	2,013,953
Uniform & Equipment - Court Officer			920	18,225	9,356	8,869
Total Other Direct Operating Expenses				33,107,345	17,567,069	15,540,276
Total 2022 Municipal Base Services and Calls for Service Cost				\$ 380,031,161	\$ 203,125,124	\$ 176,906,037
Total OPP-Policed Municipal Properties					1,180,469	
Base Services Cost per Property					\$ 172.07	

OPP 2022 Estimated Base Services and Calls for Service Cost Summary

Estimated Costs for the period January 1, 2022 to December 31, 2022

Notes:

Total Base Services and Calls for Service Costs are based on the cost of salary, benefit, support and other direct operating expenses for staff providing policing services to municipalities. Staff is measured in full-time equivalent (FTE) units and the costs per FTE are described in the notes below.

- 1) Full-time equivalents (FTEs) are based on average municipal detachment staffing levels for the years 2017 through 2020. Contract enhancements, court security, prisoner transportation and cleaning staff are excluded.

The equivalent of 91.56 FTEs with a cost of \$16,000,469 has been excluded from municipal costs to reflect the average municipal detachment FTEs required for provincially-mandated responsibilities eligible for Provincial Service Usage credit.

Salary rates are based on weighted average rates for municipal detachment staff by rank, level and classification. The 2022 salaries incorporate the 2022 general salary rate increases set in the 2019 to 2022 OPPA Uniform and Civilian Collective Agreements, (uniform staff - 1.85%, civilian staff - 1.0%). The benefit rates are based on the most recent rates set by the Treasury Board Secretariat, (2021-22). Statutory Holiday Payouts, Shift Premiums, and Benefit costs are subject to reconciliation.

FTEs have been apportioned between Base Services and Calls for Service costs based on the current ratio, 51.3% Base Services : 48.7% Calls for Service.

- 2) Support Staff Costs and Other Direct Operating Expenses for uniform FTEs are calculated on a per FTE basis as per rates set in the 2021 Municipal Policing Cost-Recovery Formula.

OPP 2022 Calls for Service Billing Summary

Mattawa Group of Four

Estimated costs for the period January 1 to December 31, 2022

Calls for Service Billing Workgroups	Calls for Service Count					2022 Average Time Standard	Total Weighted Time	% of Total Provincial Weighted Time	2022 Estimated Calls for Service Cost
	2017	2018	2019	2020	Four Year Average				
					A	B	C = A * B		
					Note 1		Note 2	Note 3	
Drug Possession	9	15	2	8	9	7.0	60	0.0034%	6,049
Drugs	7	8	3	5	6	55.1	317	0.0182%	32,211
Operational	310	301	289	355	314	3.7	1,161	0.0667%	118,023
Operational 2	116	110	185	97	127	1.3	165	0.0095%	16,785
Other Criminal Code Violation	42	23	31	28	31	7.7	239	0.0137%	24,268
Property Crime Violations	111	85	94	87	94	6.5	613	0.0352%	62,284
Statutes & Acts	55	53	62	76	62	3.4	209	0.0120%	21,259
Traffic	39	37	31	37	36	3.5	126	0.0072%	12,810
Violent Criminal Code	69	70	51	53	61	16.1	978	0.0562%	99,438
Total	758	702	748	746	739		3,867	0.2222%	\$393,127
Provincial Totals	Note 4	377,853	398,860	439,328	360,967	394,252	1,740,049	100.0%	\$176,906,037

Notes to Calls for Service Billing Summary

- 1) Displayed without decimal places, exact numbers used in calculations
- 2) Displayed to four decimal places, nine decimal places used in calculations
- 3) Total costs rounded to zero decimals
- 4) Provincial Totals exclude data for both amalgamations (post 2018) and dissolutions

OPP 2022 Calls for Service Details
Mattawa Group of Four
For the calendar years 2017 to 2020

Calls for Service Billing Workgroups	Calls for Service Count				Four Year Average
	2017	2018	2019	2020	
Grand Total	758	702	748	746	738.50
Drug Possession	9	15	2	8	8.50
Drug Related Occurrence	3	7	2	3	3.75
Possession - Cannabis	2	6	0	0	2.00
Possession - Cocaine	0	0	0	1	0.25
Possession - Heroin	0	0	0	1	0.25
Possession - Methamphetamine (Crystal Meth)	2	2	0	1	1.25
Possession - Other Controlled Drugs and Substances Act	2	0	0	1	0.75
Possession – Opioid (other than heroin)	0	0	0	1	0.25
Drugs	7	8	3	5	5.75
Drug Operation - Residential Grow Indoor	2	0	0	0	0.50
Production - Cannabis (Marihuana) (Cultivation)	1	0	0	0	0.25
Trafficking - Cannabis	2	0	0	0	0.50
Trafficking - Cocaine	1	3	1	0	1.25
Trafficking - Methamphetamine (Crystal Meth)	0	0	0	1	0.25
Trafficking - Other Controlled Drugs and Substances Act	1	5	2	3	2.75
Trafficking – Opioid (other than heroin)	0	0	0	1	0.25
Operational	310	301	289	355	313.75
Accident - Non-MVC - Others	0	1	0	0	0.25
Alarm - Master Code	0	0	1	0	0.25
Alarm - Others	7	2	2	0	2.75
Animal - Bear Complaint	1	16	0	1	4.50
Animal - Dog Owners Liability Act	5	5	5	3	4.50
Animal - Left in Vehicle	1	1	0	0	0.50
Animal - Master Code	0	1	0	0	0.25
Animal - Other	5	1	1	6	3.25
Assist Fire Department	1	3	0	1	1.25
Assist Public	79	56	56	31	55.50
Compassionate Message	1	0	1	1	0.75
Dogs By-Law	1	0	0	0	0.25
Domestic Disturbance	48	41	59	57	51.25
False Fire Alarm - Building	0	1	0	0	0.25
Family Dispute	24	27	28	49	32.00
Fire - Building	1	4	5	2	3.00
Fire - Other	2	2	1	1	1.50
Fire - Vehicle	4	2	3	4	3.25
Firearms (Discharge) By-Law	1	0	0	0	0.25
Found - Bicycles	3	0	1	1	1.25
Found - Machinery & Tools	0	1	0	0	0.25
Found - Others	1	3	2	1	1.75
Found - Personal Accessories	4	3	2	4	3.25
Found - Sporting Goods, Hobby Equip.	1	1	1	0	0.75
Found Property - Master Code	4	3	6	9	5.50
Insecure Condition - Building	0	0	1	1	0.50
Insecure Condition - Master Code	0	0	0	2	0.50

OPP 2022 Calls for Service Details
Mattawa Group of Four
For the calendar years 2017 to 2020

Calls for Service Billing Workgroups	Calls for Service Count				Four Year Average
	2017	2018	2019	2020	
Insecure Condition - Others	1	0	0	0	0.25
Lost - Computer, parts & accessories	0	0	1	0	0.25
Lost - Jewellery	0	1	0	0	0.25
Lost - License Plate	1	0	0	0	0.25
Lost - Others	2	1	2	1	1.50
Lost - Personal Accessories	2	3	0	0	1.25
Lost - Sporting Goods, Hobby Equip.	0	0	0	1	0.25
Lost Property - Master Code	0	2	4	5	2.75
Medical Assistance - Other	2	0	0	0	0.50
Missing Person 12 & older	3	2	0	3	2.00
Missing Person Located 12 & older	3	6	5	8	5.50
Missing Person Located Under 12	1	0	1	0	0.50
Neighbour Dispute	8	14	23	23	17.00
Noise By-Law	2	0	0	0	0.50
Noise Complaint - Animal	3	0	0	1	1.00
Noise Complaint - Master Code	2	0	3	23	7.00
Noise Complaint - Others	4	2	3	3	3.00
Noise Complaint - Residence	10	18	12	1	10.25
Noise Complaint - Vehicle	2	0	1	0	0.75
Other Municipal By-Laws	0	0	0	1	0.25
Phone - Master Code	0	1	0	0	0.25
Phone - Nuisance - No Charges Laid	3	7	4	3	4.25
Phone - Other - No Charges Laid	1	2	1	0	1.00
Smoking By-Law	0	1	0	0	0.25
Sudden Death - Drowning	1	0	0	0	0.25
Sudden Death - Natural Causes	5	7	6	10	7.00
Sudden Death - Others	3	1	2	0	1.50
Sudden Death - Suicide	0	0	1	0	0.25
Suspicious Person	19	12	12	40	20.75
Suspicious vehicle	12	9	8	12	10.25
Trouble with Youth	11	19	7	12	12.25
Unwanted Persons	9	17	12	19	14.25
Vehicle Recovered - Master Code	0	0	0	1	0.25
Vehicle Recovered - Other	0	1	1	0	0.50
Vehicle Recovered - Snow Vehicles	0	0	0	1	0.25
Animal - Bite	1	1	0	3	1.25
Animal - Stray	3	0	4	7	3.50
Animal - Injured	2	0	1	1	1.00
Overdose/Suspected Overdose	0	0	0	1	0.25
Overdose/Suspected Overdose -Opioid Related	0	0	0	1	0.25
Operational 2	116	110	185	97	127.00
911 call - Dropped Cell	3	2	38	23	16.50
911 call / 911 hang up	43	62	76	8	47.25
911 hang up - Pocket Dial	7	8	8	0	5.75
False Alarm - Accidental Trip	15	9	13	1	9.50

OPP 2022 Calls for Service Details
Mattawa Group of Four
For the calendar years 2017 to 2020

Calls for Service Billing Workgroups	Calls for Service Count				Four Year Average
	2017	2018	2019	2020	
False Alarm - Cancelled	4	11	10	4	7.25
False Alarm - Malfunction	9	5	5	0	4.75
False Alarm - Others	14	2	16	32	16.00
False Holdup Alarm - Accidental Trip	1	1	0	5	1.75
False Holdup Alarm - Malfunction	1	0	0	0	0.25
Keep the Peace	19	10	19	24	18.00
Other Criminal Code Violations	42	23	31	28	31.00
Animals - Kill or injure	0	0	1	0	0.25
Bail Violations - Appearance Notice	0	0	3	0	0.75
Bail Violations - Fail To Appear	1	0	0	0	0.25
Bail Violations - Fail To Comply	14	8	8	8	9.50
Bail Violations - Master Code	0	0	0	1	0.25
Bail Violations - Others	1	0	0	0	0.25
Bail Violations - Recognizance	3	0	0	0	0.75
Breach of Firearms regulation - Unsafe Storage	0	1	0	0	0.25
Breach of Probation	11	6	4	1	5.50
Breach of Probation - In relation to children	1	0	0	0	0.25
Child Pornography - Making or distributing	0	0	1	0	0.25
Disobey court order / Misconduct executing process	0	0	0	2	0.50
Disturb the Peace	5	4	7	6	5.50
Fail to Attend Court	0	0	3	2	1.25
Indecent acts - Other	1	0	0	0	0.25
Offensive Weapons - Careless use of firearms	0	0	1	2	0.75
Offensive Weapons - Carry concealed	0	0	0	1	0.25
Offensive Weapons - Explosives	0	1	0	0	0.25
Offensive Weapons - Other Offensive Weapons	1	2	0	0	0.75
Offensive Weapons - Other Weapons Offences	1	0	0	0	0.25
Offensive Weapons - Possession of Weapons	1	0	0	3	1.00
Possess Firearm while prohibited	2	0	2	0	1.00
Public Morals	0	0	1	1	0.50
Trespass at Night	0	1	0	1	0.50
Property Crime Violations	111	85	94	87	94.25
Break & Enter	10	16	19	8	13.25
Fraud - False Pretence Over \$5,000	1	0	0	0	0.25
Fraud - False Pretence Under \$5,000	3	0	0	0	0.75
Fraud - Fraud through mails	0	1	1	0	0.50
Fraud - Master Code	0	1	1	2	1.00
Fraud - Money/property/security Over \$5,000	3	2	0	1	1.50
Fraud - Money/property/security Under \$5,000	9	6	0	5	5.00
Fraud - Other	3	7	3	9	5.50
Fraud - Steal/Forge/Poss./Use Credit Card	1	0	0	1	0.50
Interfere with lawful use, enjoyment of property	0	0	1	1	0.50
Mischief - Master Code	21	12	19	13	16.25
Mischief Graffiti - Non-Gang Related	0	0	0	1	0.25
Possession of Stolen Goods over \$5,000	0	0	0	1	0.25

OPP 2022 Calls for Service Details
Mattawa Group of Four
For the calendar years 2017 to 2020

Calls for Service Billing Workgroups	Calls for Service Count				Four Year Average
	2017	2018	2019	2020	
Possession of Stolen Goods under \$5,000	0	0	2	1	0.75
Property Damage	1	1	3	4	2.25
Theft from Motor Vehicles Under \$5,000	3	4	2	4	3.25
Theft of - All Terrain Vehicles	0	0	4	0	1.00
Theft of - Motorcycles	0	0	1	0	0.25
Theft of - Snow Vehicles	0	0	1	1	0.50
Theft of - Trucks	0	1	1	0	0.50
Theft of Motor Vehicle	2	0	1	0	0.75
Theft Over \$5,000 - Boat Motor	1	0	0	0	0.25
Theft Over \$5,000 - Building	0	0	0	1	0.25
Theft Over \$5,000 - Farm Equipment	1	0	0	0	0.25
Theft Over \$5,000 - Mail	0	0	0	1	0.25
Theft Over \$5,000 - Master Code	1	0	1	1	0.75
Theft Over \$5,000 - Other Theft	0	1	0	0	0.25
Theft Over \$5,000 - Trailers	0	0	0	1	0.25
Theft Under \$5,000 - Bicycles	3	0	0	3	1.50
Theft Under \$5,000 - Boat (Vessel)	1	0	1	0	0.50
Theft Under \$5,000 - Building	2	0	2	2	1.50
Theft Under \$5,000 - Construction Site	1	1	0	0	0.50
Theft Under \$5,000 - Gasoline Drive-off	6	7	8	3	6.00
Theft Under \$5,000 - Master Code	2	4	2	4	3.00
Theft Under \$5,000 - Other Theft	30	16	16	14	19.00
Theft Under \$5,000 - Persons	0	0	1	1	0.50
Theft Under \$5,000 - Trailers	0	0	1	1	0.50
Theft Under \$5,000 Shoplifting	5	5	3	3	4.00
Unlawful in a dwelling house	1	0	0	0	0.25
Statutes & Acts	55	53	62	76	61.50
Children's Law Reform Act	0	1	0	0	0.25
Custody Dispute	1	0	0	0	0.25
Family Law Act - Custody/Access order	0	0	0	1	0.25
Landlord / Tenant	10	9	11	14	11.00
Mental Health Act	10	6	16	25	14.25
Mental Health Act - Attempt Suicide	4	6	2	2	3.50
Mental Health Act - No contact with Police	0	0	2	0	0.50
Mental Health Act - Placed on Form	0	1	4	1	1.50
Mental Health Act - Threat of Suicide	9	8	15	8	10.00
Mental Health Act - Voluntary Transport	2	2	1	4	2.25
Trespass To Property Act	19	20	11	20	17.50
Mental Health Act - Apprehension	0	0	0	1	0.25
Traffic	39	37	31	37	36.00
MVC - Others (Motor Vehicle Collision)	0	0	1	1	0.50
MVC - Personal Injury (Motor Vehicle Collision)	7	2	2	4	3.75
MVC - Prop. Dam. Failed to Remain (Motor Vehicle Collision)	3	4	2	8	4.25
MVC - Prop. Dam. Reportable (Motor Vehicle Collision)	13	18	13	14	14.50
MVC (Motor Vehicle Collision) - Master Code	1	0	0	0	0.25

OPP 2022 Calls for Service Details
Mattawa Group of Four
For the calendar years 2017 to 2020

Calls for Service Billing Workgroups	Calls for Service Count				Four Year Average
	2017	2018	2019	2020	
MVC - Prop. Dam. Non Reportable (Motor Vehicle Collision)	15	13	13	10	12.75
Violent Criminal Code	69	70	51	53	60.75
Aggravated Assault - Level 3	1	0	0	0	0.25
Assault - Level 1	23	14	14	16	16.75
Assault Peace Officer	0	1	0	0	0.25
Assault Peace Officer with weapon OR cause bodily harm	0	0	0	1	0.25
Assault With Weapon or Causing Bodily Harm - Level 2	2	2	3	3	2.50
Criminal Harassment	18	18	8	11	13.75
Criminal Harassment - Offender Unknown	1	2	0	1	1.00
Extortion	0	1	0	0	0.25
Indecent / Harassing Communications	3	6	3	0	3.00
Invitation to Sexual Touching	1	0	0	0	0.25
Mischief - Cause Danger to Life	0	1	0	1	0.50
Non-Consensual Distribution of Intimate Images	0	2	2	0	1.00
Robbery - Other	0	1	0	0	0.25
Sexual Assault	4	6	5	4	4.75
Sexual Exploitation	0	0	1	0	0.25
Sexual Interference	1	2	2	2	1.75
Utter Threats - Master Code	1	3	0	5	2.25
Utter Threats to Person	14	11	13	9	11.75

OPP 2020 Reconciled Year-End Summary
Mattawa Group of Four
Reconciled cost for the period January 1 to December 31, 2020

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	1,992		
	Commercial and Industrial	<u>124</u>		
	Total Properties	<u><u>2,116</u></u>	184.61	390,636
Calls for Service				
	Total all municipalities	164,063,561		
	Municipal portion	0.2532%	196.31	415,388
Overtime			15.43	32,656
Prisoner Transportation	(per property cost)		1.26	2,666
Accommodation/Cleaning Services	(per property cost)		<u>4.84</u>	<u>10,241</u>
Total 2020 Reconciled Costs			<u><u>402.45</u></u>	<u><u>851,587</u></u>
2020 Billed Amount				<u><u>863,801</u></u>
2020 Year-End-Adjustment				<u><u>(12,214)</u></u>

Note

The Year-End Adjustment above is included as an adjustment on the 2022 Billing Statement. This amount is incorporated into the monthly invoice amount for 2022.

OPP 2022 Annual Billing Statement

Calvin M

Estimated costs for the period January 1 to December 31, 2022

Please refer to www.opp.ca for 2022 Municipal Policing Billing General Information summary for further details.

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	286		
	Commercial and Industrial	<u>16</u>		
	Total Properties	<u>302</u>	172.07	51,966
Calls for Service	(see summaries)			
	Total all municipalities	176,906,037		
	Municipal portion	0.0169%	99.19	29,956
Overtime	(see notes)		12.55	3,791
Prisoner Transportation	(per property cost)		1.71	516
Accommodation/Cleaning Services	(per property cost)		<u>4.83</u>	<u>1,459</u>
Total 2022 Estimated Cost			<u>290.36</u>	<u>87,688</u>

OPP 2020 Reconciled Year-End Summary

Calvin M

Reconciled cost for the period January 1 to December 31, 2020

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	283		
	Commercial and Industrial	<u>16</u>		
	Total Properties	<u><u>299</u></u>	184.61	55,199
Calls for Service				
	Total all municipalities	164,063,561		
	Municipal portion	0.0246%	135.00	40,366
Overtime			9.21	2,754
Prisoner Transportation	(per property cost)		1.26	377
Accommodation/Cleaning Services	(per property cost)		<u>4.84</u>	<u>1,447</u>
Total 2020 Reconciled Costs			<u><u>334.92</u></u>	<u><u>100,142</u></u>

OPP 2022 Annual Billing Statement

Mattawa T

Estimated costs for the period January 1 to December 31, 2022

Please refer to www.opp.ca for 2022 Municipal Policing Billing General Information summary for further details.

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	1,041		
	Commercial and Industrial	62		
	Total Properties	<u>1,103</u>	172.07	189,795
Calls for Service	(see summaries)			
	Total all municipalities	176,906,037		
	Municipal portion	0.1528%	245.13	270,377
Overtime	(see notes)		26.80	29,556
Prisoner Transportation	(per property cost)		1.71	1,886
Accommodation/Cleaning Services	(per property cost)		<u>4.83</u>	<u>5,327</u>
Total 2022 Estimated Cost			<u>450.54</u>	<u>496,942</u>

OPP 2020 Reconciled Year-End Summary

Mattawa T

Reconciled cost for the period January 1 to December 31, 2020

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	1,045		
	Commercial and Industrial	64		
	Total Properties	<u>1,109</u>	184.61	204,733
Calls for Service				
	Total all municipalities	164,063,561		
	Municipal portion	0.1760%	260.31	288,686
Overtime			20.73	22,994
Prisoner Transportation	(per property cost)		1.26	1,397
Accommodation/Cleaning Services	(per property cost)		<u>4.84</u>	<u>5,368</u>
Total 2020 Reconciled Costs			<u>471.76</u>	<u>523,178</u>

OPP 2022 Annual Billing Statement

Mattawan M

Estimated costs for the period January 1 to December 31, 2022

Please refer to www.opp.ca for 2022 Municipal Policing Billing General Information summary for further details.

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	117		
	Commercial and Industrial	<u>7</u>		
	Total Properties	<u>124</u>	172.07	21,337
Calls for Service	(see summaries)			
	Total all municipalities	176,906,037		
	Municipal portion	0.0061%	86.35	10,708
Overtime	(see notes)		9.26	1,148
Prisoner Transportation	(per property cost)		1.71	212
Accommodation/Cleaning Services	(per property cost)		<u>4.83</u>	<u>599</u>
Total 2022 Estimated Cost			<u>274.22</u>	<u>34,004</u>

OPP 2020 Reconciled Year-End Summary
Mattawan M
Reconciled cost for the period January 1 to December 31, 2020

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	116		
	Commercial and Industrial	<u>7</u>		
	Total Properties	<u><u>123</u></u>	184.61	22,707
Calls for Service				
	Total all municipalities	164,063,561		
	Municipal portion	0.0082%	108.71	13,371
Overtime			6.76	831
Prisoner Transportation	(per property cost)		1.26	155
Accommodation/Cleaning Services	(per property cost)		<u>4.84</u>	<u>595</u>
Total 2020 Reconciled Costs			<u><u>306.17</u></u>	<u><u>37,659</u></u>

OPP 2022 Annual Billing Statement

Papineau-Cameron Tp

Estimated costs for the period January 1 to December 31, 2022

Please refer to www.opp.ca for 2022 Municipal Policing Billing General Information summary for further details.

			<u>Cost per Property \$</u>	<u>Total Cost \$</u>
Base Service	Property Counts			
	Household	551		
	Commercial and Industrial	<u>37</u>		
	Total Properties	<u>588</u>	172.07	101,178
Calls for Service	(see summaries)			
	Total all municipalities	176,906,037		
	Municipal portion	0.0464%	139.60	82,086
Overtime	(see notes)		12.22	7,184
Prisoner Transportation	(per property cost)		1.71	1,005
Accommodation/Cleaning Services	(per property cost)		<u>4.83</u>	<u>2,840</u>
Total 2022 Estimated Cost			<u>330.43</u>	<u>194,293</u>

OPP 2020 Reconciled Year-End Summary
Papineau-Cameron Tp
Reconciled cost for the period January 1 to December 31, 2020

			Cost per Property \$	Total Cost \$
Base Service	Property Counts			
	Household	548		
	Commercial and Industrial	37		
	Total Properties	<u>585</u>	184.61	107,997
Calls for Service				
	Total all municipalities	164,063,561		
	Municipal portion	0.0445%	124.73	72,965
Overtime			10.39	6,076
Prisoner Transportation	(per property cost)		1.26	737
Accommodation/Cleaning Services	(per property cost)		<u>4.84</u>	<u>2,831</u>
Total 2020 Reconciled Costs			<u>325.82</u>	<u>190,607</u>

BRIEFING NOTE FA08-21

For information For Approval

Date: September 22, 2021

Purpose: 2022 Preliminary Budget Issues Report

Prepared by: Justin Avery, Manager of Finance

Reviewed by: Melanie Shaye, Director of Corporate Services

Approved by: Catherine Matheson, CAO

INFORMATION

Report FA08-01 provides the District of Nipissing Social Services Administration Board (DNSSAB) with a preliminary update on the issues that will impact the 2022 budget.

BACKGROUND

As the 2022 budgeting process is scheduled to begin in the fall, it is timely to look at certain issues, concerns, and opportunities that will likely impact budget decisions. The following report provides the 2022 budget timetable and some highlights from the various program areas that will require consideration during the budgeting process. The aim of this report is to enhance communication and facilitate an effective budget development process. In order to develop a budget that is relevant, that will provide strong financial guidance, and that will be used to effectively manage risk, it is important to obtain a greater understanding of the elements that will influence the financial performance of the DNSSAB in 2022.

2022 BUDGET TIMELINE

The Finance & Administration Committee will be engaged in the budget process throughout the fall when necessary. It is suggested that the final budget be presented to the Board for approval at the December 15th, 2021 meeting.

	Sept	Oct	Nov	Dec
Preliminary Budget Issues Report	*			
Staff Budget Preparation	*	*	*	
Finance & Administration Committee (as required)		*	*	
Board Budget Approval				*

BUDGET GOALS

Staff remain cognizant of the mounting fiscal pressures on the DNSSAB's member municipalities to maintain service levels and minimize tax increases. Staff are also aware of the financial pressures facing DNSSAB clients and other Nipissing District residents.

In 2022, the DNSSAB will continue to see significant budget pressures due to the provincial funding changes that have been implemented over the last several years.

RELATIONSHIP TO THE DNSSAB'S STRATEGIC PLAN

The Strategic Plan 2020 has provided over-arching guidance to budget development for the past several years. A new strategic plan is currently being developed and will help guide future budgets. New initiatives will be assessed against the strategic plan to ensure they align with the adopted strategic direction of the Board. As well, priority initiatives and projects identified in the plan that require financial resources and Board support will be brought forward for discussion during the budget process.

BUDGET ISSUES AND CONSIDERATIONS

Ontario Works

Impact of Provincial Funding Changes

On August 12, 2021, the Ministry of Children, Community and Social Services (MCCSS) announced that the 2022 Ontario Works (OW) program delivery funding allocations will be maintained at the 2021 levels. This is to maintain stability while the ministry and municipalities work together to develop a new funding approach to reflect the broader social assistance system transformation (i.e. employment services transformation, centralized intake, etc.).

This will now be the fourth year (2019, 2020, 2021 and 2022) that funding has been frozen.

Despite the funding freeze, the DNSSAB still incurs annual inflationary increases in expenses such as collective bargaining increases, rent, utilities, etc. Therefore, the funding freeze shifts the burden of inflationary increases entirely to the municipal levy, whereas, these costs were historically split 50/50 with the Ministry. DNSSAB faces an approximate 2.5% – 3% annual increase in the cost of salaries and benefits for all departments due to the annual collective bargained increase of 1.5%¹ as well as step movements within the salary scales. A 2.5% or 3% increase to the OW salaries and benefits results in an annual levy increase of approximately \$127,500 to \$153,000 or 0.61% to 0.73%. It is anticipated that DNSSAB will be able to avoid any potential levy increases within the OW budget due to one-time costs built into the 2021 budget that will not be incurred in 2022.

¹ DNSSAB's two collective agreements expired December 31, 2020 and January 31, 2021 and are currently in negotiations so this is an estimate based on the most recent collective agreements.

Outcome Targets

MCCSS has also set aggressive outcome targets at a rate of 3% increases from the previous year. These aggressive outcome targets seem to be inconsistent with the funding changes to program delivery. The Province wants DSSABs/CMSMs to increase employment outcome targets, but is freezing the funding to the program delivery supports that are needed to achieve those targets. If program delivery supports are not maintained by the municipal levy, the DNSSAB would be more likely to incur penalties due to missed targets which would put more pressure on the municipal levy. This could result in a perpetual cycle of increasing financial burden on the municipal levy.²

COVID-19

COVID-19 has had a significant impact on employment assistance in 2020 and 2021 with the economy being shut down for various periods of time and few employment opportunities as a result.

Staff will continue to monitor trends and budget accordingly to respond to various potential scenarios.

² Outcome targets will likely change when the employment transformation is completed, but the timing for this unknown.

Children's Services

Impact of Provincial Funding Changes

The following points detail the Children's Services funding changes that were announced in 2019 from the Ministry of Education (EDU);

- **On January 1, 2020**, Consolidated Municipal Service Managers (CMSM) and District Social Services Administration Boards (DSSAB) will be asked to cost-share Expansion Plan operating funding at a rate of 80/20³ provincial/ municipal. Please note that while cost sharing continues to be encouraged, the ministry is committing to providing 80 percent of this funding regardless of the CMSM/DSSAB contribution.
- **The following year on January 1, 2021**, CMSMs/DSSABs will be asked to continue cost-sharing Expansion Plan operating funding at a rate of 80/20 and be required to cost share all administrative funding at a rate of 50/50; and
- **On January 1, 2022**, the threshold for allowable administrative funding CMSMs/DSSABs can spend on child care will be reduced from 10% to 5% in addition to the ongoing cost sharing requirements previously introduced.

For 2021, the province provided one-time funding to offset the administrative cost-sharing change that became effective January 1, 2021. Unless more funding of this nature is announced, this new cost share requirement will need to be added to the levy in 2022.

Similar to MCCSS, the EDU has committed to announcing funding allocations for the subsequent year in the fall of each year to better align provincial funding decisions with municipal/DSSAB budget cycles.

In regards to the announced changes above, based on the 2021 funding allocations, the increase to the municipal levy is estimated at \$73,464 (0.35%). However, it is unknown at this time how the EDU will implement the planned 2022 reduction in allowable administrative funding from 10% to 5%. If the 2022 funding change does not mitigate the impact of the 2021 funding change, as estimated above, there could be a municipal levy increase of approximately \$317,410 (1.52%). DNSSAB will need to wait for the funding details to be released by the EDU.

National Early Learning and Child Care Plan

During the 2021 budget release, the federal government announced plans for a National Early Learning and Child Care Plan. The goal is to bring fees for regulated child care down to \$10 per day on average within the next five years. Ontario has yet to finalize an agreement with the federal government for this plan.

With the upcoming Federal election, the development of this plan will depend on the newly elective government.

Liberal

- National Early Learning and Child Care Plan
- Aiming for a 50 per-cent cut in average fees by 2022 and to \$10 a day in 5 years (budget.gc.ca)

Conservative

- Cancel the National Early Learning and Child Care Plan
- Replace with refundable tax credits

NDP

- Relief funds to re-open non-profit childcare centres that closed during COVID-19
- Work with provinces to build a universal \$10 per day childcare system



Emergency Medical Services (EMS)

Impact of Provincial Funding Changes

Despite news that the Provincial government was intending to freeze EMS funding in 2019, the funding formula has stayed the same for 2019, 2020 and 2021 with the exception of the elimination of the annual incremental increase (see below). Therefore, it is expected that the funding formula will remain the same for 2022.

The way the Land Ambulance Service Grant (LASG) is calculated (in a simplified way) is that the DNSSAB essentially receives 50% of the previous year's approved budget plus a 100% portion to cover TWOMO and First Nations funding. Therefore, the 2022 50/50 provincial funding would be based on the 2021 budget as opposed to the 2022 budget. The issue with this is that the provincial funding is then a year behind on budget increases from EMS call volume changes, service enhancements and inflationary increases. The MOH had previously addressed this timing difference by including an incremental (inflationary) increase to the previous year budget. In 2018, this incremental increase was 1.7% or \$150,658. For 2019 through 2021, this incremental increase was set at 0%.

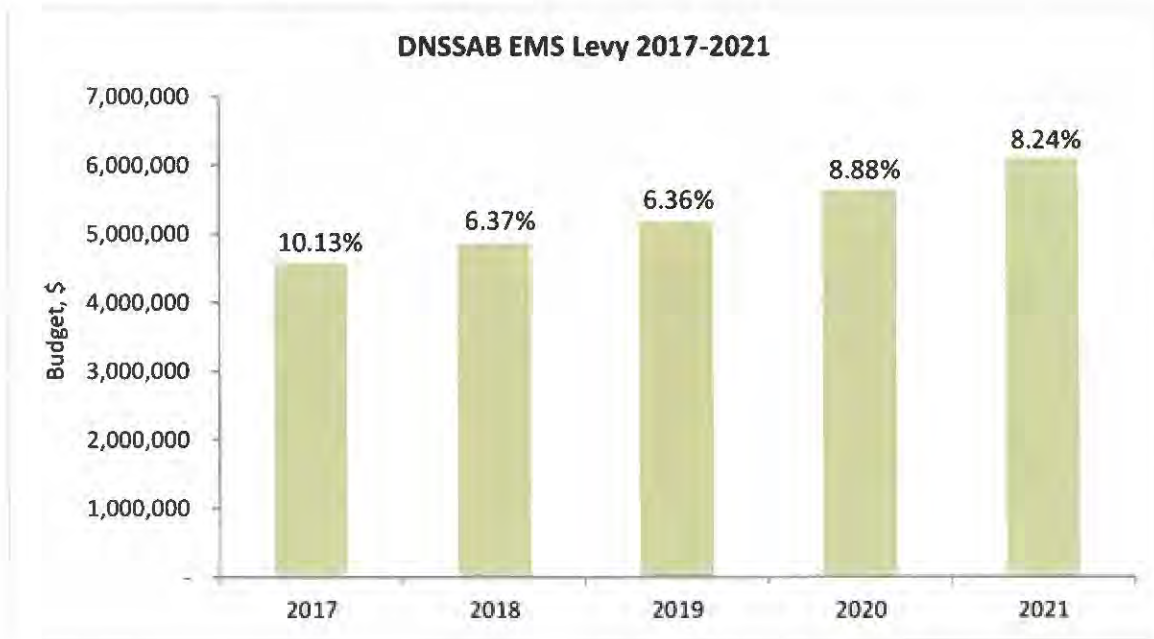
Other Cost Pressures

COVID-19 has caused prices of various goods and services to increase dramatically over the last year and a half. In addition, through the direct delivery review that is currently in progress, some necessary budget increases have also been identified. Here is a list of some of the areas where the DNSSAB is expected to see increased EMS costs in 2022:

- Ambulance purchases – DNSSAB has been given notice from the manufactures that costs are expected to increase as a result of COVID-19.
- Insurance premiums are expected to continue to increase significantly due to a hard market⁴.
- Cost of uniforms is expected to increase as a result of collective bargaining changes.
- Cost of medical equipment is expected to increase to more accurately reflect the district's call volumes and service size.
- Cost of certain software applications are expected to increase as DNSSAB was previously using free trial versions which have expired.
- Options related to the procurement of bidirectional data movement tracking and ambulance Wi-Fi hot spots will be presented in the 2022 budget.

⁴ A hard market is a period of time when there is a high demand for insurance, but a lower supply of coverage available, which drives up premiums.

It is currently too early in the budget process to determine an estimated levy increase for EMS; however, if it is assumed that the funding formula will stay the same and use the average municipal levy increase over the last five years of 8.00%, then the estimated increase to the municipal levy to support EMS within the district in 2022 would be \$487,160 (2.33%).



COVID-19

Any directly related COVID-19 expenses (ex. PPE) have been fully funded by the MOH to date. Given what has been experienced during the first three waves, it is not anticipated that a fourth wave will result in significant budget increases; however, it would be prudent to budget for some minor COVID-19 related costs such as additional PPE.

Housing Services

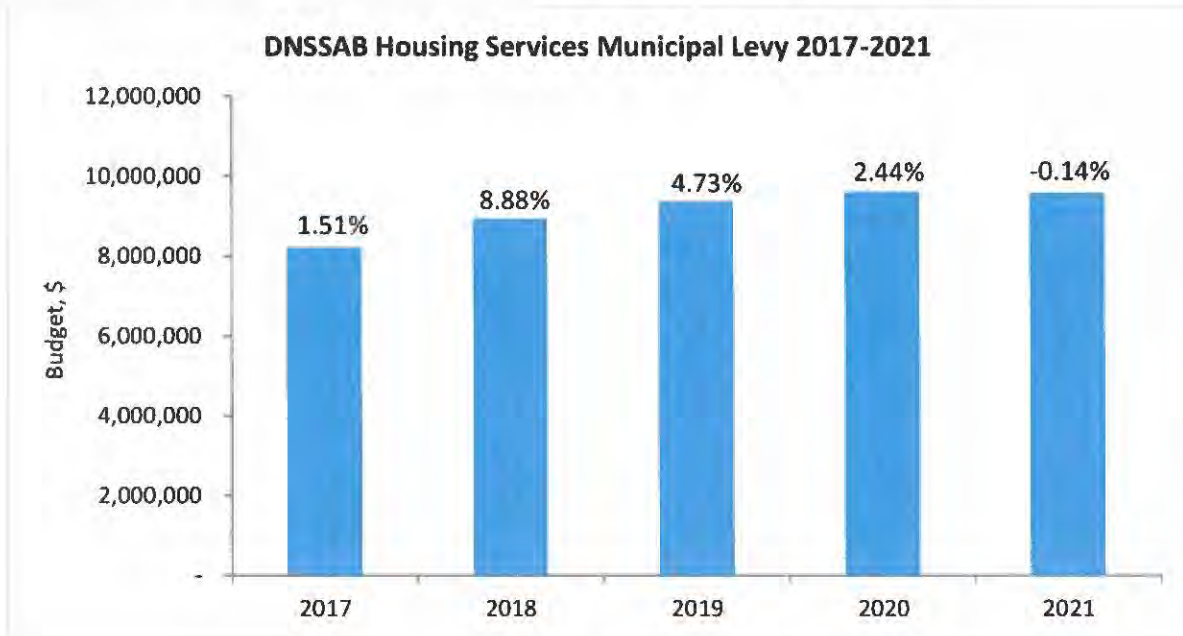
There have not been any significant funding changes announced for Housing Services for pre-COVID funding. However, the province has indicated that the fourth phase of the Social Services Relief Fund (SSRF) will be the final phase of SSRF funding. While DNSSAB did receive a very generous Phase 4 allocation of \$2,934,100, this funding is required to be expended by March 31, 2022. It was hoped that the annual Community Homelessness Prevention Initiative (CHPI) allocation would be increased to reflect the ongoing increased costs to combat homelessness, but DNSSAB's recently announced 2022-23 CHPI allocation will remain flat at \$1,771,340. This means there is currently no provincial funding to support the low barrier emergency shelter beyond March 31, 2022.

Here is a quick summary of some of the other budget pressures Housing Services will be facing in 2022:

- The 2021 federal budget proposed to maintain the 2021-22 Reaching Home funding levels for an additional two years. DNSSAB received an additional Reaching Home allocation of \$603,702 for 2021-22 in response to COVID-19. It is expected that the DNSSAB will receive this additional allocation through 2022-23, however details are still pending.
- Provincial and federal funding for social housing will see a year over year reduction of \$501,809 or 15.26%. This is a direct result of four social housing projects reaching the end of their operating agreements throughout 2021. COCHI funding may be utilized where available in order to transition expired projects to a more sustainable operational model and mitigate municipal levy increases.
- COCHI/OPHI funding is increasing by \$465,927 for 2022-23 which will help offset the reduction in social housing funding noted above.
- Provincially legislated cost indices dictate how much funding DNSSAB is required to provide provincially reformed-social housing providers. Changes to these indices could result in additional costs.
- Service level standards:
 - Legislation outlines the DNSSAB's service level standards (SLS); the specific number of Rent Geared-to-Income (RGI) units the DNSSAB is required to fund. This obligation is currently not being met by approximately 249 RGI housing units. The SLS Action Plan was presented to the Board in November 2019, which sees the DNSSAB making gradual investments over a 10 year period to address the SLS shortfall which is primarily funded through the municipal levy.

- The Gateway House (transitional housing) costs will increase in 2022 as the 2021 budget only includes a half year of costs for the second phase. At this time, the expected increase in expenses is approximately \$65,000 that would need to be funded through the levy.

It is currently too early in the budget process to determine an estimated levy increase for Housing Services; however, if the average municipal levy increase for Housing Services over the last five years of 3.49% (see chart below) is used, this would result in a \$333,980 (1.60%) increase.

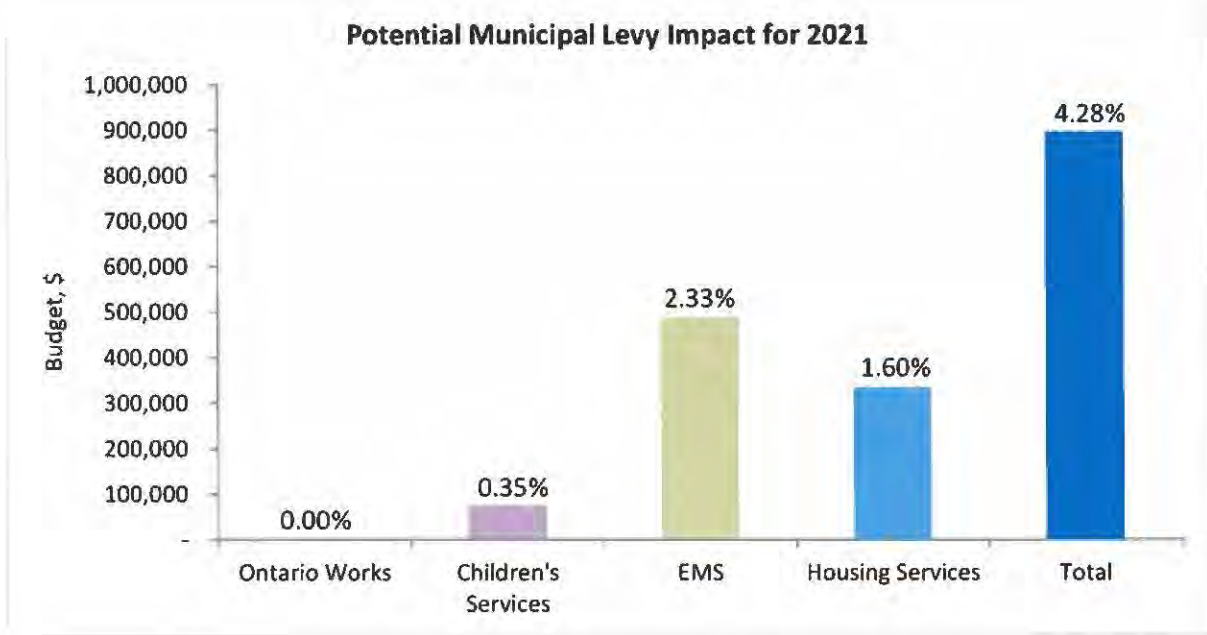


COVID-19

With the previously mentioned SSRF Phase 4 funding, the DNSSAB should have sufficient funding to support increased housing costs as a result of COVID-19; however, this funding is only available until March 31, 2022.

Overall

The below chart summarizes the potential municipal levy impact for each department that has been discussed above.



It needs to be highlighted that 2022 is effectively the third year being impacted by the provincial funding changes announced in 2019. These funding changes will continue to have an impact on the municipal levy for several years. The freezing of OW employment and program delivery funding and the elimination of the incremental increase for EMS funding will have perpetual negative impacts on the levy as these funding changes shift the inflationary budget pressures to the municipal levy.

Additionally, the Board has expanded services to address the challenges facing those individuals experiencing homelessness within the district. This includes transitional housing and the low barrier emergency shelter. While these are important initiatives, there is currently no provincial operating funding available, meaning these services will need to be funded by the municipal levy unless provincial/federal funding opportunities can be found. The DNSSAB will continue to advocate for operating funding for these programs. It should be highlighted that the province did provide significant capital funding to support the Gateway House.

Please note that this is a pre-budget analysis and does not reflect savings, investments or changes in services that may be identified through the budgeting process. It is simply meant to be an analysis on the impact of the funding changes and budget pressures compared to the previous year budget.

NEXT STEPS

DNSSAB staff asks that the Board provide direction for any projects they would like to see move forward in 2022 so these can be appropriately budgeted for in 2022.

As mentioned previously, DNSSAB will begin the budget preparation in September and will plan to present the budget to the Board in December. Any significant budget related items that need to be discussed with the Board before December will be brought forward to the Finance & Administration Committee in October and/or November if necessary.

CONCLUSION

The purpose of this report is to highlight areas for discussion during the 2022 budget process. This report is by no means an exhaustive list of issues, opportunities, and concerns that will need to be considered and addressed in the 2022 budget. It is intended to help provide some preliminary perspective and insight to the financial landscape the DNSSAB can expect in 2022.