



COUNCIL INFORMATION PACKAGE

Friday, July 3, 2026

	Pages
1. Memorandum from the City of Welland re: Provincial Updates to Strong Mayor Powers (Election-Year Rules).	2 - 5
2. Memorandum from the City of Welland re: 2027 Councillor Budget Survey.	6 - 6
3. Memorandum from the City of Welland re: Economic Development Quarterly Brief.	7 - 20
4. Letter from the City of Port Colborne re: Niagara Transit Expansion Services.	21 - 124
5. Letter from the County of Peterborough re: Request for Provincial Action on the Accuracy of Municipal Voters Lists.	125 - 125
6. Letter from the Town of Whitby re: Review of the Ontario Land Tribunal and Enhancing Deference to Municipal Planning Decisions.	126 - 127
7. Letter from the Municipality of the Village of Burk's Falls re: Retention of of the Cancer/Oncology Clinic at the Huntsville District Memorial Hospital Site- MAHC.	128 - 129
8. Letter from the Township of Assiginack re: Request for support.	130 - 130
9. Letter from the Township of North Stormont re: Ontario Most Outdated Property Reassessment in Canada: A Call to Return to Property Tax Reassessment Cycle.	131 - 131
10. Letter from the City of Mississauga re: A Notice of Motion regarding a provincial review of benchmarking, funding formulas, and length-of-stay standards for emergency shelters serving women and children experiencing intimate partner violence.	132 - 133
11. Letter from the Township of Puslinch re: Proposed Planning Act Changes Schedule 7 of Bill 119, the Proposed Protecting Ontario Streets and Communities Act.	134 - 140
12. Letter from the Township of Puslinch re: Support for Town of Iriquois Falls Request Ontario Firefighter Certification Requirements.	141 - 143

MEMORANDUM

TO: Mayor, Council and Residents

FROM: Tara Stephens, Director of Legislative Services/City Clerk

DATE: July 3, 2026

SUBJECT: Provincial Updates to Strong Mayor Powers (Election-Year Rules)

The Province introduced changes on June 22, 2026 to the *Municipal Act, 2001* to improve fairness and accountability during municipal election years.

The updates limit certain Mayor powers around elections. The outgoing Mayor can no longer propose the next year's budget, ensuring the newly elected council sets it. This means the city's next budget will reflect the priorities of the new council, not the outgoing one.

In some election situations—such as when there is significant turnover on council—there are also temporary limits on major decisions. During this time, the Mayor cannot hire or dismiss senior staff, change the city's organizational structure, sell property over \$50,000, or approve significant new spending unless it is already in the budget. This helps ensure that major decisions are made by the incoming council.

The Province has also allowed certain Mayor powers to continue if they are delegated before nomination day on August 21, 2026. This supports continuity of city operations during the election period.

Overall, these changes are intended to prevent major decisions by outgoing leadership, promote fairness during elections, and align rules across municipalities.

For Welland, day-to-day services will continue as usual. Some larger decisions may be deferred until after the election, and the incoming council will have full authority over key decisions, including the 2027 budget.

These changes help ensure that residents' votes directly shape important municipal decisions following an election.

Attachments

- Appendix I - Letter from Minister Robert J. Flack

This memo is provided for general information only and does not replace provincial legislation or legal advice.

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel. 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. 416 585-7000



234-2025-1873

June 23, 2026

Dear Head of Council:

I am writing to inform you of recent changes to the strong mayor framework, which apply to your municipality.

These changes were made through regulatory amendments to O. Reg. 530/22, under the *Municipal Act, 2001*, and are intended to strengthen accountability for decision-making during a municipal election year by ensuring that certain rules which currently apply in non-strong mayor municipalities similarly apply to strong mayor municipalities.

Specifically, heads of council in strong mayor municipalities are subject to the following rules which came into force on June 22, 2026:

- **Election year budget rules:** Outgoing heads of council are limited from proposing the municipal budget for the year immediately following a regular municipal election, aligning strong mayor municipalities with existing municipal budget rules.
- **Restricted acts rules:** Heads of council are restricted from appointing or removing the chief administrative officer and other municipal division heads, changing the organizational structure of the municipality, or, if not already authorized in the municipality's budget, exercising their by-law power to dispose of property valued over \$50,000 or authorize expenditures or liabilities over \$50,000. These restrictions would apply if it can be determined that either three-quarters of the outgoing members of council will not be members of the new council, or the outgoing head of council will not be the new head of council.

As head of council, you may wish to ensure that any relevant delegations you wish to establish are in place in advance of nomination day on August 21, 2026. The regulation provides that delegable strong mayor powers that may later become restricted can continue to be exercised where they were delegated to the CAO and or council prior to nomination day.

For more information on strong mayor powers and duties please see:

- Regulations made under the Municipal Act, 2001 that relate to strong mayor powers and duties: [O. Reg. 530/22](#); [O. Reg 580/22](#)
- Part VI.1 of the Municipal Act, 2001 – [Special Powers and Duties of the Head of Council](#)
- The Strong Mayor chapter of the [Ontario Municipal Councillor's Guide](#)

.../2

If you have any questions about the strong mayor framework, your staff may wish to contact your local [Municipal Services Office](#) within the Ministry of Municipal Affairs and Housing.

Please accept my best wishes.

Sincerely,

A handwritten signature in blue ink that reads "Robert J. Flack". The signature is written in a cursive style with a long horizontal stroke at the end.

Hon. Robert J. Flack
Minister of Municipal Affairs and Housing

- c. Robert Dodd, Chief of Staff
- Martha Greenberg, Deputy Minister
- Laurie Miller, Assistant Deputy Minister, Local Government Division
- Sean Fraser, Assistant Deputy Minister, Municipal and Housing Operations Division
- Municipal Clerk and Chief Administrative Officer

MEMORANDUM

TO: Council

FROM: Melanie Steele, MBA CPA CA, City Treasurer

DATE: July 3, 2026

SUBJECT: 2027 Councillor Budget Survey

This memo notifies Council that the 2027 Councillor Budget Survey will be available on July 3, 2026 and will remain open for 3 weeks. Councillors will receive an email with the link to the survey.

With the upcoming fall election, the newly elected Council will quickly be introduced to the budget process. Given this timing, we want to ensure staff review and consider any feedback from current Council members during our internal preparations. This survey allows staff to gather feedback for the budget from Councillors and informs our planning. In addition, the information gathered will be shared with the incoming Mayor and Council prior to the 2027 budget deliberations.

The survey requests feedback on the following areas:

1. Budget Process
2. Priority Areas
3. Service Improvements
4. Service Reviews
5. Revenue Opportunities
6. Capital Investment
7. Community Engagement



MEMORANDUM

TO: Welland City Council
Cc: Corporate Leadership Team
FROM: Economic Development Team
DATE: June 26, 2026
SUBJECT: Economic Development Quarterly Brief

The Economic Development staff team is pleased to announce the release of the eighth issue of the *Economic Development Quarterly Brief* on June 26, 2026. Published on a quarterly basis, this report provides updates on recent investments in the city, highlights key community initiatives, and features a business spotlight section to showcase local achievements and emerging opportunities.

The publication schedule for the *Economic Development Quarterly Brief* is as follows:

- **June 2026** (Current Issue)
- **September 2026** (Upcoming)
- **December 2026** (Upcoming)
- **March 2027** (Upcoming)

We are excited to share this latest edition and remain committed to fostering Welland's economic growth.

Quick Facts

Benchmark home price: (May 2026): \$503,200

Total Population: 63,874 (2024 post census annual population estimate – Stats Canada)

Total Building Permits Issued (2026): 229 (as of May 2026)

Community Initiatives and Updates

Grain Farmers of Ontario – March Classic

Economic Development attended the Grain Farmers of Ontario March Classic, Ontario's premier agricultural conference, bringing together over 800 farmers, suppliers, and industry experts in Niagara Falls. The theme for the 2026 event was "Breaking New Ground: Embracing Change," and addressed shifting global markets, rising input costs (such as fuel and fertilizer), and geopolitical pressures. Programming focused on how agricultural businesses could leverage technological innovation, manage economic uncertainty, and navigate new global trade opportunities while also including a larger, expanded tradeshow as part of the event.

Hannover Messe 2026 – Think Tech Forward

Staff participated in Hannover Messe 2026, held from April 20th to 24th, 2026. As one of the world's largest and most influential industrial trade fairs, Hannover Messe provided a valuable platform for Welland to connect with global leaders, innovators, and decision-makers across advanced manufacturing, automation, and technology sectors. The team showcased Welland's industrial strengths, attracted investment interest, and explored cutting-edge opportunities aligned with the region's economic development goals.

Welland's active involvement in Hannover Messe 2026 underscored the city's commitment to positioning itself as a competitive player on the global stage. By engaging directly with international partners and industry experts, the team contributed to important conversations about innovation, sustainable growth, and advanced industrial solutions. This participation helped build new relationships, promote regional assets, and bring back valuable insights that will continue to drive local economic prosperity and long-term success.

Niagara District Airport Announcement in Partnership with Air Canada and Landline

Economic Development Staff celebrated the announcement from Air Canada that it is expanding its Landline premium motorcoach service to Niagara District Airport, which officially launched operations on June 15, 2026. The service operates three daily round trips between Niagara and Toronto Pearson. It allows travelers to book Niagara District Airport as their starting point or final destination.

Innovate Niagara 15th Anniversary Celebration

Innovate Niagara celebrated its 15th anniversary in late March. Over the past 15 years, Innovate Niagara has fulfilled its mandate of supporting entrepreneurs, startups, and technology-driven companies across the region. This milestone celebrates the founders Innovate Niagara has supported, the partnerships built, and the innovation community that continues to grow.

The event took place at Helliwell Hall, one of St. Catharines' newest and most exciting venues and provided an evening of connection, reflection, and celebration.

SONAMI 10th Anniversary Celebration at Niagara College

SONAMI celebrated its 10th anniversary on March 27th. SONAMI has spent a decade proving that collaboration is the engine of provincial growth. From clean growth solutions to niche consumer products, SONAMI has helped turn prototypes into breakthroughs across several sectors. By forging partnerships between industry, academia, and strategic funders, the network has proven what is possible when resources are combined. SONAMI resulted over the last decade include: 510 completed projects (with another 70 currently in progress), 492 industry partnerships, more than \$27.3 million in government investment, 888 jobs created or supported, 284 commercialized outcomes, and \$22.5 million in sales from commercialized innovations.

Physician Dinner – Building the Professional Network of our New Doctors

On April 8, the Economic Development team hosted a Welland Physician Dinner at Il Forno in Downtown Welland. Physicians who have been recruited to the community through the Physician Recruitment Program were invited to attend.

The evening provided an opportunity to bring together both new and established physicians in a relaxed setting, fostering connections, encouraging the exchange of experiences, discussions around best practices, and strengthening their ties to the community. It also allowed staff to express appreciation for the important role these physicians play in supporting and enhancing healthcare services in Welland.

Creating welcoming and meaningful touchpoints such as networking opportunities is an important part of not only attracting healthcare professionals, but also ensuring they feel supported, valued, and connected once they arrive in our community.

Honourable Nina Tangri & Pierre Cl  roux – Highlighting Resilience, Innovation and Investment Opportunities

Economic Development staff attended a Spotlight event hosted by the Greater Niagara Chamber of Commerce which welcomed business and community leaders for an informative discussion on the economic outlook facing Ontario and Canada, featuring remarks from BDC Chief Economist Pierre Cl  roux and the Honourable Nina Tangri, Ontario’s Associate Minister of Small Business. The event brought together local stakeholders and business leaders for a substantive conversation on growth, investment, and competitiveness.

BMI & HOPA Open House at the Thorold Multimodal Hub

The BMI Group and HOPA (Hamilton-Oshawa Port Authority) hosted their Spring Open House at the Thorold Multimodal Hub, the flagship of the Niagara Ports Trade Corridor. The event showcased the site’s ongoing transformation into a major industrial and logistics powerhouse. The event celebrated the successful collaboration between industry, government partners (such as the Council of the Great Lakes Region), and local communities to drive economic growth and job creation in the Niagara region.

Niagara Defence Capacity Workshop – Sector Development and Local Business Opportunities

The Niagara Region Defence Sector Workshop was held on April 27, 2026, at Club Roma in St. Catharines. Organized by Niagara Economic Development and the Niagara Industrial Association, it helped local firms capitalize on Canada’s anticipated ~\$80B investment in defence by exploring procurement readiness and supply chain opportunities.

The event focussed on:

- Connecting Small- and Medium-sized Enterprises (SMEs) with government programs and funding supports to strengthen the domestic supply chain
- Partner Presentations from the Department of National Defence, FedDev Ontario, the Business Development Bank of Canada (BDC), and the Ontario Ministry of Economic Development;
- Discussions on the Canada Defence Industrial Strategy centered on aligning regional manufacturing with the Canada Defence Industrial Strategy; and

- Broader Regional Momentum highlighting regional initiatives, such as Niagara College's launch of Defence Systems Engineering Technology programs and ongoing discussions regarding major regional assets.

Building Defence Sector Capabilities

The Excellence in Manufacturing Consortium (EMC) is actively helping Canadian manufacturers build defence sector capabilities to capitalize on the federal "Build at Home" Defence Industrial Strategy. This framework aims to award 70% of defence contracts to Canadian firms. Aligning with this, an event was hosted on April 29, 2026, in Vaughan, Ontario, titled "Unlocking Domestic & Defence Market Opportunities". The sold-out event drew over 220 manufacturers to discuss how to pivot products and supply chains to meet the federal government's increased push for domestic defence procurement. The forum provided practical, actionable insights for small and medium-sized enterprises (SMEs) eager to enter the defence sector.

Fostering Regional Business Development Collaboration Opportunities

On May 19, 2026, the Economic Development team partnered with Niagara College to host a lunch and learn sharing information on the Business Commercialization and Innovation Centre services for businesses. The event was attended by representatives from the economic development teams at the Niagara Region as well as 7 Local Area Municipalities showing strong regional collaboration. The information shared will support SMEs across Niagara with strategic marketing, branding and promotional supports.

Niagara Funders Forum – Helping Navigate Provincial Funding Opportunities

The Niagara Funders Forum provided information to help local businesses and not for profit organizations better understand available provincial funding opportunities and how to access them. Representatives from 5 participating ministries did a deep dive on available programs and provided robust information including what programs are available and the eligibility criteria, who can apply, and how to develop strong applications.

This free session was geared to those who support businesses, projects, and communities across Niagara and included municipal and economic development staff, representatives from partner organizations such as chambers of commerce, BIAs, DMOs, and sector associations.

The event provided direct connection to funders, offering clear information on available supports, eligibility, and timelines, while strengthening regional capacity and relationships.

As a result, participants are now better equipped to support and advise businesses and communities by:

- Identifying and aligning projects with relevant funding opportunities
- Strengthening the quality and competitiveness of funding applications
- Navigating provincial programs and requirements with confidence
- Leveraging relationships with funders to advance future projects

Manufacturing Summit in Waterloo Regional – Connecting with Industry Leaders

On May 22, staff attended the Manufacturing Summit in Kitchener Ontario that brought together industry leaders, sector innovators, policy developers and supply chain experts for networking the strong conversations around the challenges and opportunities in the advanced manufacturing sector.

Hosted by the Greater KW Chamber in partnership with EMC (Excellence in Manufacturing Consortium), the summit brought together manufacturing and supply chain professionals for a day of meaningful conversations, idea sharing and forward-looking perspectives.

Ontario Marine Council Lobby Day at Queen’s Park – Protecting Ontario’s Marine Sector

Staff participated in the Ontario Marine Council Lobby Day at Queen’s Park which involved meeting with key leaders from the Government of Ontario. Meetings included engagement with Premier Ford and multiple ministers to advance shared goals to strengthen supply chains, connect Ontarians with great jobs, and grow the provincial economy.

Areas that the Ontario Marine Council have prioritized for action included:

- Education: Investing in Georgian College’s Centre for Marine Training and Research, which is Ontario’s centre of excellence for marine training and support recruitment into marine careers, and reducing financial barriers for learners.
- Infrastructure: Establishing a Provincial Marine Project Development Fund.
- Sustainability: Supporting the inherent advantages marine shipping offers with respect to sustainability by implementing a Marine Clean Fuel Incentive Program modelled on Québec’s approach to encourage domestic alternative fuel production and adoption.

CANSEC 2026 – Premiere Event for Defence, Security and Emerging Technologies

Staff attended CANSEC 2026, Canada’s premier defence, security and emerging technologies trade show, bringing together government officials, military leadership, global defence contractors, innovators and suppliers from across Canada and allied nations held in Ottawa from May 27 to 28, 2026.

Attendance provided the City of Welland with a valuable opportunity to build relationships with key industry stakeholders, gain insight into evolving defence procurement priorities and better understand opportunities within Canada’s growing defence and security ecosystem. Participation also supported long-term economic development objectives by identifying investment attraction prospects, promoting Welland’s advanced manufacturing and industrial capabilities, and establishing connections that can lead to future business expansion, supply chain partnerships and foreign direct investment, which position Welland to better support defence sector growth while enhancing the city’s competitiveness for future opportunities.

Showcasing Welland and Port Colborne in a Joint Familiarization Tour

In partnership with the City of Port Colborne, Welland Economic Development delivered a familiarization tour in early June that highlighted the investment ready lands in each city and the highlights around the community building taking place. Attendees on this tour included representatives from the Trade Commissioner Offices, the Ministry of Economic Development, Job Creation and Trade and International Consulates. The day included a networking opportunity with key stakeholders and regional partners, presentations on each community and facility tours of Valbruna ASW (Welland) and Asahi Kasei (Port Colborne).

Best Practice Exchange with the City of Cambridge

On June 2, 2026, the City of Welland proudly hosted the Economic Development Team from the City of Cambridge for an exchange of best practices and a guided tour of Welland’s ongoing development projects. The visit highlighted Welland’s strategic approach to growth, innovation, and investment attraction, while providing an opportunity to share insights and municipal strategies.

Through collaborative dialogue and on-site tours, the Cambridge team was able to see first-hand the transformative projects shaping Welland’s future and strengthening its position as a vibrant, growing community. The exchange emphasized the importance of municipal partnerships and knowledge sharing in advancing economic development across Ontario.

FABTECH Canada 2026 – Largest Edition in Show History

Staff attended FABTECH Canada 2026 at the Toronto Congress Centre on June 10, 2026, with its most expansive show floor to date. Held biennially, FABTECH country's largest metal forming, fabricating, welding, and finishing event.

The timing of this event could not be more critical with Canada's manufacturing sector contending with tariff pressures, supply chain disruption, rising costs, and persistent labour shortages. FABTECH Canada 2026 gave staff the opportunity to meet with businesses and industry leaders and provided a place to find solutions, forge partnerships, and move forward with confidence.

Spanning more than 95,000 square feet, FABTECH Canada 2026 featured over 280 exhibiting companies across 40 technology focus areas — from cutting systems, lasers, and press brakes to automation, robotics, stamping, finishing, and advanced welding solutions. Meetings with exhibitors provided opportunities for new investment into Welland, creation of partnerships through synergies and strengthening of the supply chain for existing Welland enterprises.

Partnership with Innovate Niagara – AI for Business Leaders: Strategy, Decision-Making & Automation

Welland Economic Development partnered with Innovate Niagara to deliver an in-person event to support business owners, founders, team leaders, entrepreneurs and more around their adoption of Artificial Intelligence in their day-to-day operations. The event, AI for Business Leaders: Strategy, Decision-Making and Automation, was a practical session focused on how to use AI strategically and use in real business scenarios. Participants learned how to understand the ROI and risk of AI, build an implementation roadmap, improve decision-making with AI and automate workflows and track key metrics.

Welland on the Move – Advancing Innovation, Driving Opportunity

The City of Welland's Economic Development team proudly participated in APMA's Canada Automotive Summit on June 9, 2026—Canada's premier event for automotive and mobility innovation. With over 400 attendees, the summit brought together global industry leaders, innovators, and decision-makers to explore the future of transportation, technology, and advanced manufacturing.

Welland's presence at the summit reinforced our commitment to fostering growth in the mobility and automotive sectors. The event provided a valuable platform to strengthen

strategic partnerships, gain insights into emerging trends, and promote Welland as a forward-thinking hub for investment and innovation.

Shaping Tomorrow’s Cities: Insight. Strategy. Connection.

On June 10-11, 2026, the Economic Developers Council of Ontario hosted their annual Ontario Big City Leaders Forum which brought together urban economic development professionals in Windsor for two days of forward-thinking strategy, expert panels, and high-value networking. Key topics included Strengthening the Core: A Collaborative Blueprint for Downtown Renewal, Rediscovering Regional Tourism, Waterfront Industry & Infrastructure, Unlocking Housing Solutions and Powering Investment: FDI and the Supply Chain Revolution.

Tracking Our Progress: Welland Shares Strategic Plan Updates

As part of our commitment to accountability and transparency, staff continue to advance the City’s 2023–2026 Strategic Plan. Quarterly progress updates were provided in May and are now available on the public dashboard

<https://www.welland.ca/StrategicPlan/strategicPlanDashboard.asp> highlighting the ongoing work being done to achieve Council’s priorities and deliver meaningful results for the community.




New Business






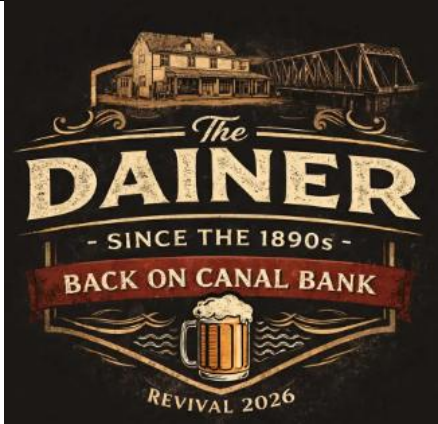
**Scotty’s on King
312 King Street**



What started as a simple dream-to serve honest, delicious comfort food to the neighbourhood has grown into something special.

Their menu is built on classics done right: fresh-cut fries made from real potatoes, poutines loaded with squeaky cheese curds and rich gravy, hand-patted burgers, and all the comfort food favorites you remember.

	<p>Niagara Community Room 474 East Main Street</p> <p>The Niagara Community Room is a professionally managed, privately supported space developed in partnership with the Niagara Health Foundation. It provides a welcoming environment for groups to meet, collaborate, and engage with the community across the Niagara Region.</p>
	<p>I Love Tzatziki 264 King Street</p> <p>I Love Tzatziki is a locally owned Greek eatery, by owner Dair Kadhim in downtown Welland. The restaurant offers authentic Mediterranean cuisine, including gyros, souvlaki, falafel, and fresh salads made daily. Its philosophy emphasizes fresh ingredients, generous portions, and welcoming service, creating an accessible, family-friendly dining experience rooted in traditional Greek flavours.</p>
	<p>Sweet Love Childcare Centre 335 King Street</p> <p>Sweet Love Childcare Centre has expanded to Welland, offering toddler and preschool programs designed to support early childhood development. The centre focuses on play-based learning that encourages creativity and exploration in a safe, nurturing environment. Emphasizing inclusivity and community, it provides high-quality care while helping children build confidence and friendships.</p>

	<p>Longo's Welland 968 Niagara Street</p> <p>Longo's, a family-founded Ontario grocer established in 1956, has grown into a respected regional chain now having opened its 44th stores in Welland. This new location, opened June 24, 2026, marks its first entry into Niagara, creating dozens of local jobs and supporting community initiatives. This significant investment strengthens local food retail options and reflects continued confidence in Welland's economic growth</p>
	<p>M and M West African Foods 3-652 River Road</p> <p>M and M West African Foods is a locally owned specialty grocery business in Welland, led by owner Tasiu Muhammad and focused on authentic African products. Its new River Road location offers staples such as spices, grains, and traditional ingredients. The company emphasizes cultural connection, freshness, and quality, supporting diverse culinary traditions within the community.</p>
	<p>Flagship Fries 565 River Road (Club Richelieu)</p> <p>Flagship Fries, now located at 565 River Road in Welland, is a locally operated food truck-style eatery that recently relocated from St. Catharines. Known for its fresh-cut fries, poutine, burgers, and signature dill pickle fries, the business emphasizes generous portions and quality comfort food. Its philosophy centres on simple, flavourful offerings and strong community engagement.</p>

	<p>The Dainer <i>4 Kingsway</i></p> <p>The Dainer, located on Kingsway in Welland’s Dain City, revives a historic tavern tradition dating back to the 1890s, when it served canal and industrial workers. Relunched in 2026 by local founders, it offers classic diner fare—hearty breakfasts, burgers, sandwiches, and daily staples. Its philosophy emphasizes generous portions, honest cooking, and preserving community heritage through a welcoming, working-class atmosphere.</p>
	<p>Bento Sushi <i>968 Niagara Street</i></p> <p>Bento Sushi, located at 968 Niagara Street, is part of a Canadian-founded company established in 1996, known for fresh, convenient sushi and Japanese-inspired fare. Operating primarily in grocery-anchored settings, it emphasizes quality ingredients and quick service. The Welland location sits in the new commercial plaza anchored by Longo’s, offering a menu of sushi rolls, sashimi, poke bowls, and hot items, reflecting Bento’s commitment to accessible, chef-crafted cuisine.</p>

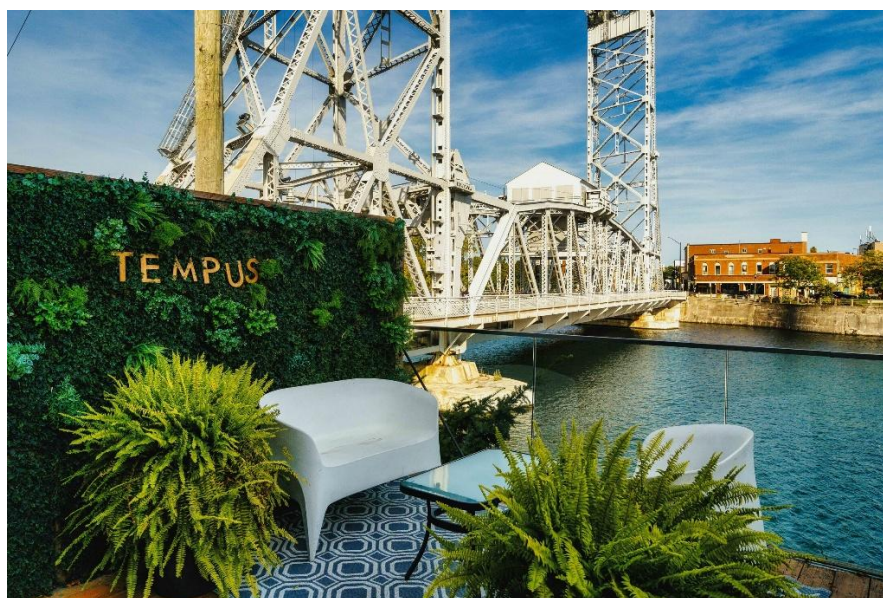
	<p>Tasty Yummy Hot Dog Food Trailer <i>Various Locations</i></p> <p>The Tasty Yummy Hot Dog food trailer in Welland serves classic street-style hot dogs and sausages, known locally for friendly service and flavorful toppings. You can find them at the Seaway Mall on Farmers' Market Mondays.</p>
	<p>Dough & Design <i>626 East Main Street</i></p> <p>Dough & Design celebrated their grand opening on May 23rd and offer custom cakes, cookies & cupcakes, authentic Italian eats, Detroit-style pizza & grab-and-go- treats. They also create balloon bouquets, stuffed balloons & full event decor for personal and corporate celebrations.</p>

Business Spotlight

Tempus Restaurant in Welland, Ontario is a locally driven dining establishment known for its refined yet approachable culinary style. Operated by a passionate ownership team with roots in hospitality and community engagement, Tempus emphasizes seasonality, creativity, and elevated comfort food. The restaurant's philosophy centres on thoughtful dining by pairing high-quality ingredients with modern techniques and creating a welcoming, inclusive atmosphere.

The menu offers a contemporary Canadian approach, featuring carefully prepared small plates, handcrafted mains, and curated beverages. Diners can expect dishes that highlight fresh proteins, house-made components, and global influences, alongside vegetarian-friendly options. Presentation and flavour balance are central to the experience.

Beyond its cuisine, Tempus contributes meaningfully to Welland's growing food scene. By attracting residents and visitors alike, it supports downtown vibrancy and local economic development. The restaurant engages with nearby suppliers and businesses, reinforcing a sense of community connection and showcasing the region's evolving culinary identity.





PORT COLBORNE

Legislative Services

Municipal Offices: 66 Charlotte Street
Port Colborne, Ontario L3K 3C8 • www.portcolborne.ca

"

T 905.228.8031 F 905.834.5746

E cityclerk@portcolborne.ca

June 24, 2026

Email: carla.stout@niagaratransit.ca

Carla Stout, General Manager
Niagara Transit
2012 First Street Louth
St. Catharines, ONB L2S 3V9

Dear Ms. Stout:

Re: Port Colborne City Council Motion – Niagara Transit Expansion Services

Please be advised that, at its meeting of June 23, 2026 the Council of The Corporation of the City of Port Colborne passed the following resolution:

WHEREAS transit is a vital service in Niagara, connecting residents, communities, businesses and local services; and

WHEREAS Highway 140 is a critical employment corridor containing key economic development signature sites; and

WHEREAS the ease of the movement of labour is a critical factor in attracting investment into these sites and the success of the businesses located there now and in the future; and

WHEREAS essential services such as grocery, medical and pharmacy, education, recreation and employment opportunities are primarily located on the west side of the Welland Canal but a significant population in Port Colborne live on the east side; and

WHEREAS the Port Colborne urgent care centre will be closing in 2028 to coincide with the opening of the new South Niagara Hospital;

WHEREAS enhancements to transit services will benefit the entire community of Port Colborne;

THEREFORE the Mayor and Council request that Niagara Transit provide route, service level and cost implication options for consideration of the following:

- The potential introduction of transit to service current and future businesses on Highway 140;
- Transit service options that would further connect residents on the East side of the Welland Canal to the West side of the City;

...2

- Transit service options that improve access to healthcare services, including the Welland Hospital, future South Niagara Hospital, diagnostic imaging services, specialist care, and other major healthcare destinations within the Niagara Region;
- Temporary services during prolonged Seaway bridge closures;

AND FURTHER THAT Council requests Niagara Transit to collaborate with City staff to report back to a future City Council meeting, and work with the Niagara Transit Commission and Regional Council to seek budget approvals;

AND FURTHER THAT Council direct the City Clerk to send this request as official correspondence to the Niagara Transit Commission.

Please find attached a copy of Planning and Development Department Report 2026-87 with further information.

Thank you for your collaboration on this matter.

Sincerely,



Charlotte Madden
City Clerk

ec: Tara Stephens, City Clerk, City of Welland
Jordan Hambleton, Chief of Staff, Niagara Transit
Eric Beauregard, Councillor, City of Port Colborne and Board Member, Niagara Transit Board

Att.: City of Port Colborne Planning and Development Department Report - 2026-87



Subject: Niagara Transit Expansion and Service Updates

To: Council

From: Planning and Development

Report Number: 2026-87

Meeting Date: June 23, 2026

Recommendation:

That Planning and Development Department Report 2026-87 be received; and

That Council approve the motion, attached hereto as Appendix B; and

That Council recognize transportation as a key social determinant of health and support the advancement of transportation initiatives that improve access to healthcare services as a priority action under the Community Health & Wellness Action Plan, including transit connections to major healthcare institutions within Niagara Region; and

That City staff be directed to continue exploring additional transportation partnerships and service models in addition to Niagara Transit OnDemand that may reduce barriers to healthcare access for Port Colborne residents and report back to Council as opportunities are identified; and

That City staff be directed to explore options for transit service and community connections during the expected Welland Canal bridge closures by the St. Lawrence Seaway Management Corporation during the winter 2026-2027 season and report back to Council, including with Niagara Transit; and

That the City Clerk be directed to forward the approved motion attached hereto as Appendix B, as well as Planning and Development Department Report 2026-87 to the Niagara Transit Commission and City of Welland.

Purpose:

This report provides updates on transit service in Port Colborne including opportunities for future service expansion through the 10-year Niagara Transit Master Plan. Receipt of this report and passing of a motion attached as Appendix B will formally initiate a

service expansion request through a process required by the Niagara Transit Commission.

The report also provides an update on other options City staff are exploring to address gaps in the current transit system to improve access to healthcare services through the Community Health and Wellness Action Plan and ensure transportation options are available during the Seaway's expected bridge maintenance works in winter 2026-2027.

Background:

Between 2008 and 2021, Port Colborne was served by a community bus service operated under contract with Welland Transit. This service operated on a fixed route as a community-style service with connections to Welland's transit system and inter-municipal routes throughout the Niagara Region. This system was designed for basic local mobility, connecting residents to shopping, appointments and seniors travel within the community.

Between 2015 and 2017 municipal leaders began discussions about consolidating the transit systems and in 2020 the Niagara Transit Governance study recommended Niagara move to a single regional transit model, instead of multiple separate transit systems. Steps were taken throughout 2021 to amalgamate transit through a triple majority process and transfer responsibility for transit to Niagara Region. City Council considered and endorsed the amalgamation of transit services throughout 2021 as reported in [Corporate Services Department Report 2021-39](#) a [presentation from Niagara Region](#) (February 2021), [CAO report 2021-206](#) (August 2021), and [CAO Report 2021-317](#) (December 2021).

In 2022 the Niagara Region Transit Commission was established as a municipal service board. In January 2023 Niagara Region Transit assumed responsibility for transit routes and service across Niagara under one unified transit system. With this change, the local Port Colborne bus was discontinued and replaced with the Niagara Transit OnDemand service and a unified fare structure. Under the amalgamated transit system, Niagara Transit connects all 12 municipalities in the region with conventional (bus) transit, microtransit, and specialized transit services. Focused on inter-municipal service, Port Colborne residents are connected to transit through a hub and spoke model to the broader region. Funding for transit shifted from a contribution for locally subscribed services to a special transit levy, set through Niagara Region.

In [February 2026](#) the Niagara Transit Commission board approved a new procedure to request enhanced transit service starting with a motion passed from the local municipal council (see Appendix A).

Discussion:

Public transit is a vital service connecting residents, communities, businesses and local services. Since amalgamation of transit, Port Colborne has been served by one conventional bus route Route 25, which runs hourly from City Hall and serves as the community’s “hub”. The bus runs to Welland and back, Monday to Saturday. There is no service on Sundays or holidays. There are currently no stops or pick ups on the East side of the City.

Port Colborne is also served by on-demand [microtransit](#) which is a shared ride service that provides curb-to-curb trips in designated services zones to connect to fixed bus routes. Microtransit trips are requested through the Niagara Transit App and may be booked up to 7 days in advance. In most cases, microtransit connects riders to the nearest conventional bus stop or transit hub, making the trip multi-modal or “commingled”. For example, a common route for Port Colborne residents is to the Welland Terminal or Welland hospital site. For most this requires booking a microtransit ride to get to Port Colborne City Hall (the hub) to a board a conventional bus to get to the Welland Terminal – and beyond.

Niagara Transit also runs Specialized Transit which is an application-based shared-ride service for people with cognitive or physical disabilities that prevent them from being able to use conventional transit services. These door-to-door trips are booked on a first-come, first-served basis up to 14 days in advance.

Transit Ridership:

According to Niagara Transit ridership data for Port Colborne ridership for the past 3 years, since amalgamation:

	2025	2024	2023
Route 25 (fixed inter-municipal route)	41,072	28,189	29,413
Microtransit (OnDemand)	14,638	18,408	19,583

Challenges and common criticisms about current transit services:

As a rural community, there have always been challenges with operating a conventional transit system, however some common criticisms heard from Port Colborne residents is that the amalgamated system is not responsive to local needs:

- Limited service frequency and coverage – the main Route 25 between Port Colborne and Welland only runs once per hour, leaving long wait times and time-consuming trips.

- Limited fixed route coverage - gaps in local routes leads to reliance on microtransit, meaning service is less predictable or convenient and there are often delays. There are currently no bus stops on the East side of the City.
- Limited service hours – including for microtransit, making it difficult for residents who have evening, weekend, or shift work less likely to be able to use transit.
- Accessibility – the reliance on transfers and multi-modal trips (i.e. microtransit van to transfer at a hub to conventional bus) and online-only booking system makes it less accessible and more complicated for individuals with accessibility challenges to use transit and access their destinations.
- App or online-only booking – for OnDemand rides is not accessible for individuals who do not have access to the internet or smartphones to book rides. There are often times when the City’s Customer Service staff provide assistance to transit-users by booking services for them through the online system, which does not make the system user friendly or universally accessible.
- Reliability concerns – about delays, missed pickups and equity concerns about the necessity to book microtransit rides using an app.

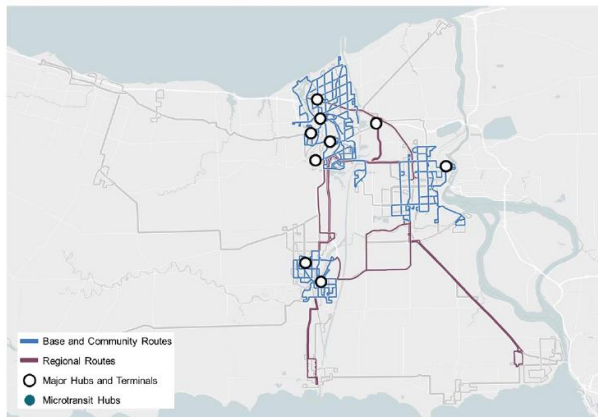
While Niagara Transit staff have engaged with City staff and Council representatives about challenges with the system, transportation remains an obstacle for Port Colborne residents to get to jobs, healthcare services and generally travel throughout the City and region without access to a personal vehicle.

Niagara Region Transit Service Expansion

Niagara Transit is developing a 10-year Master Plan (**Appendix C**) which was presented to Economic Development staff for input in spring 2026. After reviewing the Master Plan, City staff identified that although increased service is planned to connect to Port Colborne, there are still gaps to fill the community’s needs in four key areas:

- 1) Highway 140 employment area service
- 2) East side to west side and west side to east side transit service
- 3) Access to healthcare and social determinants of health
- 4) Temporary services during prolonged Seaway bridge closures

Where we are...



Where we're going...

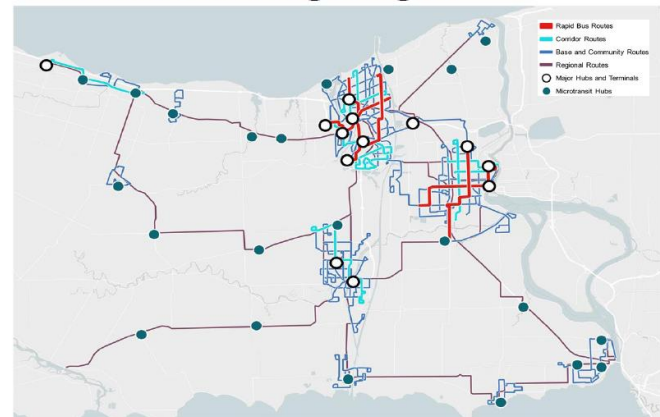


Figure 1 Niagara Region Transit Master Plan vision

As outlined in **Appendix A**, Niagara Transit has created a formal procedure for local area municipalities to request enhanced services which starts with a motion from Council:

1. Request for information via a formal Council motion (Niagara Transit provided a draft motion for Council's consideration which has been amended by City staff, as seen in **Appendix B**)
2. Niagara Transit prepares formal options for consideration
3. Niagara Transit presents options to Council
4. Municipality provides an enhancement request motion
5. Inclusion in budget

Niagara Transit worked with City staff to draft a motion to initiate step 1 in this new process. City staff are recommending Council endorse the motion as amended by City staff and the recommendations of this report to fully reflect the City's needs and challenges which are discussed in the next section of this report.

1) Highway 140 employment area service

After reviewing Niagara Transit's draft 10-year plan, there is a gap along the 140 Highway connecting the Main Street and the designated employment areas. The Highway 140 corridor is a designated employment area in both Port Colborne and Welland. This corridor contains key economic development signature sites, both current and future. With the addition of Asahi Kasei and the East Side Employment Lands being connected to water and wastewater service, this area of the City is expected to grow further as an employment corridor from Port Colborne all the way into Welland.

The City Economic Development staff convene a quarterly meeting with the largest employers in Port Colborne and public transit in general and transit along the 140 Highway has been identified as a need. Additionally enhancing access into the 140 Highway area acts as another factor in attracting new employers into the East side Employment area. The ease of the movement of labour is a critical factor in attracting investment and the success of these businesses. Additionally, transportation has been identified by Port Colborne's largest employers as a need to fulfill current jobs and create new opportunities. Welland Economic Development has also identified a need for additional services along the 140, as a direct tie in with the City of Port Colborne employment area, and as a result, the City of Welland is making a similar request of Niagara Transit, as is recommended with this report and motion. Any enhancements to transit services for this corridor and within the City will benefit both of the communities.

This is reflected in the draft motion provided by Niagara Transit in Appendix B, for Council to endorse, as per the new policy. The motion has been amended by City staff to align with the community's needs and is recommended for Council endorsement, as amended.

2) East side transit service

As the City is bisected by the Welland Canal, many essential services such as grocery, medical and pharmacy, education, recreation and employment opportunities in Port Colborne are located on the West side of the City, while a significant population lives on the East side. Currently the only dedicated transit pick up stop is at City Hall – there are no transit stops on the East side.

The City has requested an additional stop on the East side of the City / canal through several channels including through Niagara Transit staff, and through Council's representative on the Transit Commission. To date the response has varied from being not possible to keep timing of bus routes due to the unpredictable bridge lift schedule, to redirecting to OnDemand Transit to bring residents from the East side to the West side City Hall stop or elsewhere. Niagara Transit views an additional bus stop on the East side as an enhanced service for an additional cost, that can be considered through the new process to request enhanced service, per the new policy.

3) Access to Healthcare and Social Determinants of Health

In addition to the need for transit to support employment growth and economic development, transportation has emerged as one of the most significant barriers to healthcare access in Port Colborne. Through multiple phases of engagement over the past 18 months, residents have consistently identified transportation as one of the greatest challenges to accessing healthcare services. This theme emerged through community consultations, the work of the Healthcare Advisory Committee, the Port Colborne Healthcare Analysis Report by KPMG, and ultimately informed the

Transportation & Access to Care area of focus within the [Community Health & Wellness Action Plan](#).

Transportation is a key social determinant of health and determines whether someone can access healthcare services in a timely, affordable, and reliable manner. Locally, transportation barriers are contributing to missed appointments, delayed treatment, and increased reliance on emergency and urgent care services.

Port Colborne faces unique circumstances that amplify these challenges. Approximately 28% of residents are over the age of 65, compared to the provincial average of 19%, and many residents already travel outside the community to access specialist care, diagnostic imaging, hospital services, and other healthcare appointments. Community health analysis identified that 84% of residents live in areas experiencing elevated social determinants of health risks, increasing the importance of accessible and affordable transportation options.

The issue is going to increase over time as Port Colborne's population grows and healthcare services continue to be centralized. Niagara Health's transition to a three-site hospital system will result in the closure of the Port Colborne Complex and Urgent Care Centre in 2028 and transition of services to Welland. Residents will increasingly come to rely on transit and transportation networks to access services at the Welland Hospital, the future South Niagara Hospital, and other regional healthcare facilities.

As noted above, trips on public transit frequently require multiple transfers between microtransit and conventional transit services before reaching local emergency departments. Limited service frequency, inconsistent service hours, and gaps in route coverage increase travel times and reduce accessibility, complicating transportation for individuals who are already experiencing challenges or a vulnerable time.

Community Health and Wellness Action

For these reasons, Transportation and Access to Care was identified as one of eight Areas of Focus within the City's Community Health & Wellness Action Plan. The Action Plan recognizes that transportation is essential to healthcare access and includes actions aimed at improving connections to healthcare services, reducing transportation barriers, supporting healthcare system navigation, and exploring innovative transportation solutions that improve access and equity.

The City has already begun exploring opportunities to improve healthcare-related transportation through other models and partnerships that may complement Niagara Transit's existing service and other community-based services. These may include community transportation providers, volunteer driver programs, non-emergency medical transportation services, rideshare partnerships, and other innovative approaches being implemented in rural communities facing similar challenges.

As healthcare services continue to evolve across Niagara Region, ensuring residents can reasonably access care when and where they need it will remain a critical priority for the City of Port Colborne.

While this motion formally requests Niagara Transit to provide route, service level and cost implications for consideration, City staff will also explore other models and service providers specifically focused on healthcare access to ensure Port Colborne residents can access healthcare services in a reasonable and accessible way.

4) Transportation options during Seaway bridge closures

Each year when the Welland Canal closes for the shipping season, the St. Lawrence Seaway Management Corporation (the Seaway) completes maintenance on the locks, bridges and infrastructure throughout the system. In winter 2025-2026, the maintenance program required the Clarence St. Bridge to be completely closed for two months between January to March, and then again during an unplanned closure in mid-April. For safety reasons, sidewalk access remained available so residents still had some connection from the East side of the City. However, for the expected winter 2026-2027 closure, the Seaway has informed the City that a full closure will be necessary. There will be no pedestrian access, making it even more difficult for residents on the East side to access grocery stores, healthcare and other services that are only located on the West side of the City.

City staff are working with the Seaway to understand construction schedules, impacts and ways to ensure residents still have transportation options during the closure. Staff will report back to Council on options such as a fixed route shuttle service within the City, enhanced on-demand transit or other options from partners such as Niagara Transit, based on feedback from residents and community partners.

Internal Consultations:

This report has been prepared by staff from Economic Development, Public Works, the Senior Health Advisor and CAO Office with consultation from the leadership team.

Financial Implications:

Since the amalgamation of transit, the budget has been pooled regionally and collected separately as a new regional transit levy which has increased each year. The budget is set by Niagara Transit and approved by Niagara Regional Council. A municipality's contributions are calculated based on property tax base and transit service hours.

For 2026, the City of Port Colborne contributed \$1,109,957 or \$93.34 per household (based on the median residential property value of \$203,084) to Niagara Transit. It is

important to note this amount would have been higher if not for transit usage declining in the City, since transit costs are partly allocated based on usage.

There are no financial implications with this report. If the motion is endorsed by Council, Niagara Transit will initiate research into the expanded service requests as per the Commission's new process and report back to City Council and Niagara Regional Council for consideration in future budgets.

Any actions taken to improve transportation options during the winter Seaway bridge closures will also be subject to future council reports for approval.

Public Engagement:

Throughout 2025 the City helped to promote Niagara Transit's public information sessions and online survey for the ten-year Niagara Transit Master Plan.

Staff's recommendations in this report are informed by ongoing public engagement. Enhanced public transit in Port Colborne has consistently been identified as a need by Economic Development stakeholders and throughout the City's healthcare consultations, as noted above. Public transit and transportation challenges were also a common theme of feedback to City staff throughout the winter during the Seaway bridge closures.

Strategic Plan Alignment:

Expanded access to public transit is a key initiative within the City's strategic plan and is reflected in all four pillars:

- Environment and Climate Change
- Welcoming, Livable, Healthy Community
- Economic Prosperity
- Sustainable and Resilient Infrastructure

Conclusion:

As a growing community, the City of Port Colborne is focused on providing an exceptional small town experience in a big way. Transit is an essential tool for economic development, is a vital service to connect residents with healthcare and social services and is important to create inclusive communities. Council's support of the staff recommendations will provide Niagara Transit with the direction needed to develop options, budget and timelines for improved service and empower City staff to work with

other potential service providers to improve transportation access and connections to the community.

Appendices:

- a. March 2026 NRT correspondence regarding enhanced service request policy
- b. Niagara Transit Request for Information Draft Motion – as amended by City staff
- c. Niagara Transit 10 year Master Plan

Respectfully submitted,

Bram Cotton, Economic Development Officer
(905) 228-8063
Bram.Cotton@portcolborne.ca

Geneviève-Renée Bisson, Senior Health Advisor
(905) 228-8046
Genevieve-Renee.Bisson@portcolborne.ca

Julie Rorison, Corporate Affairs Manager
(905) 228-8132
Julie.Rorison@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

March 2, 2026

Mayor and Council
City of Port Colborne
66 Charlotte St
Port Colborne ON
L3K 3C8

Dear Mayor Steele and Council,

I am pleased to share with you the new policy, adopted by the Niagara Transit Commission Board at our February 17th, 2026 meeting, outlining the procedure for requests for enhanced transit service by local area municipalities (LAMs). This policy was developed in response to the growing number of requests since the amalgamation of Niagara Transit in 2023. It will provide structure and clarity and ensure that local municipalities have a defined process for future requests.

While this policy provides clarity for the requests for enhanced services from LAMs, it is important to note that this policy does not supersede the role of the Board and Regional Council. Decisions on Niagara Transit's service levels and its budget will continue to reside with the NTC Board, to be approved by Regional Council.

This policy does not apply to requests for reductions in service. Niagara Transit is committed to enhancing transit service across the Niagara Region and reductions to service will only be identified by Niagara Transit staff and, if needed, presented to the NTC Board of Directors for their consideration.

The process for requests is as follows:

1. Local Area Municipality (LAM) Request for Information Motion

- 1.1** To initiate the process, the LAM must pass a motion requesting information from Niagara Transit on enhanced service.

Note: In any case where it is not apparent that the NTC Board member representing the LAM initiating the request is aware of the request, NTC staff are required to notify them immediately.

- 1.2** The motion must be specific about the services or areas of the municipality where service enhancement is being sought.
- 1.3** Niagara Transit staff will aid the LAM's council, councillor(s) or staff in drafting this motion.
- 1.4** A copy of the Request for Information Motion must then be provided by the LAM Clerk to the NTC Board of Directors as formal correspondence.
- 1.5** The NTC Board must approve the request for information prior to staff preparing a proposal/options.

2. Preparation of Proposal/Options

- 2.1** The proposal/options will be drafted by Niagara Transit staff and will include details of the enhanced service, associated costs to the LAM, projected timelines for the service enhancements, any information related to the proposed enhancements' impact on other areas of the Niagara Transit system, and any other relevant information as determined by Transit staff.
- 2.2** The proposal/options will:
 - 2.2.1** Align with the current Niagara Transit Master Plan, as approved by the NTC Board of Directors
 - 2.2.2** Meet the minimum thresholds set out in the Niagara Transit service standards
 - 2.2.3** Not create gaps in service

3. Niagara Transit Presentation of Service Enhancement or Options

- 3.1** Niagara Transit will make a presentation to the LAM requesting the service enhancement at a meeting of their Council.
- 3.2** The presentation must include details of the enhanced service, associated projected costs to the LAM, projected timelines for the service enhancements, any information related to the proposed enhancement(s)

impact on other areas of the Niagara Transit system, and any other relevant information as determined by Transit staff.

4. Local Area Municipality Enhancement Request Motion

- 4.1** For the enhancement(s) to be adopted into the Niagara Transit budget process the LAM council must pass a motion explicitly endorsing the proposed solution or option(s) provided by Niagara Transit staff.
- 4.2** Niagara Transit staff will aid the LAM's council, councillor(s) or staff in drafting this motion.

5. Budget Inclusion

- 5.1** A copy of the Enhancement Request Motion must then be provided by the LAM Clerk to the NTC Board of Directors as formal correspondence.
- 5.2** Niagara Transit staff will then incorporate the endorsed enhancement into the LAM's local service in the next budget cycle, or a future budget cycle where appropriate.
- 5.3** The enhancement must then be finalized through the normal NTC budget cycle up to and including the requirement of full approval by Niagara Regional Council on the matter.

To initiate the process or if you have any questions, please contact Jordan Hambleton, Chief of Staff at jordan.hambleton@niagaratransit.ca.

We look forward to working with you to create a truly connected Niagara.

Sincerely,



Carla Stout
General Manager, Niagara Transit

WHEREAS transit is a vital service in Niagara, connecting residents, communities, businesses and local services; and

WHEREAS Highway 140 is a critical employment corridor containing key economic development signature sites; and

WHEREAS the ease of the movement of labour is a critical factor in attracting investment into these sites and the success of the businesses located there now and in the future; and

WHEREAS essential services such as grocery, medical and pharmacy, education, recreation and employment opportunities are primarily located on the west side of the Welland Canal but a significant population in Port Colborne live on the east side; and

WHEREAS the Port Colborne urgent care centre will be closing in 2028 to coincide with the opening of the new South Niagara Hospital;

WHEREAS enhancements to transit services will benefit the entire community of Port Colborne;

THEREFORE the Mayor and Council request that Niagara Transit provide route, service level and cost implication options for consideration of the following:

- The potential introduction of transit to service current and future businesses on Highway 140;
- Transit service options that would further connect residents on the East side of the Welland Canal to the West side of the City;
- Transit service options that improve access to healthcare services, including the Welland Hospital, future South Niagara Hospital, diagnostic imaging services, specialist care, and other major healthcare destinations within the Niagara Region;
- Temporary services during prolonged Seaway bridge closures;

AND FURTHER THAT Council requests Niagara Transit to collaborate with City staff to report back to a future City Council meeting, and work with the Niagara Transit Commission and Regional Council to seek budget approvals;

AND FURTHER THAT Council direct the City Clerk to send this request as official correspondence to the Niagara Transit Commission.

cc: The City of Welland

Niagara Transit Master Plan

10-Year Investment and Growth Strategy

(2026-2035)

Board Presentation
June 17, 2025



Prepared by Left Turn Right Turn Ltd

Why this Plan?



Mandated in the Niagara Service Standards Strategy



Enables coordinated regional planning



Adapts to changing demographics, travel needs, transit practices and technology



Addresses key issues like Specialty transit access and facility constraints



Guides long-term investments across the region

A vertical dark green line is positioned on the left side of the slide. Below it, a large, light gray arrow points upwards and to the right.

What is the 2035 Plan?

Reimagining Transit in Niagara



Integrate and improve transit efficiency



Get more people to use transit















Improve the availability of transit






Respond to growth

Services for Different Needs

Service Type	What need will it serve?	Peak Service Level (How long will I wait?)	Coverage (How far / long will I walk)
Rapid 	Fast urban spine with transit priority measures	~10 minutes or better	Low stop density (10-minute walk) 
Express 	Limited stop service that acts as precursor to Rapid service	15-30 minutes	Low stop density (10-minute walk) 
Regional 	Provide hub-to-hub service with network connections at key locations	15 - 60 minutes	Limited stops, mostly at hubs 
Corridor 	High-frequency two-way service on major roads	15 minutes or better	5-minute walk 
Base 	Linear two-way service on major roads forming base of transit network	20 - 30 minutes	5-minute walk 
Community 	Local community access in small urban centres	30 - 60 minutes	3-5 minute walk 

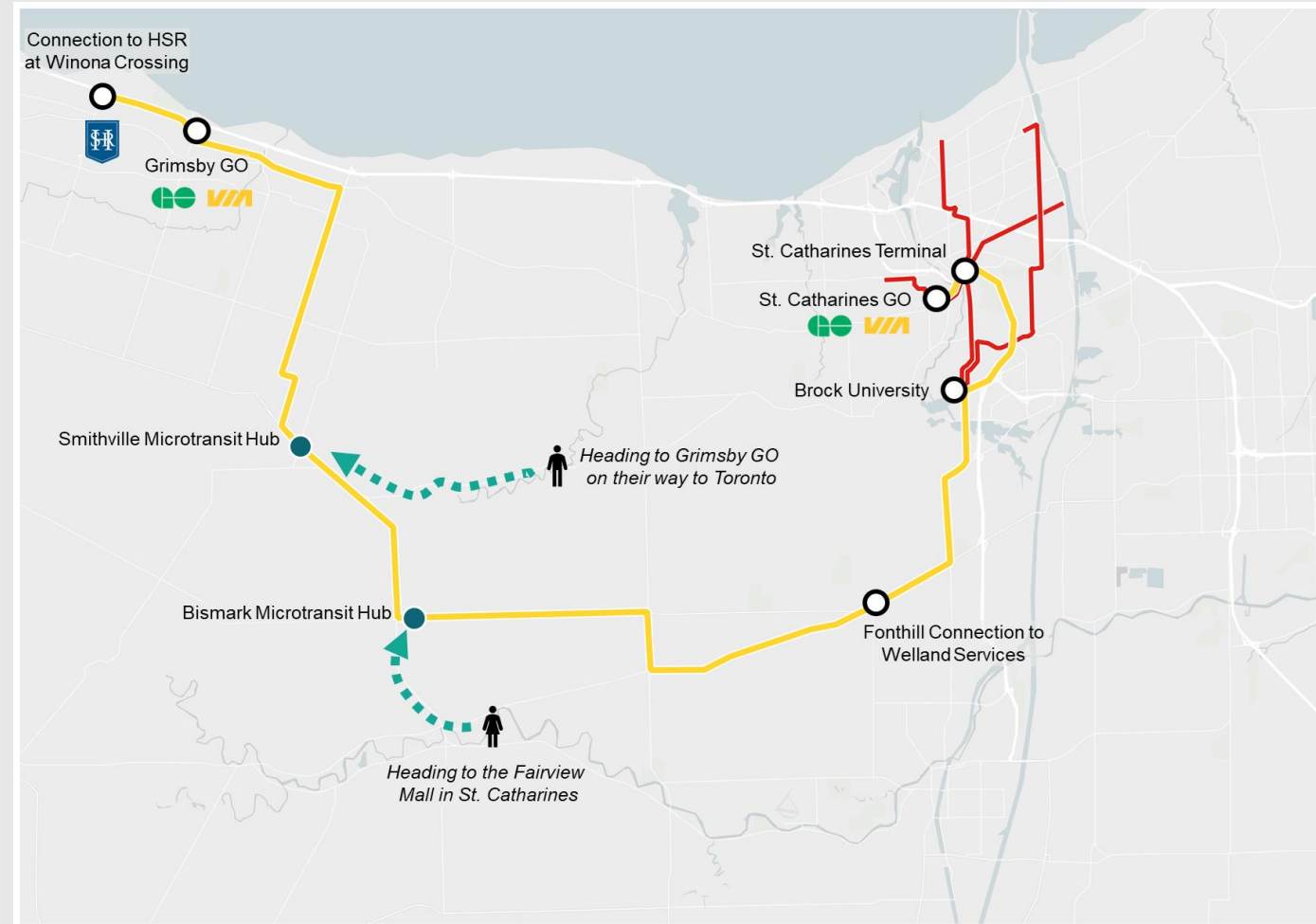
Services for Different Needs

Service Type	What need will it serve?	Peak Service Level (How long will I wait?)	Coverage (How far / long will I walk)
Micro-Transit 	Demand-responsive service in lower demand periods and areas, with connections to regional and rapid routes and major transfer points	Maximum 60-minute wait	3-to-5 minute walk. Uses regular route stops where available or virtual stops 
Specialized Transit 	Accessible, origin-destination service	Maximum 60-minute wait	Accessible door-to-accessible door

Service Integration

- Regional Route
- Rapid Bus Routes
- Microtransit Connection
- Major Hubs and Terminals
- Microtransit Hubs

Purposely integrate service types to become more efficient

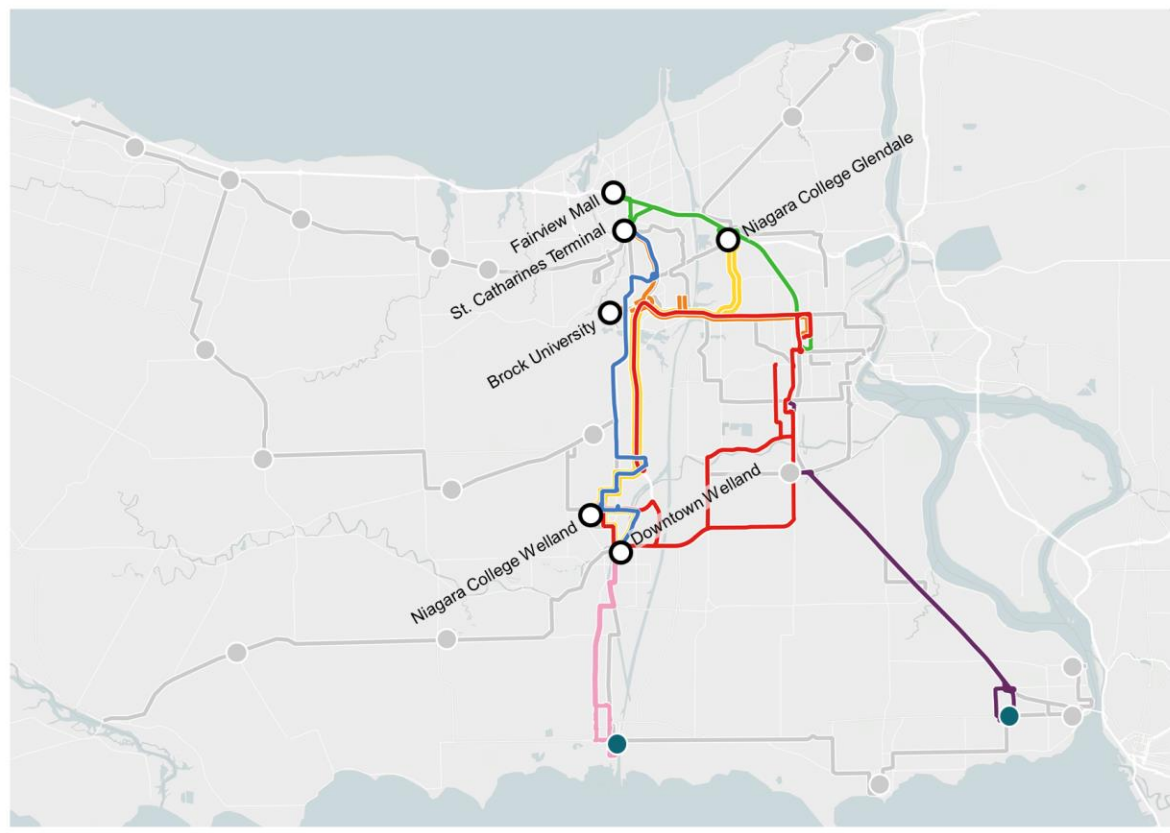


Service Outcomes

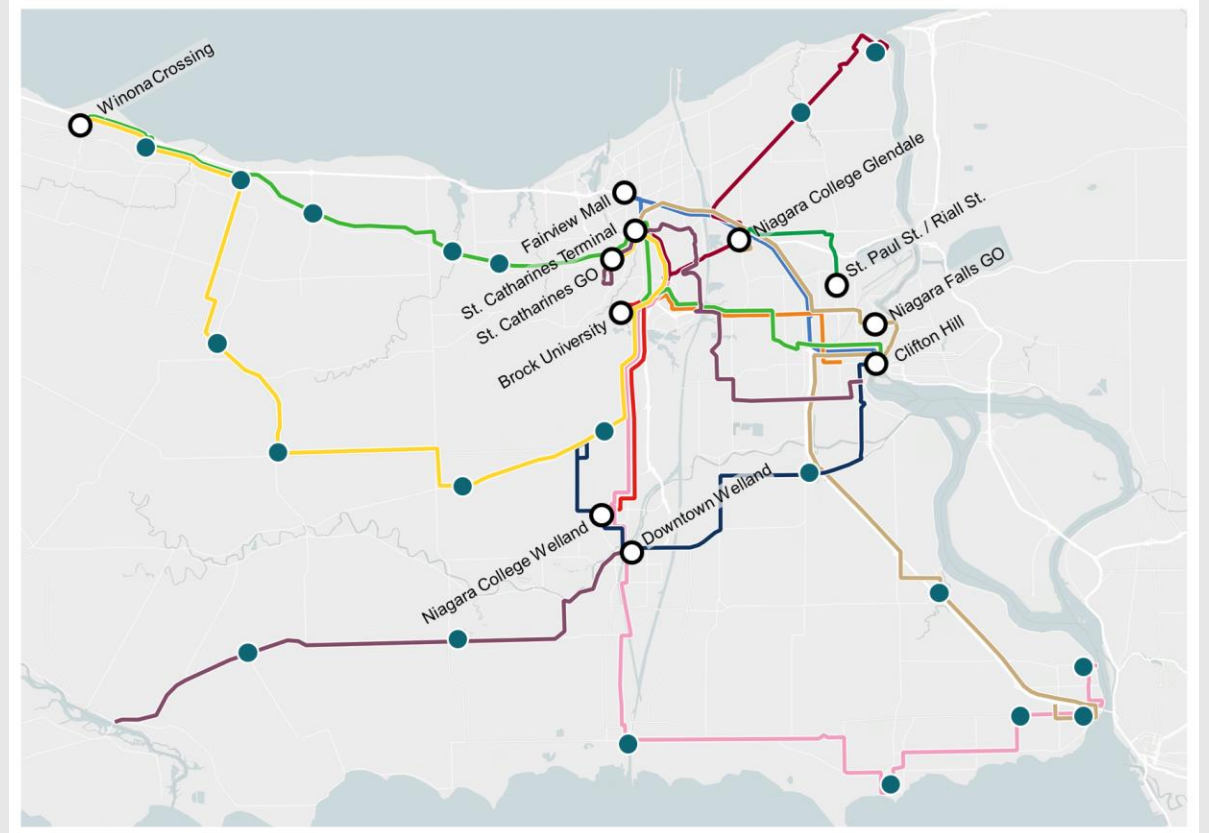
- ✓ More “One-seat” Journeys
- ✓ Faster trips
- ✓ More frequent service particularly in high demand areas
- ✓ Greater than 50% reduction in Specialty trip denials
- ✓ Access to service everywhere and anytime
- ✓ Service enhancement focused on more marginalized areas
- ✓ Improved service efficiency

Regional Routes

- Regional Routes
- Major Hubs and Terminals
- Microtransit Hubs



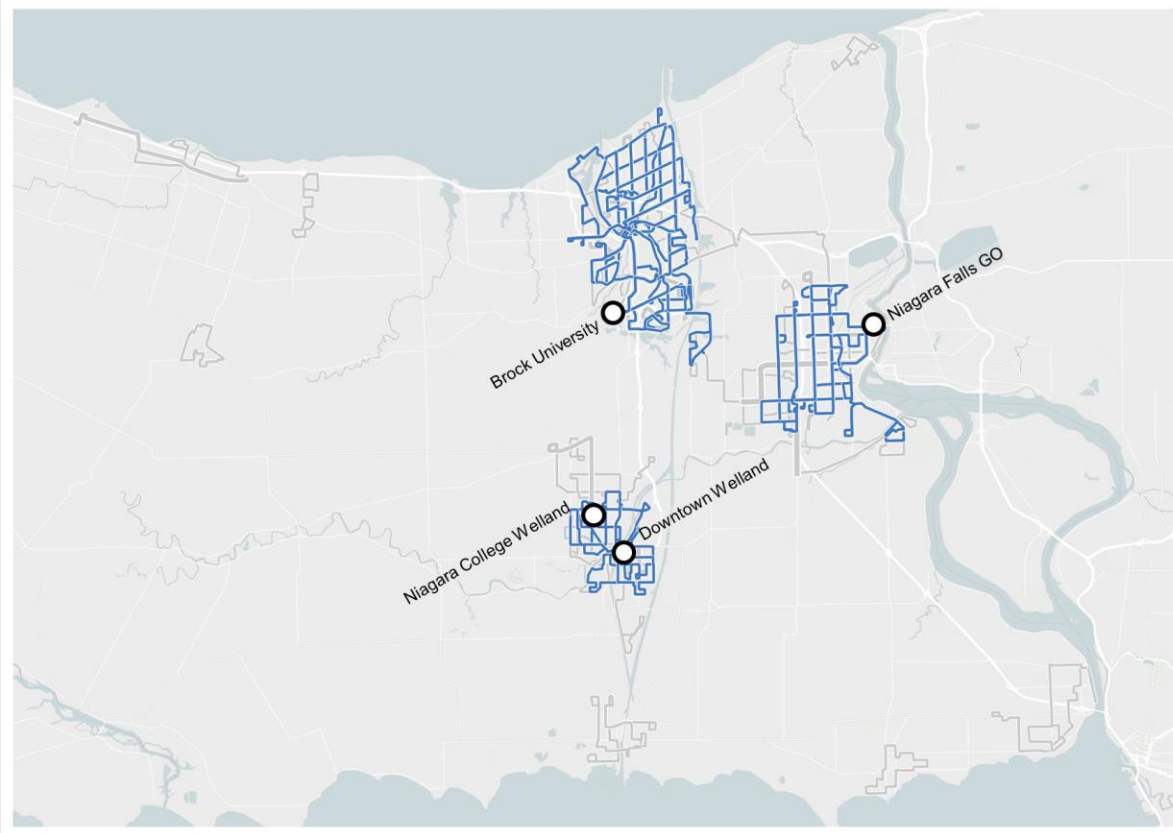
Current



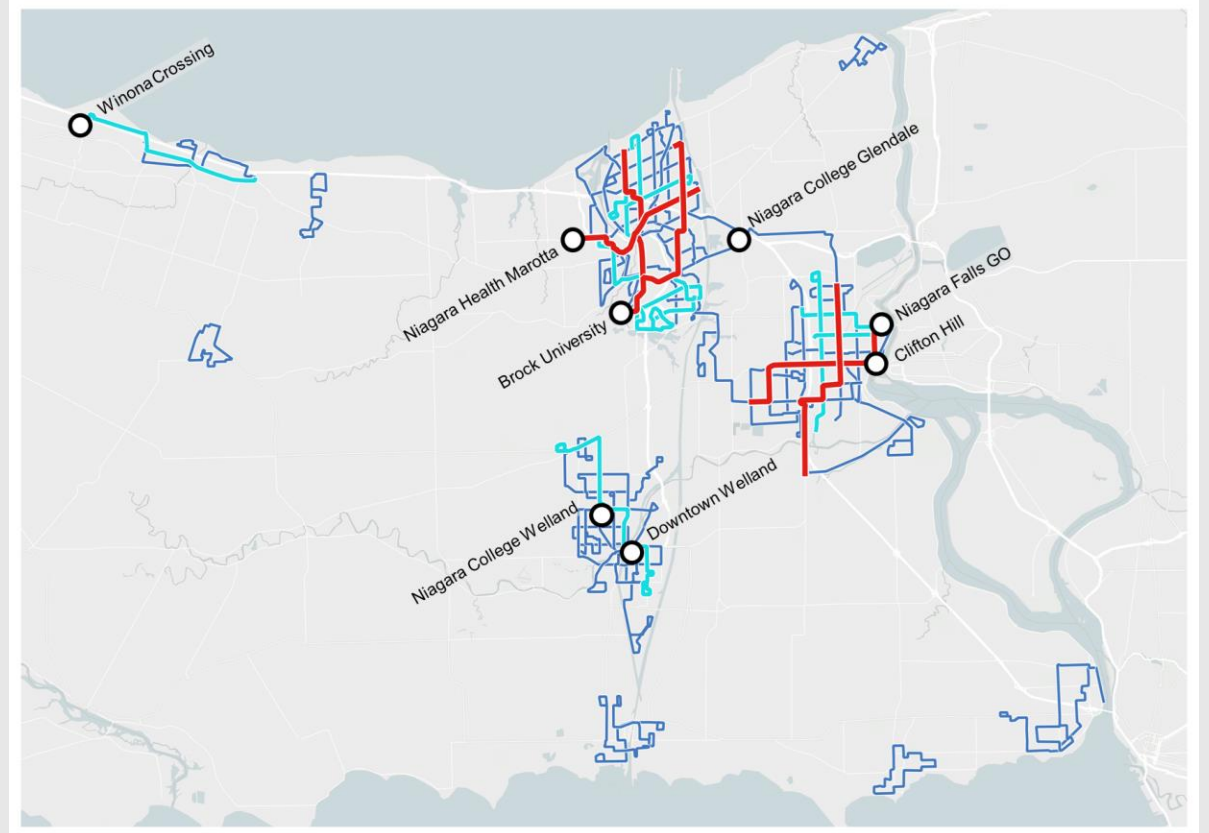
Stage 3

Local Networks

- Express Bus Routes
- Corridor Routes
- Base and Community Routes



Current



Stage 3

2035 Strategic Increase in Service



66%

Service Hour Increase

Weekday	Growth in Service
Early morning (6-8)	▶▶▶▶
Late morning (8-12)	▶▶▶▶▶▶
PM Peak (12-6)	▶▶▶▶▶▶▶▶
Early evening (6-10)	▶▶▶▶▶▶
Late evening (10-12)	▶▶▶▶

Saturday	Growth in Service
Early Morning (6-9)	▶▶▶▶
Late morning (9-12)	▶▶▶▶▶▶▶▶
Midday (12-6)	▶▶▶▶▶▶▶▶▶▶
Early evening (6-9)	▶▶▶▶▶▶▶▶
Late evening (9-12)	▶▶▶▶▶▶

Sunday	Growth in Service
Early morning (6-10)	▶▶▶▶▶▶▶▶
Daytime (10-6)	▶▶▶▶▶▶▶▶▶▶
Early evening (6-9)	▶▶▶▶▶▶▶▶▶▶
Late evening (9-12)	▶▶▶▶▶▶▶▶▶▶

Service Expansion

A vertical green line on the left side of the slide, with a large, light green arrow pointing upwards and to the right, partially overlapping the line.

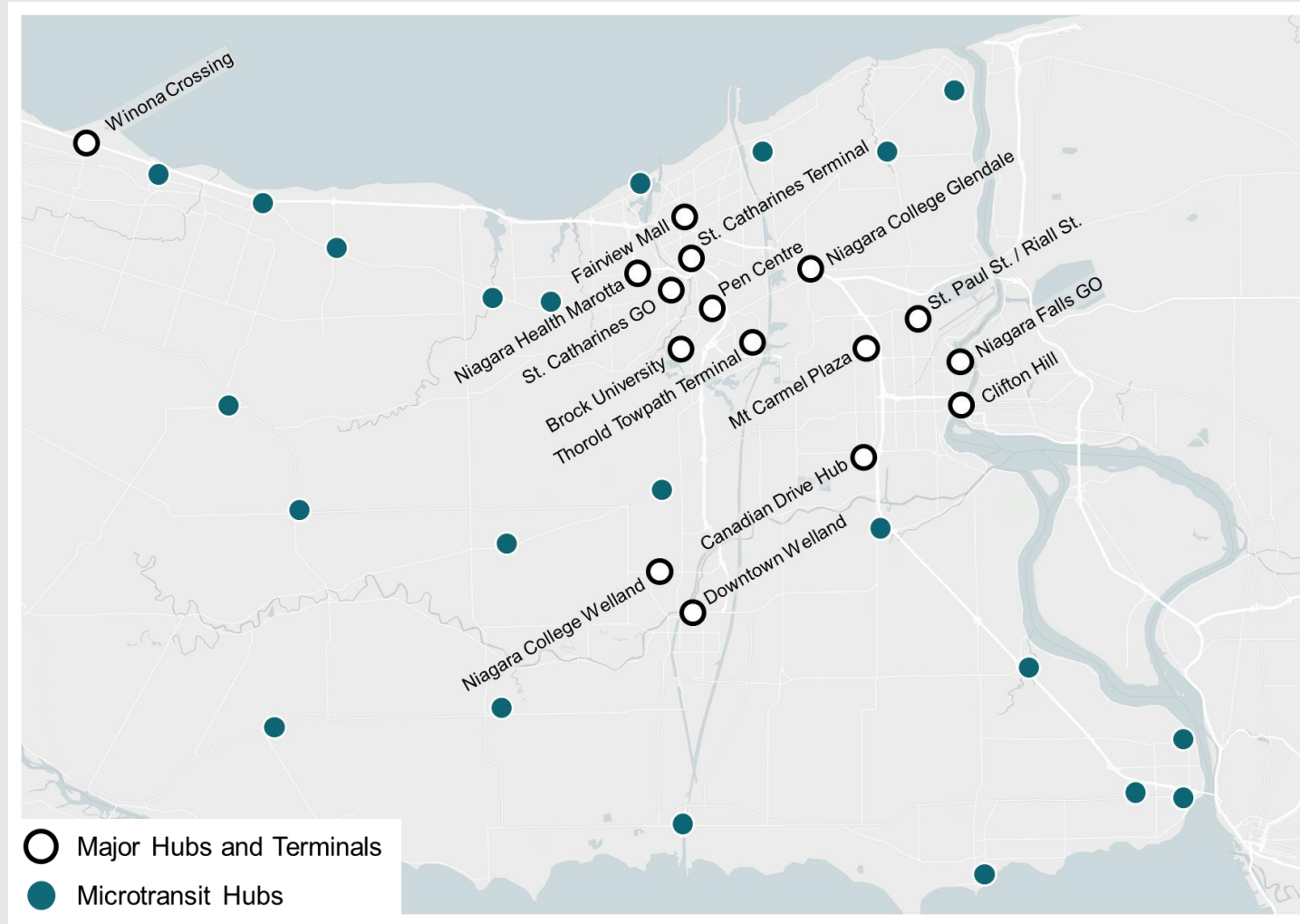
2035 Supporting Elements

2035 Fleet and Garage

- Fleet growth from 187 to 345 vehicles
- Current facilities nearing capacity
 - Room for 13 additional vehicles
- Most cost-effective option:
 - Expand Niagara Falls garage (+73 vehicles) and;
 - Redevelop and expand Welland garage (+72 vehicles)



2035 Passenger Hubs



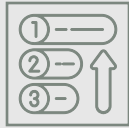
Implementation Summary

Stage	Fixed Route service hours	Specialty service hours	Total service hours	Stage Summary	
Existing	460,000	155,000	615,000		
1 (2026-2027)	480,000	195,000	675,000	<ul style="list-style-type: none"> • Priority network optimization • Major regional expansion • Introduce two express routes • Harmonize service span 	<ul style="list-style-type: none"> • Enhance Sunday service • Enhance specialty service • Infrastructure planning • Begin Niagara Falls garage expansion
2 (2028-2030)	610,000	195,000	805,000	<ul style="list-style-type: none"> • Final network optimization • Implement most local community fixed routes • Implement first Rapid lines 	<ul style="list-style-type: none"> • Establish high-frequency network • Major construction work including garage expansion
3 (2031-2035)	785,000	245,000	1,020,000	<ul style="list-style-type: none"> • Implement Rapid service • Investment in high-frequency peak service 	<ul style="list-style-type: none"> • Complete garage expansion • Implement full overnight service

A vertical green line is positioned on the left side of the slide. Below it, a large, light green arrow points upwards and to the right.

Stage 1 (2026 - 2027)

Stage 1 Objectives



Implement priority efficiencies



Address current issues



Harmonize service



Set the groundwork for long-term improvements



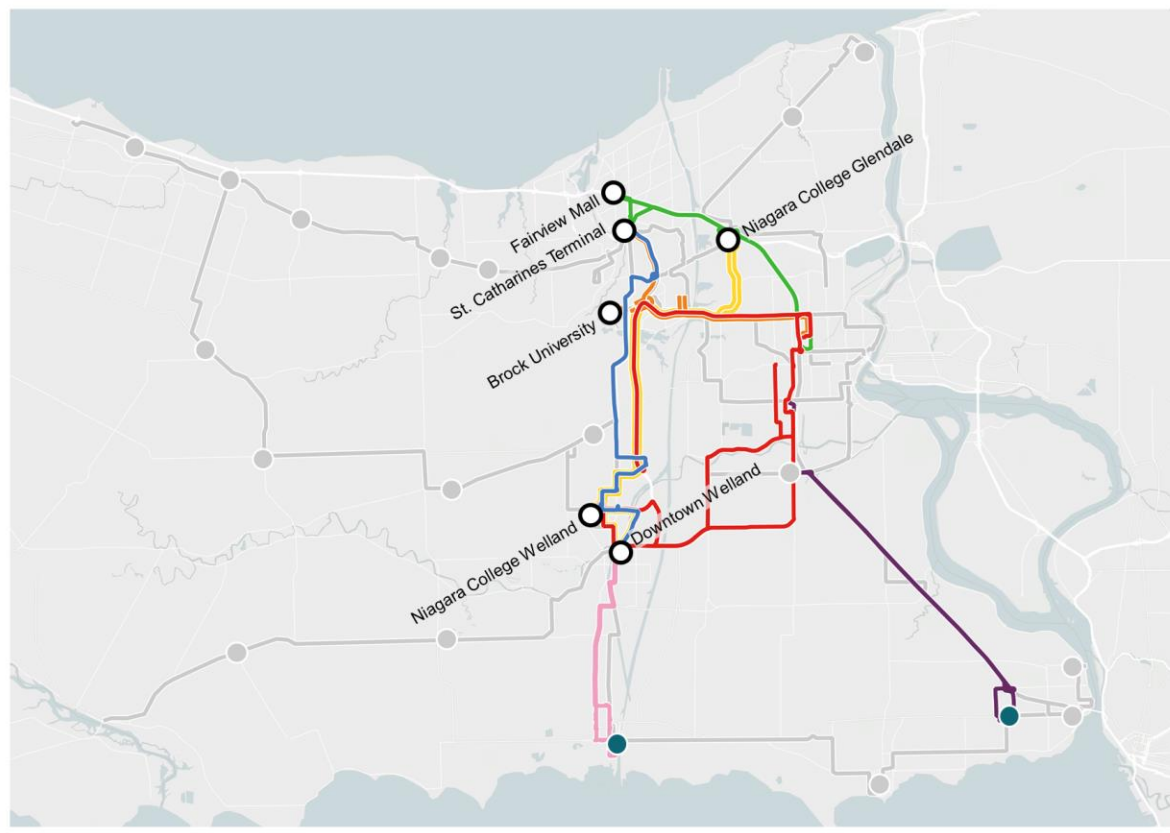
Implement quick-wins



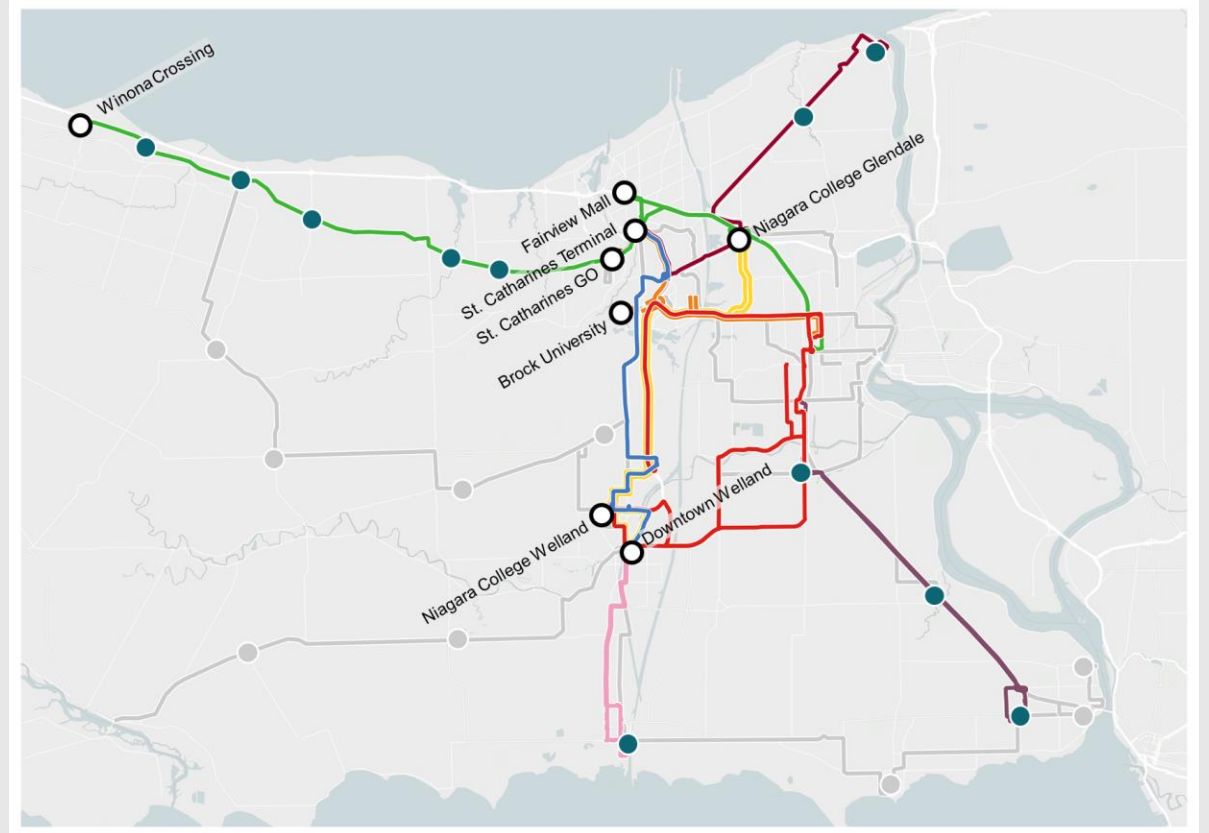
Expand regional connectivity

Regional Routes

- Regional Routes
- Major Hubs and Terminals
- Microtransit Hubs



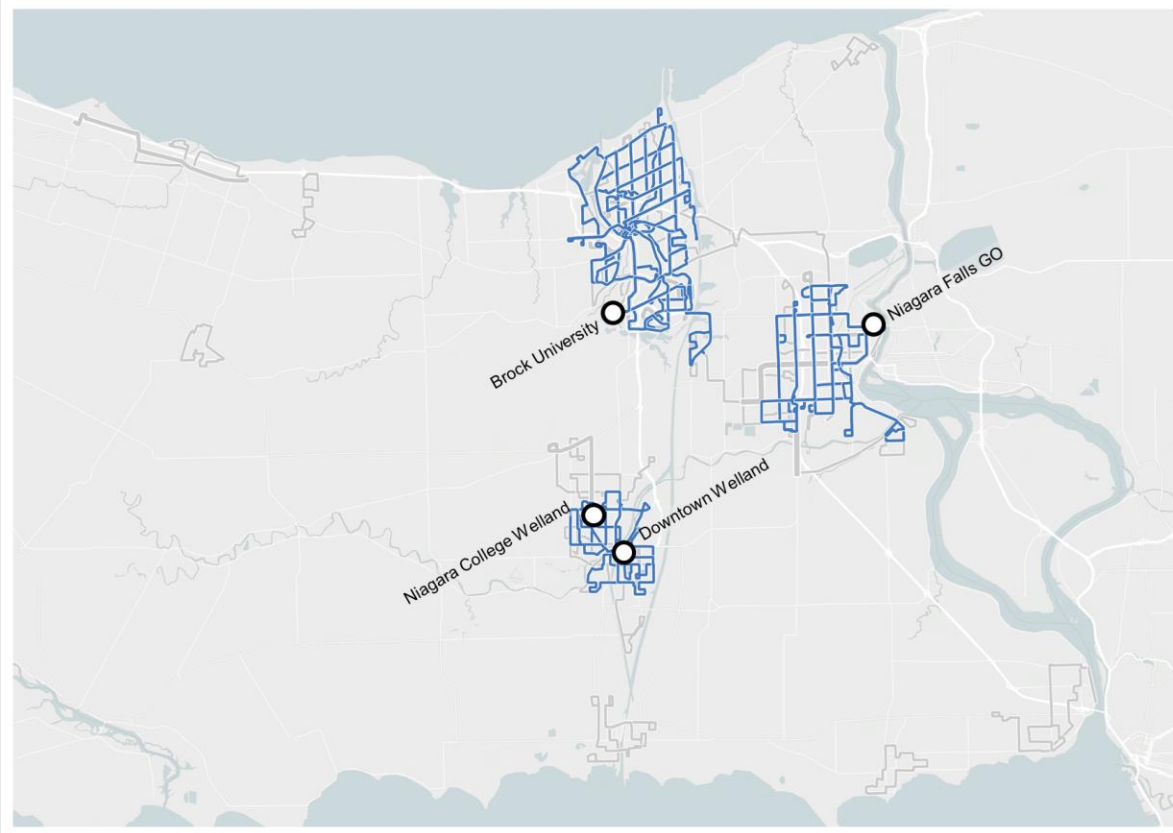
Current



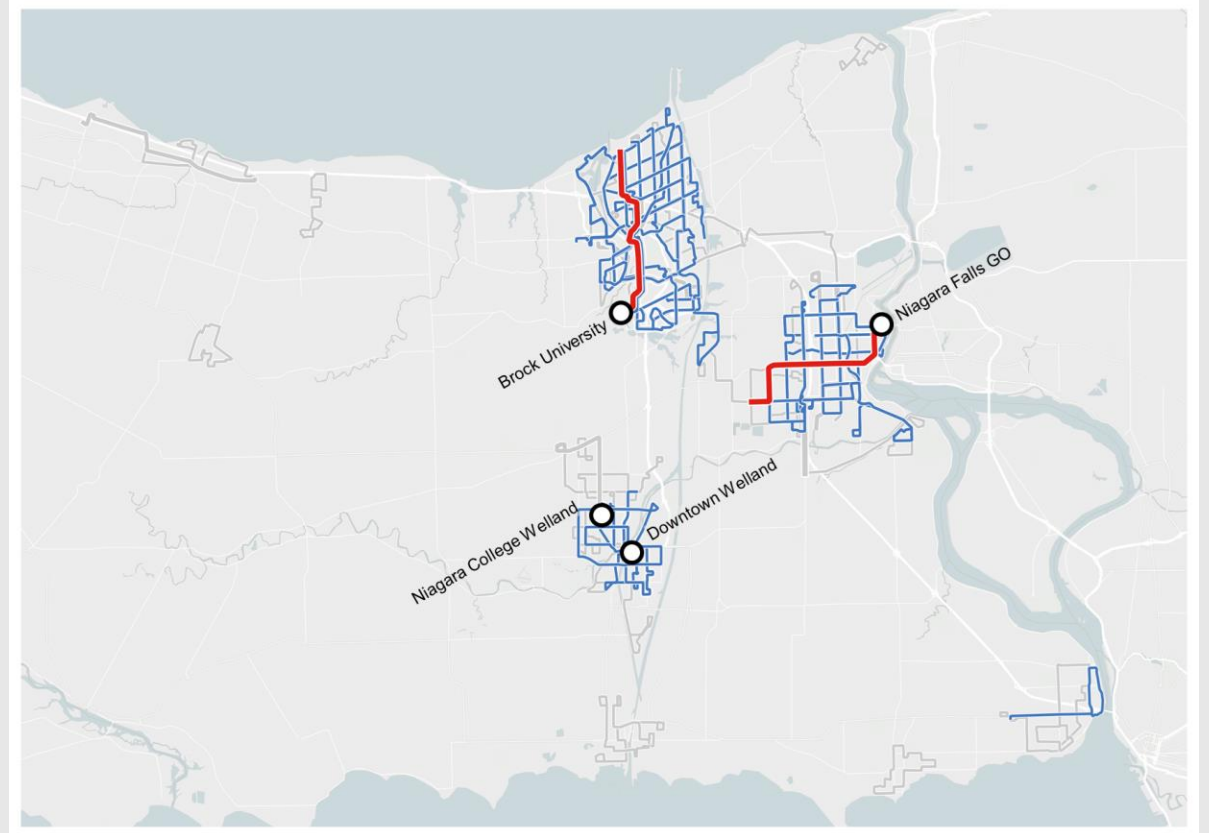
Stage 1

Local Networks

- Express Bus Routes
- Corridor Routes
- Base and Community Routes



Current



Stage 1

Microtransit



- Improve access to service by:
 - Expanding regional fixed route coverage
 - Better focus scheduling practices on service efficiency
- Expand microtransit to provide full regional coverage
- Introduce microtransit in urban areas during low-demand times
- Use microtransit to create consistent service spans

Specialized

- Target improvements to meet AODA compliance
- Improve accessibility infrastructure
- Improve transit access by:
 - Expanding regional fixed route coverage
 - Focusing scheduling practices on service efficiency



Key Stage 1 Elements

- Land acquisition for Niagara Falls and Welland garage development
- Planning, design and begin construction of Niagara Falls garage expansion
- Planning and design of urban hubs and transit priority
- Construction of new rural hubs and stops to accommodate network changes
- Begin planning and design for Welland garage redevelopment



Photo by Noun Project from Noun Project

A vertical green line is positioned on the left side of the slide. Below it, a large, light green arrow points upwards and to the right, partially overlapping the text.

Stage 2 (2028 - 2030)

Stage 2 Objectives



Continue network improvements



Grow service to meet demand



Expand access to service



Better match service to demand



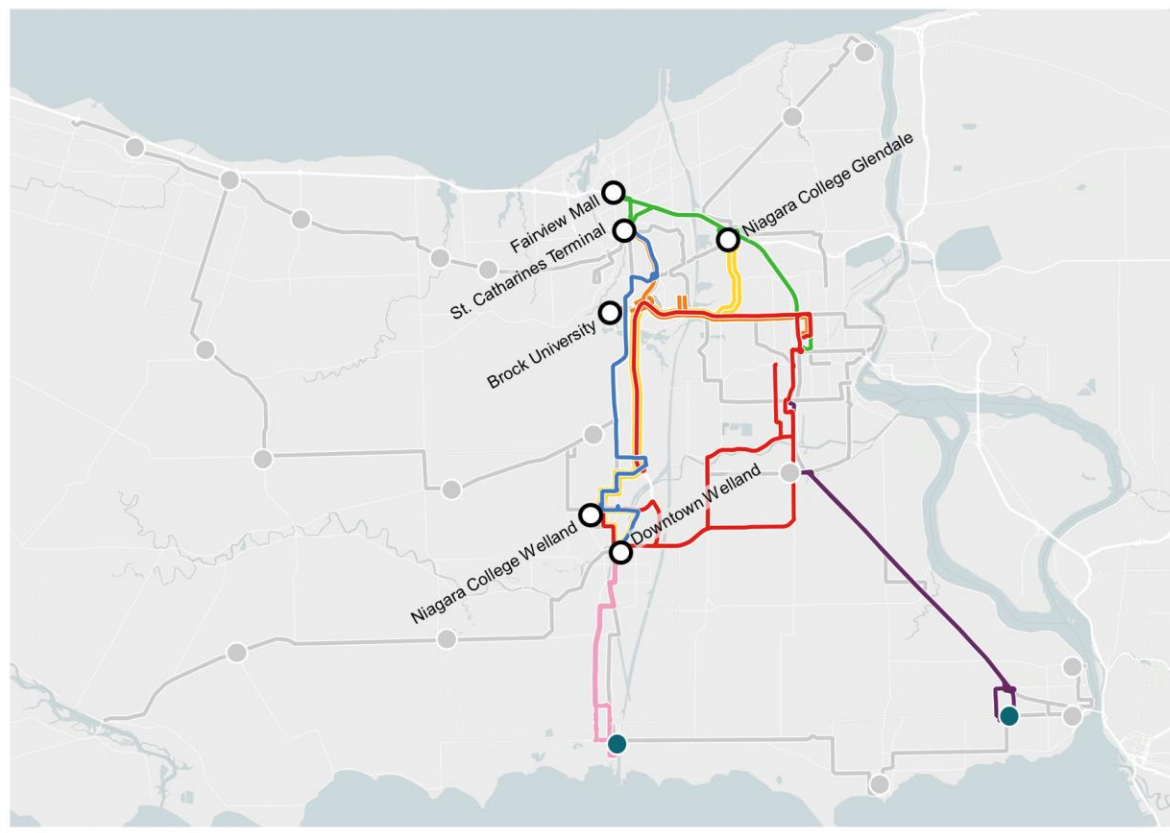
Develop a high-frequency network with Rapid Bus service



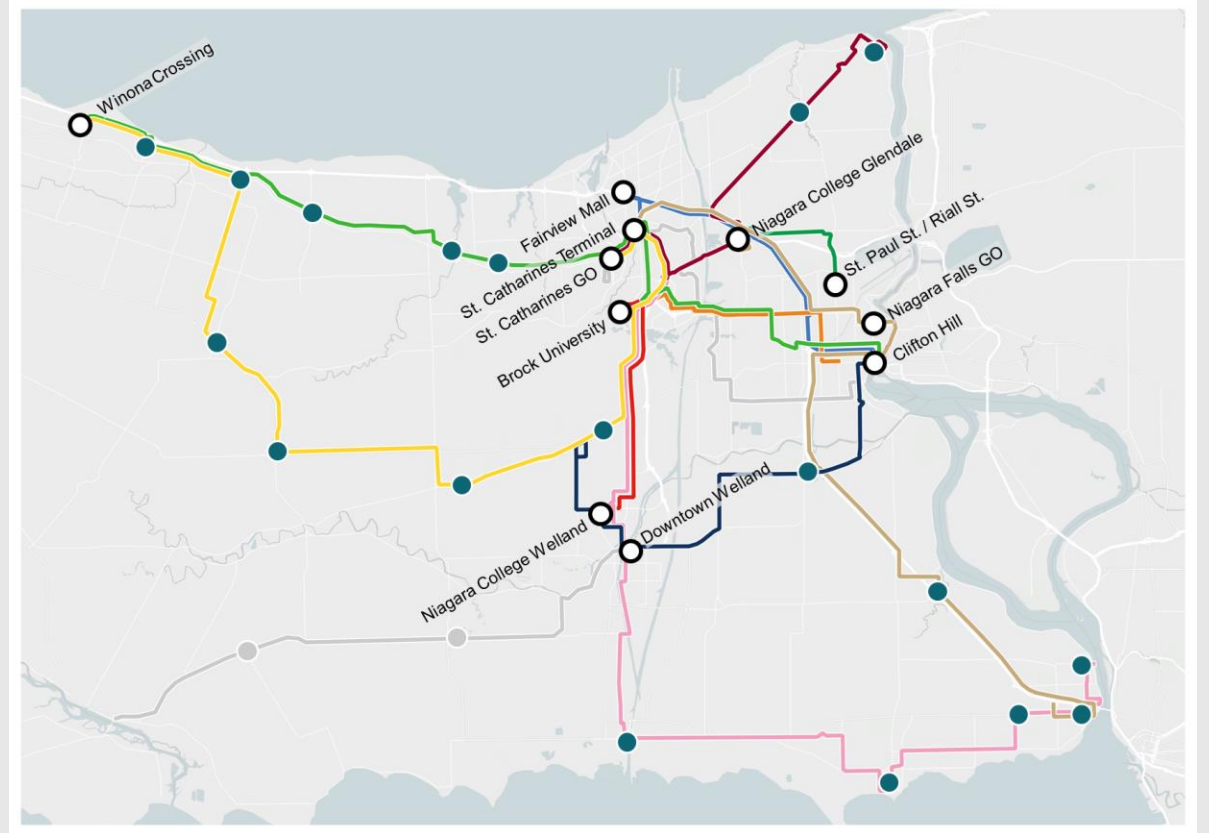
Major infrastructure work to support growth

Regional Routes

- Regional Routes
- Major Hubs and Terminals
- Microtransit Hubs



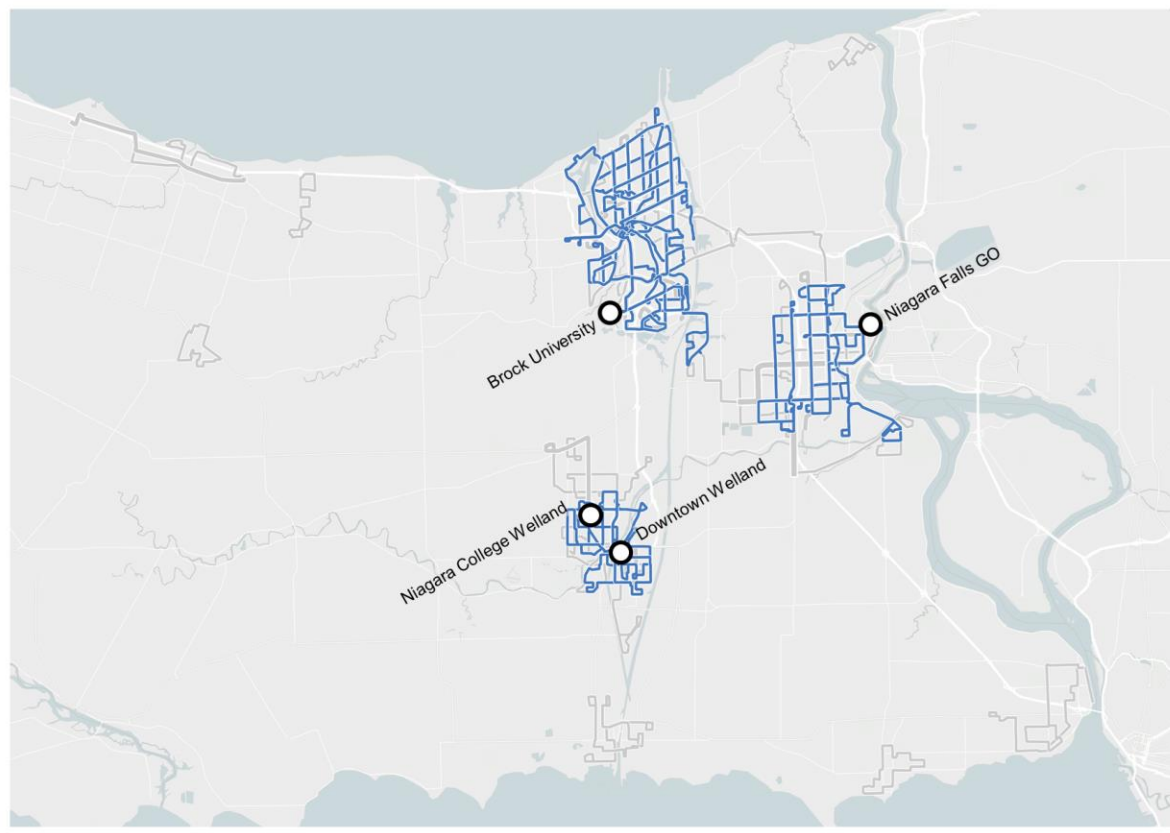
Current



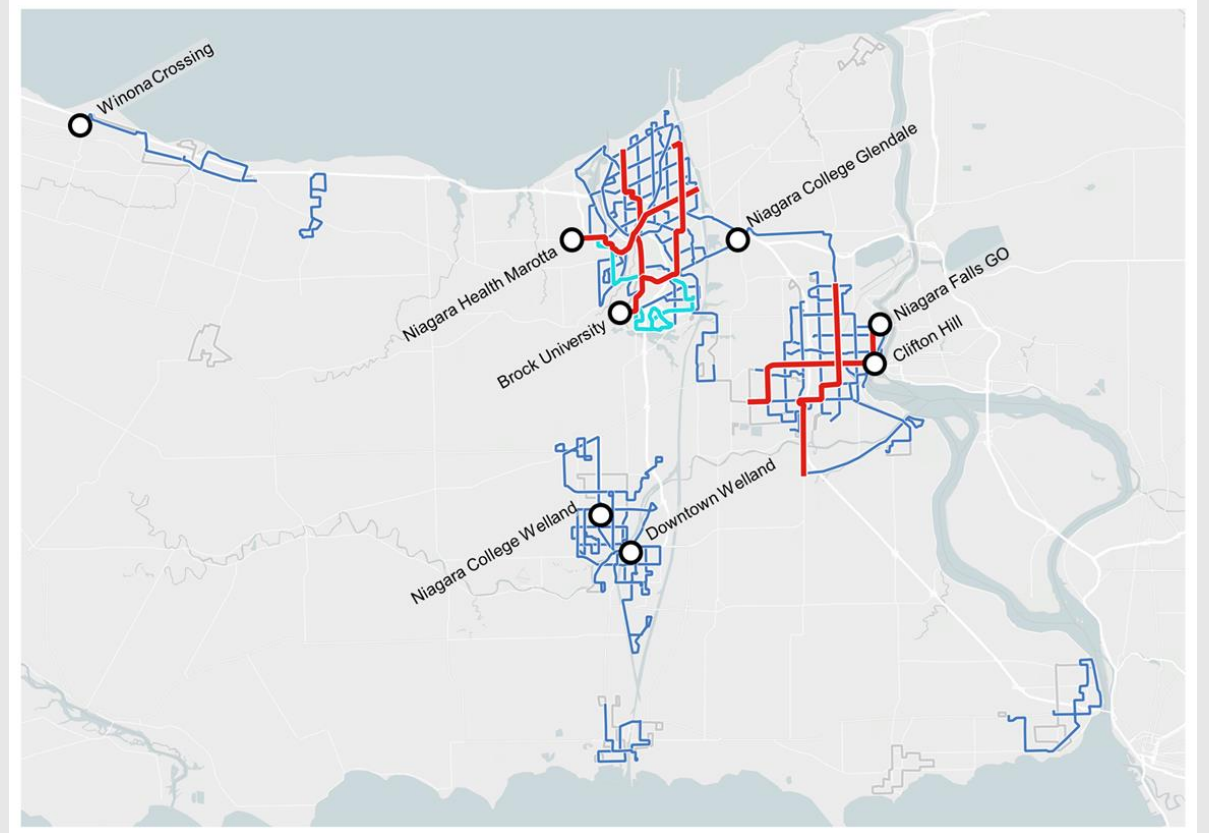
Stage 2

Local Networks

- Express Bus Routes
- Corridor Routes
- Base and Community Routes



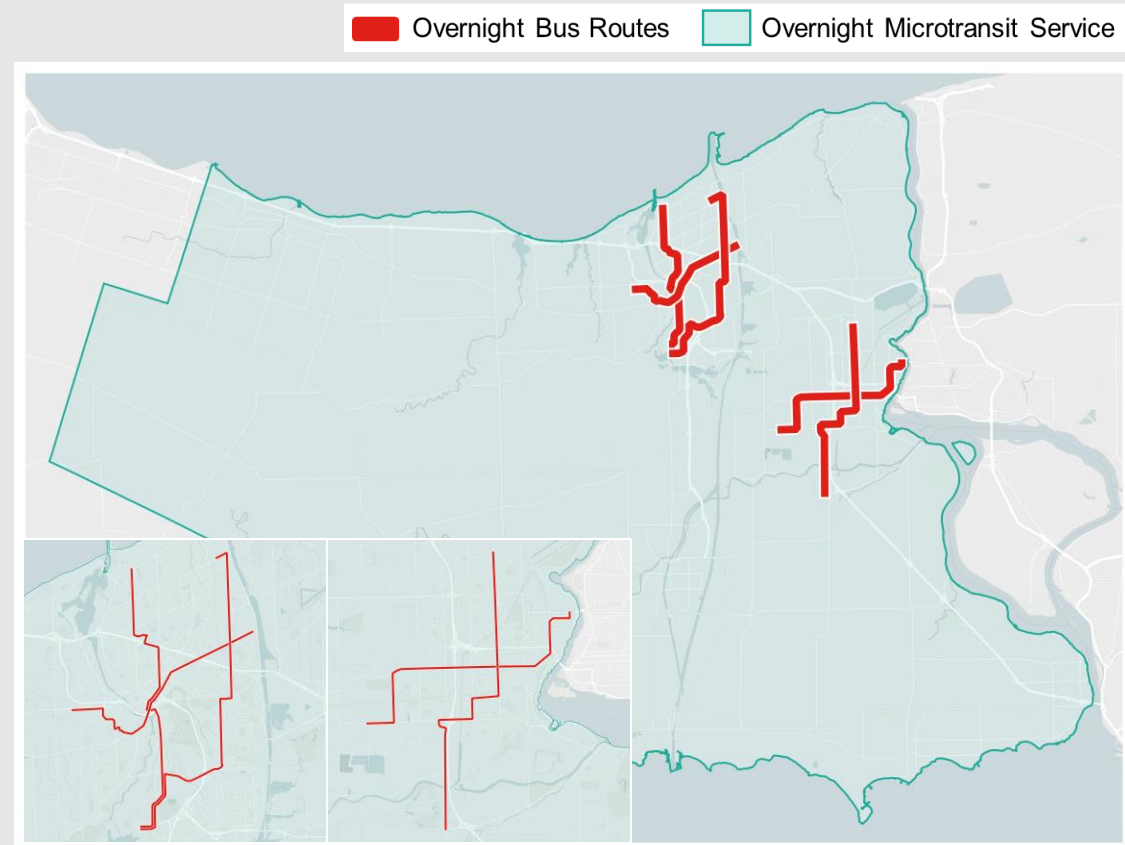
Current



Stage 2


Overnight Service Network

- Extend service to 1:30 AM at night and from 5:30 AM in the morning
 - Supports connectivity to GO Transit and shift work
- Five fixed routes along high-demand corridors
 - Estimated 14 boardings per revenue vehicle hours
- Microtransit in all other places



Key Stage 2 Elements

- Complete Niagara Falls garage expansion
- Begin Welland garage redevelopment
- Major urban hub construction
- Construction of transit priority measures
- Construction of infrastructure for two Rapid Bus lines
- Continue construction of new rural hubs and stops
- Rapid Bus planning and design for three remaining lines

A vertical dark green line is positioned on the left side of the slide. Below it, a large, light grey arrow points upwards and to the right.

Stage 3

(2031 - 2035)

Service Enhancements

- Significant investment in high-frequency peak service
- Broad investment in off-peak service
- Expand overnight service
- Expansion of fixed route service into new development areas
- Minor expansion of regional and local community services



Assets and Planning



Complete Welland garage redevelopment



Construction of infrastructure for three final Rapid Bus lines



Continued construction of transit priority measures



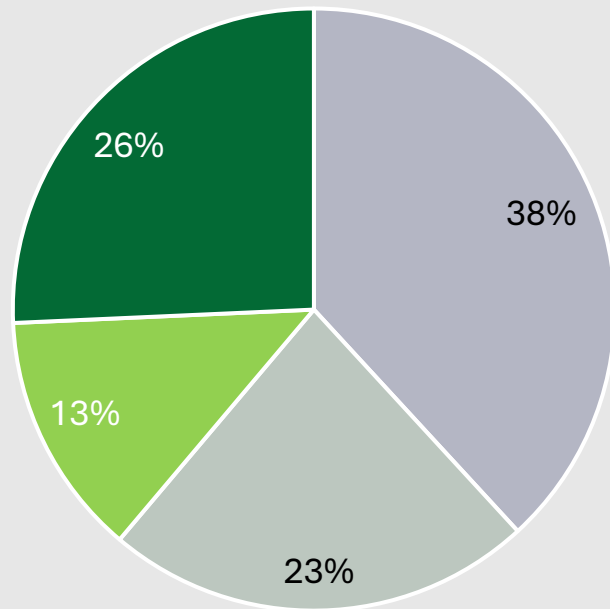
Continue construction of new rural hubs and stops to accommodate service expansion



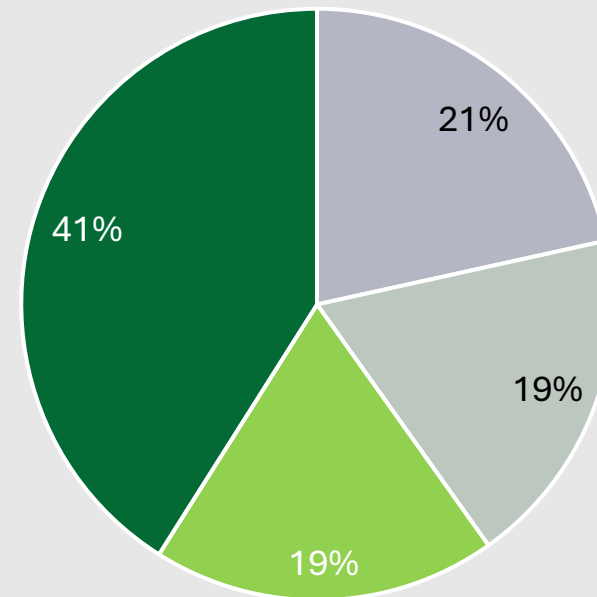
Financial Plan

Willingness to Invest

Round 1 (Q2 2024)
739 respondents



Round 2 (Q1 2025)
919 respondents

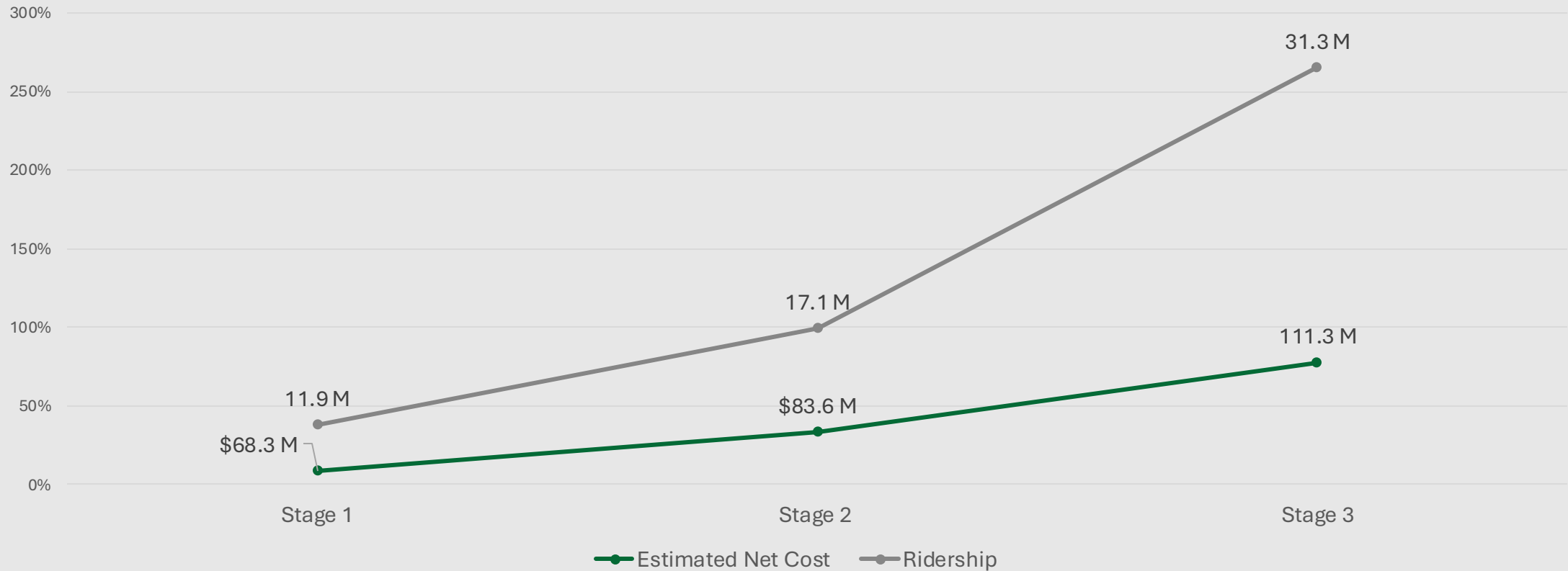


- \$0. I am comfortable with the current level of investment.
- \$1 to \$2 more per month.

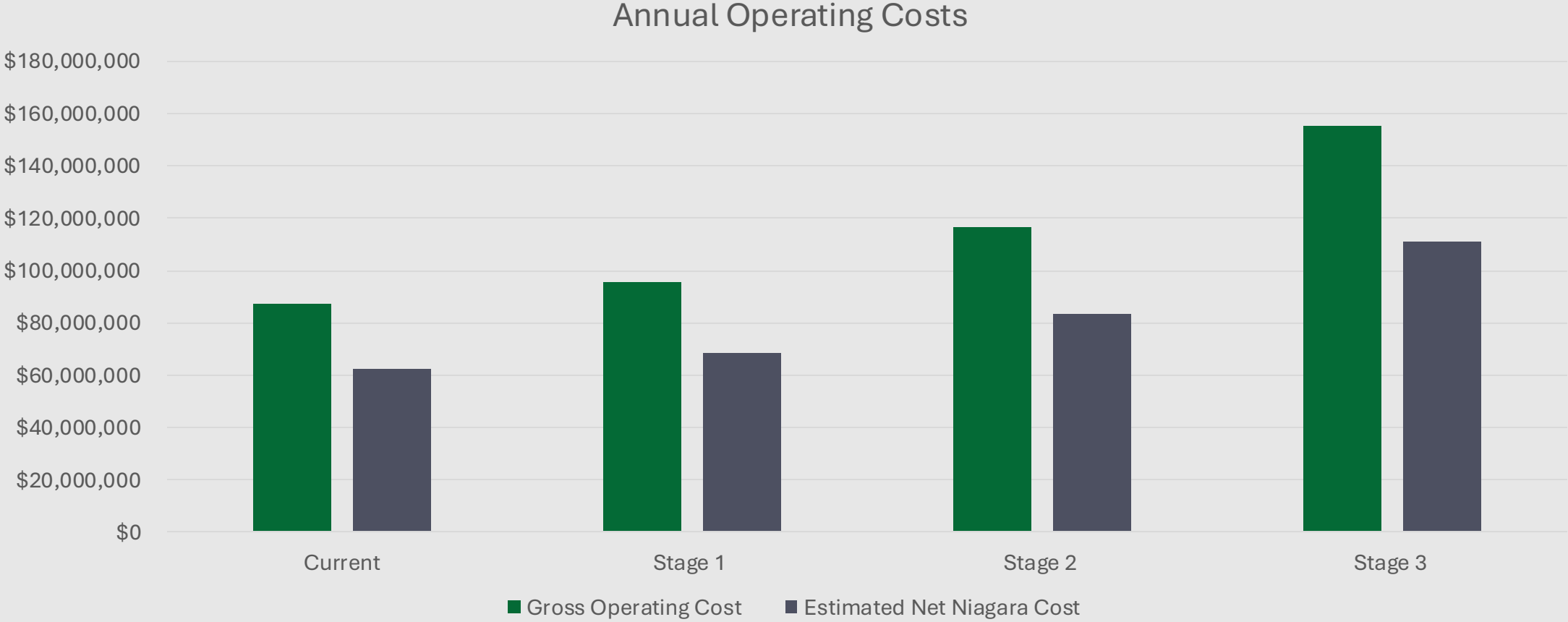
- \$3 to \$5 more per month.
- More than \$5 more per month, I would like to see Niagara a transit-oriented community.

Investing for Growth

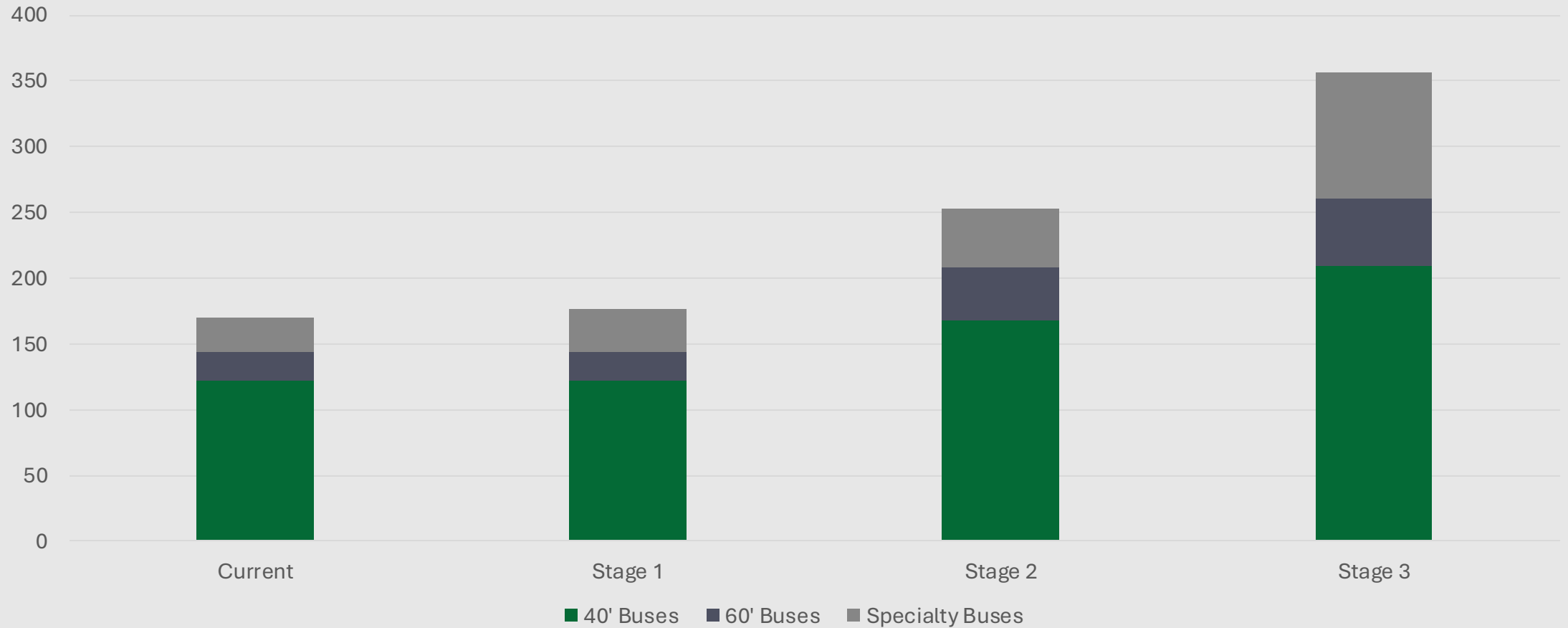
Percentage Change from Current



Annual Operating Costs



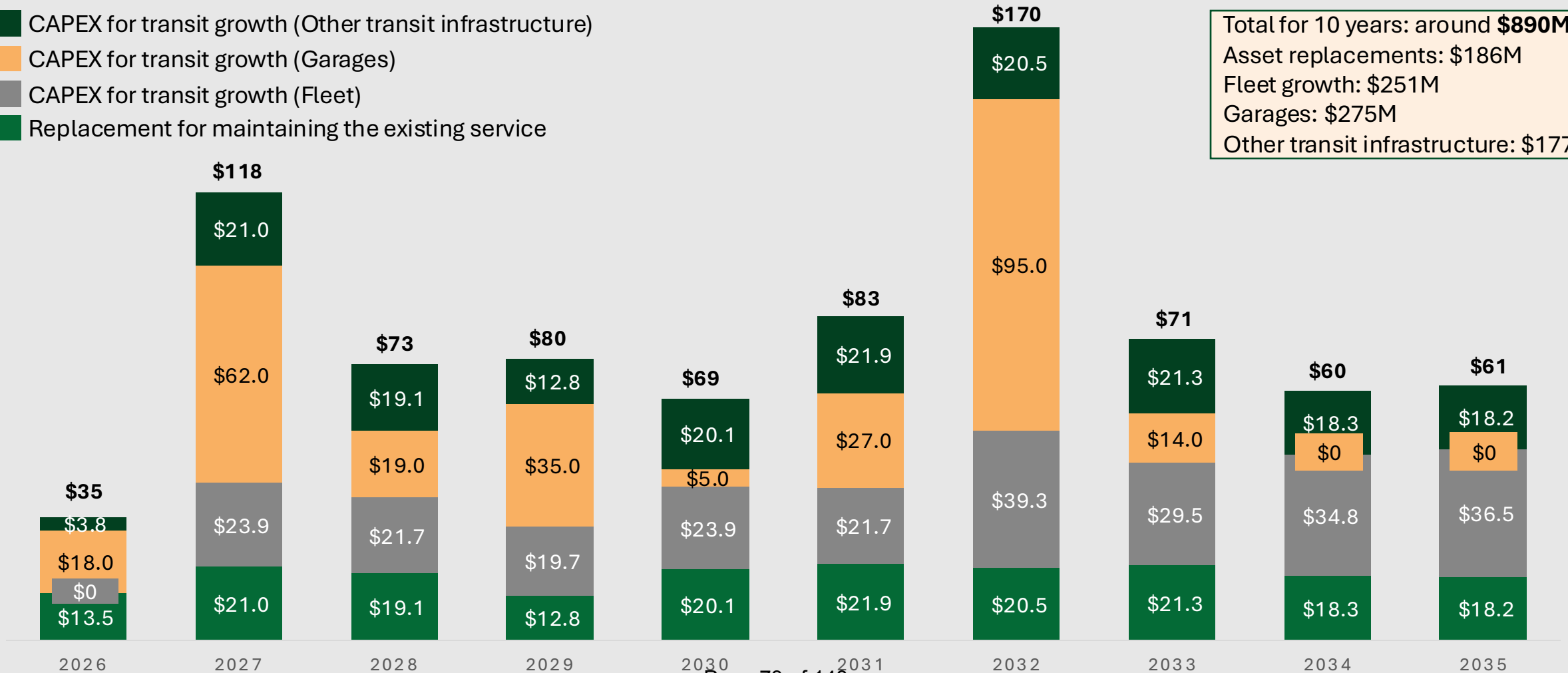
Fleet Growth



Capital Budget

- CAPEX for transit growth (Other transit infrastructure)
- CAPEX for transit growth (Garages)
- CAPEX for transit growth (Fleet)
- Replacement for maintaining the existing service

Total for 10 years: around **\$890M**
 Asset replacements: \$186M
 Fleet growth: \$251M
 Garages: \$275M
 Other transit infrastructure: \$177M



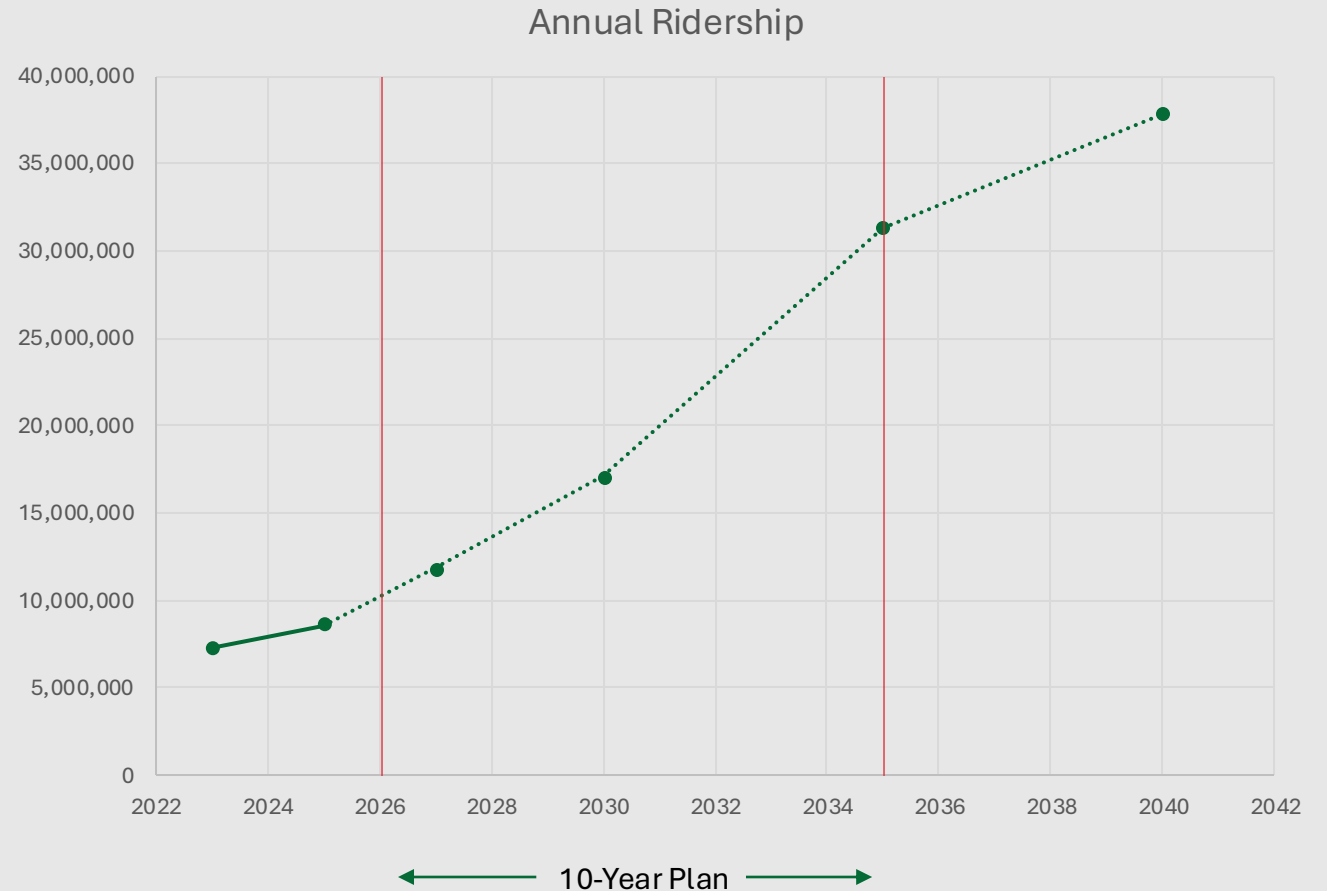
A vertical dark green line is positioned on the left side of the slide. Below it, a large, light gray arrow points upwards and to the right.

Summary

Transformational Change

The Niagara Transit Master Plan will:

- Increase ridership
- Improve travel time savings by **24%**
- Increase the average level service for existing riders by **240%** and **1400%** for those in marginalized areas

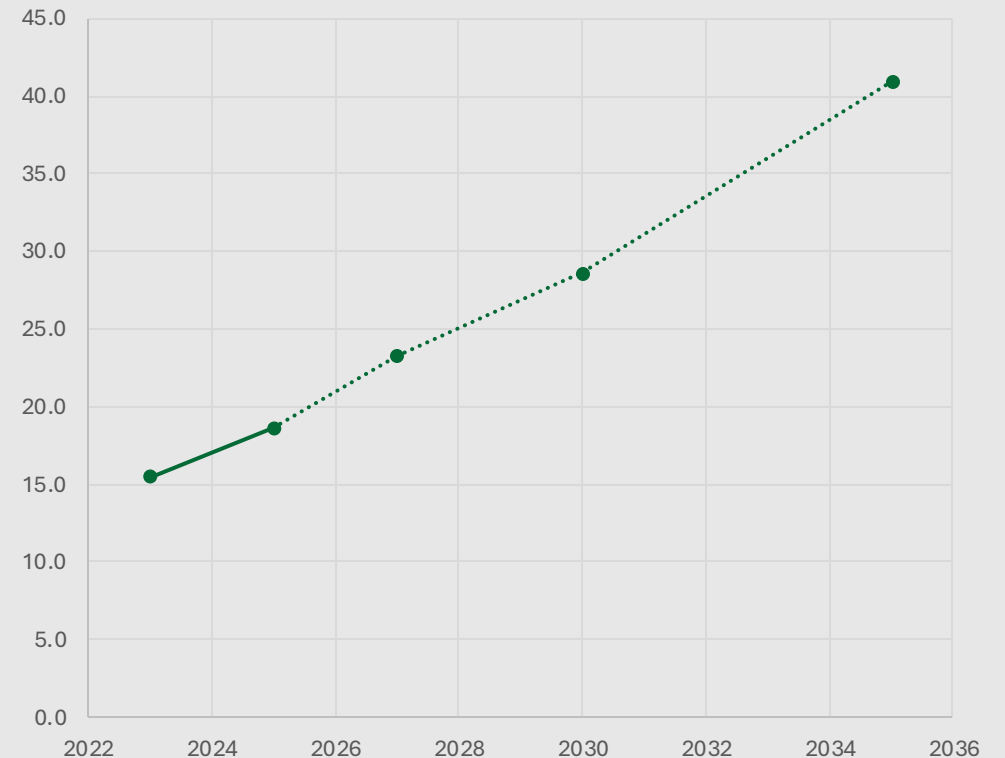


Transformational Change

The Niagara Transit Master Plan will:

- Increase service efficiency
- Improve high-frequency service coverage from **14% to 42%** of Niagara's total population and employment
- Improve fixed route coverage from **54% to 75%** of Niagara's total population and employment

Boardings per Revenue Vehicle Hour



The Benefits of Investing in Niagara Transit

- Integrates regional transit services effectively and efficiently
- Growth in the proportion of people using transit that should result in significant economic, environmental and social benefits for the region
- Expands service to meet the needs of a growing Region
- Improving access to service and providing faster trips, making transit a viable transportation alternative for residents



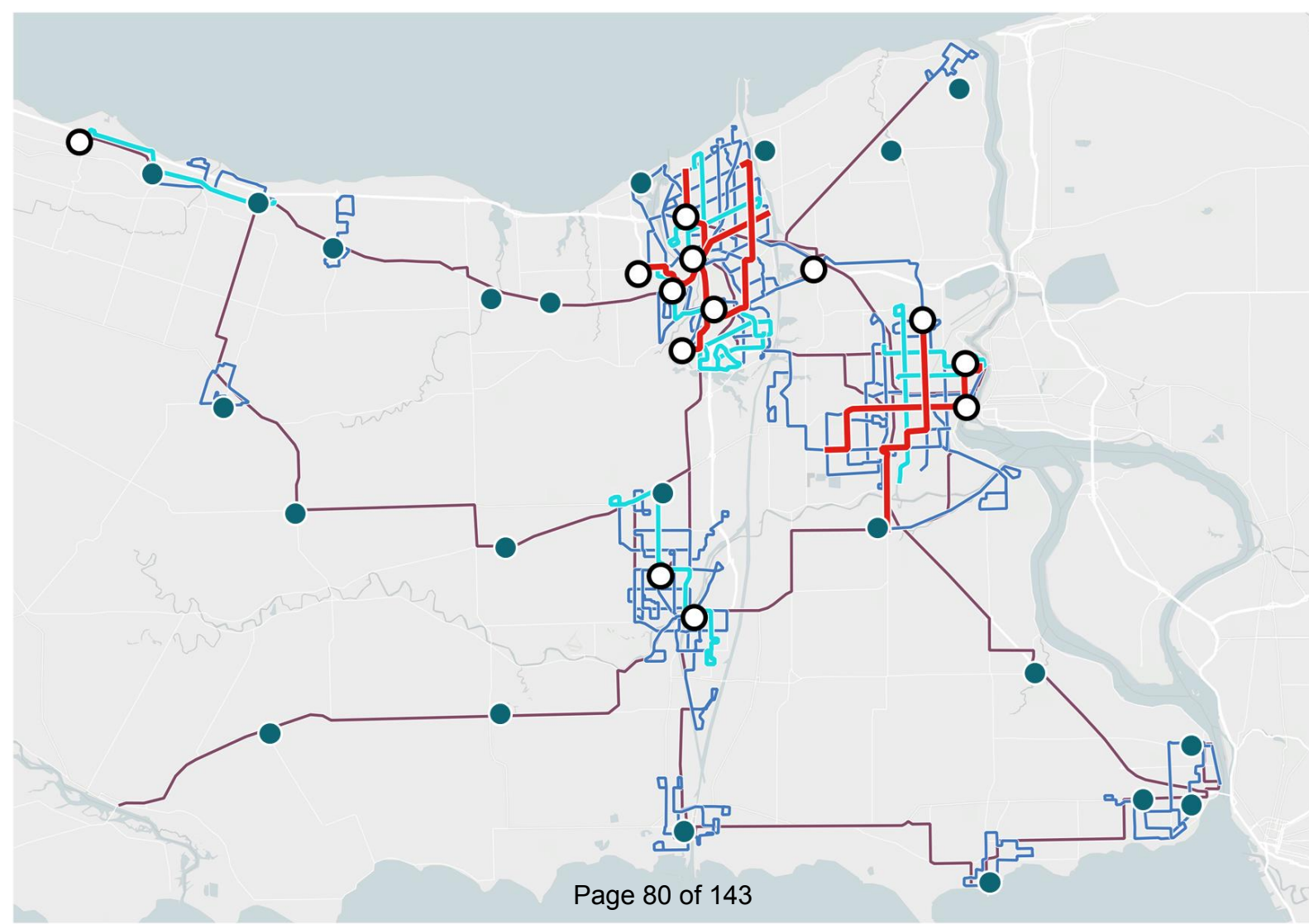
A vertical dark green line is positioned on the left side of the slide. To its right, a large, light gray arrow points upwards and to the right, partially overlapping the text.

Appendices

Table of Contents – Appendices

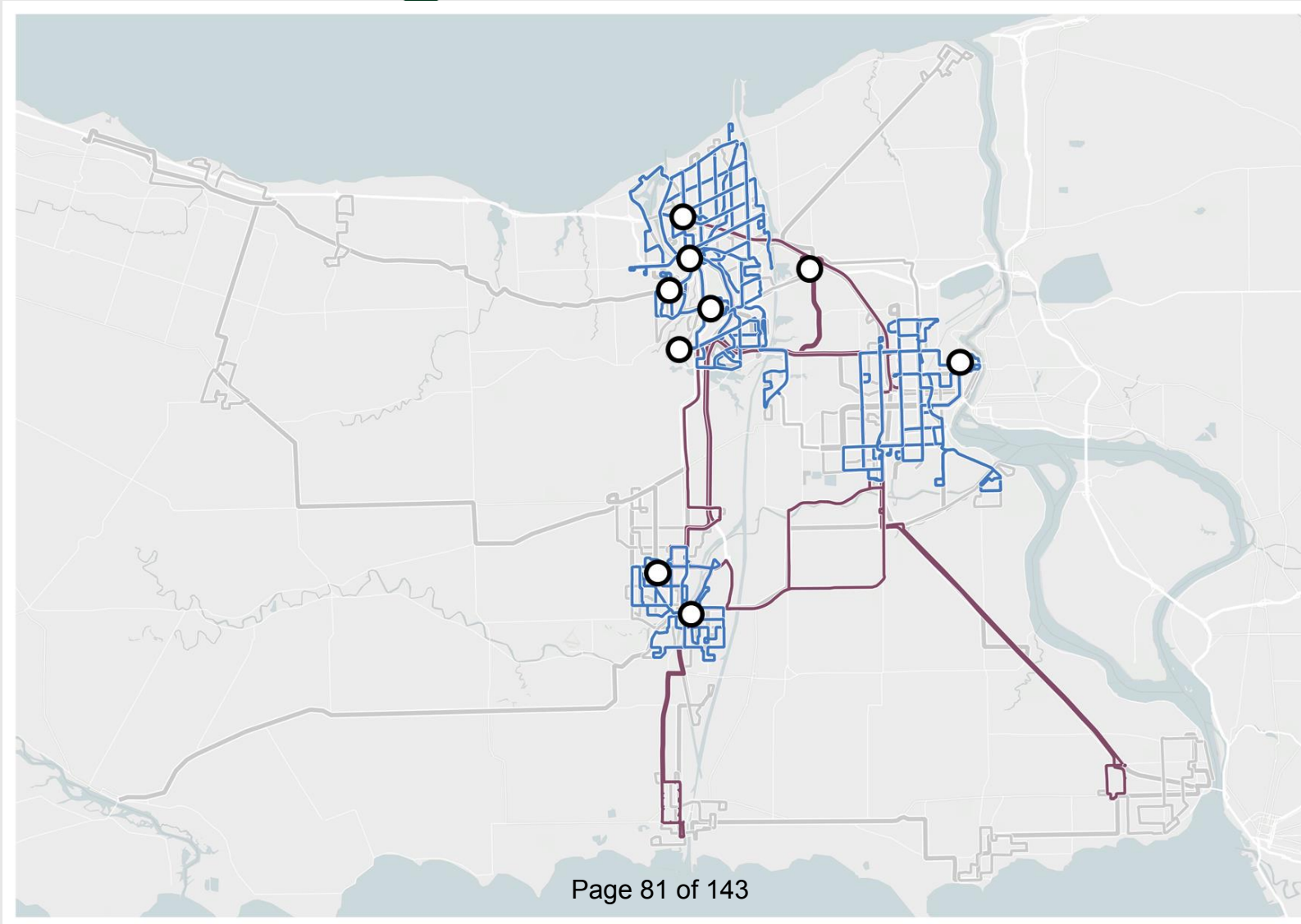
- Network Comparison – Slide 44
- Regional Routes – Slide 47
- St. Catharines – Slide 52
- Niagara Falls – Slide 57
- Welland – Slide 62
- High Frequency Network – Slide 67
- Grimsby – Slide 68
- Port Colborne – Slide 69
- Fort Erie – Slide 70
- Service Hours Compared – Slide 71
- Coverage Analysis – Slide 72
- Travel Time Savings – Slide 74
- Service Guidelines – Slide 75
- Vehicle Garage Space – Slide 76
- Transit Priority – Slide 77
- Detailed Asset Costing – Slide 78

2035 Niagara Transit Network



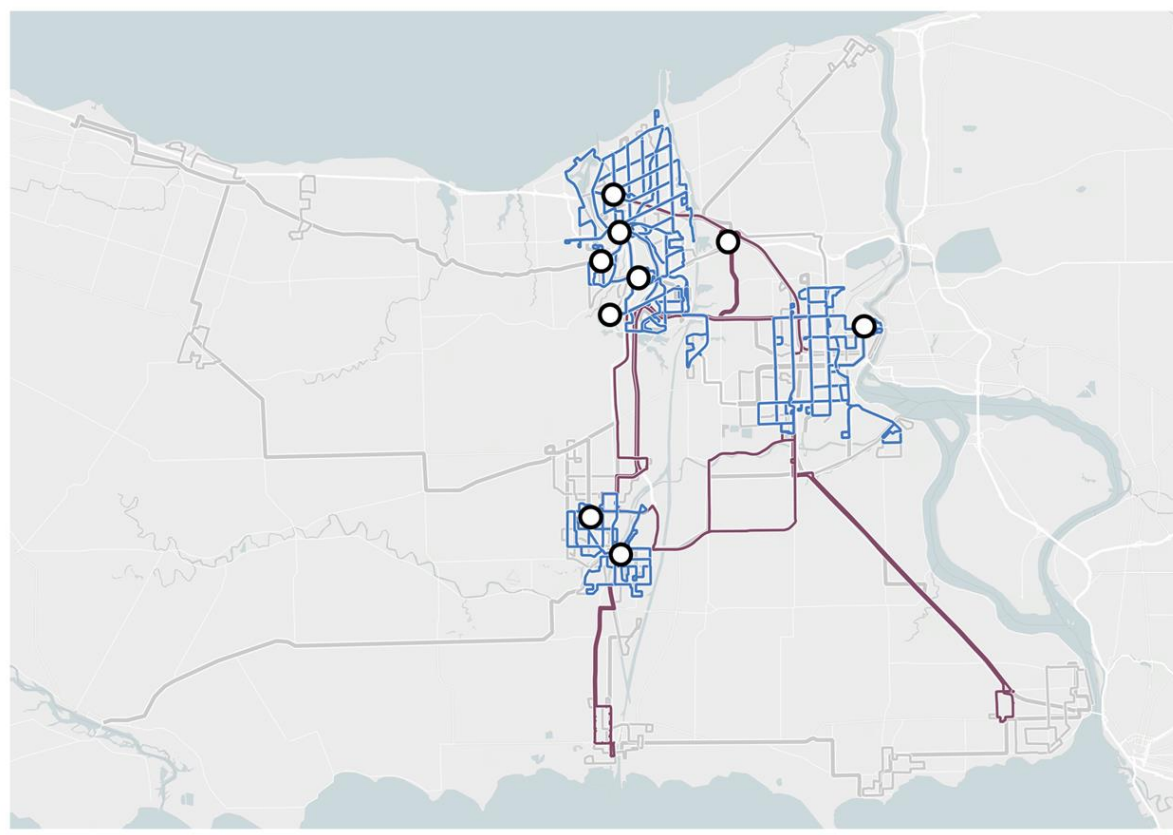
- Rapid Bus Routes
- Corridor Routes
- Base and Community Routes
- Regional Routes
- Major Hubs and Terminals
- Microtransit Hubs

Current Niagara Transit Network

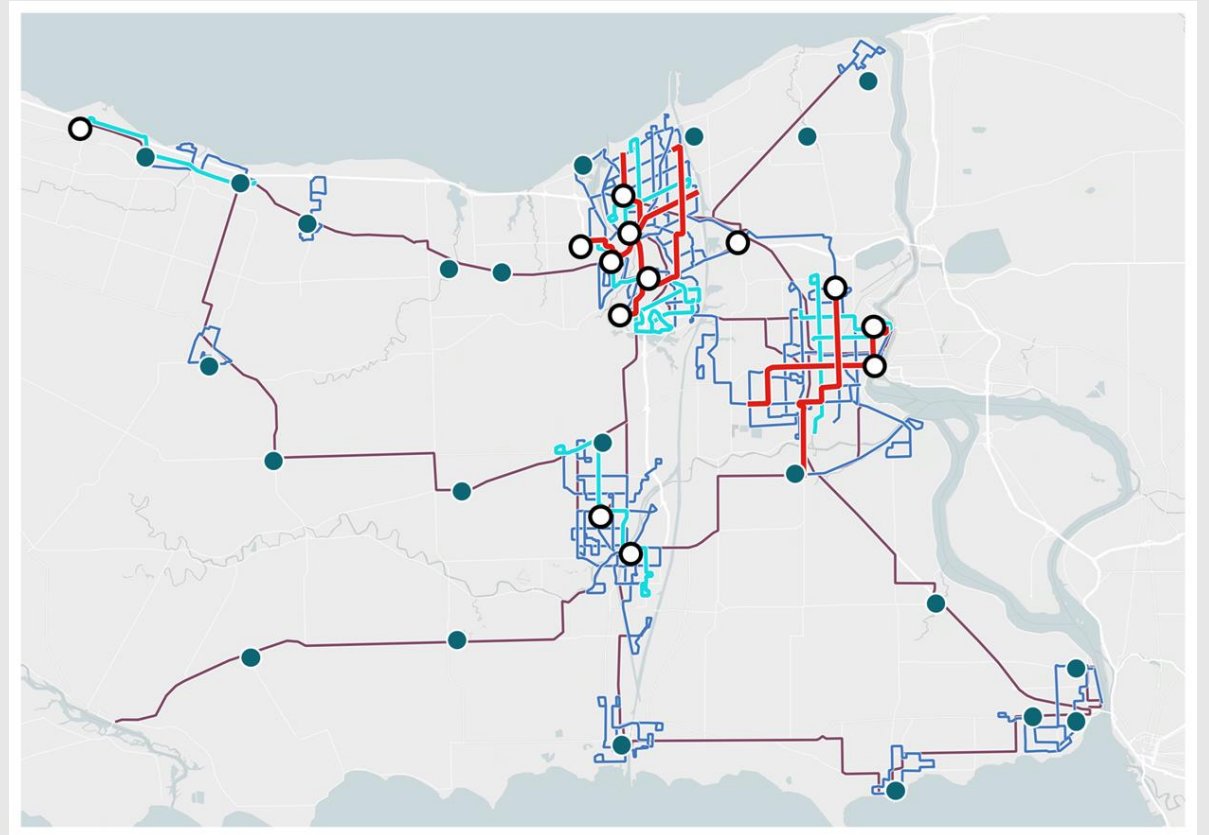


Current to 2035 Comparison

- █ Rapid Bus Routes
- █ Corridor Routes
- █ Base and Community Routes
- █ Regional Routes
- Major Hubs and Terminals
- Microtransit Hubs

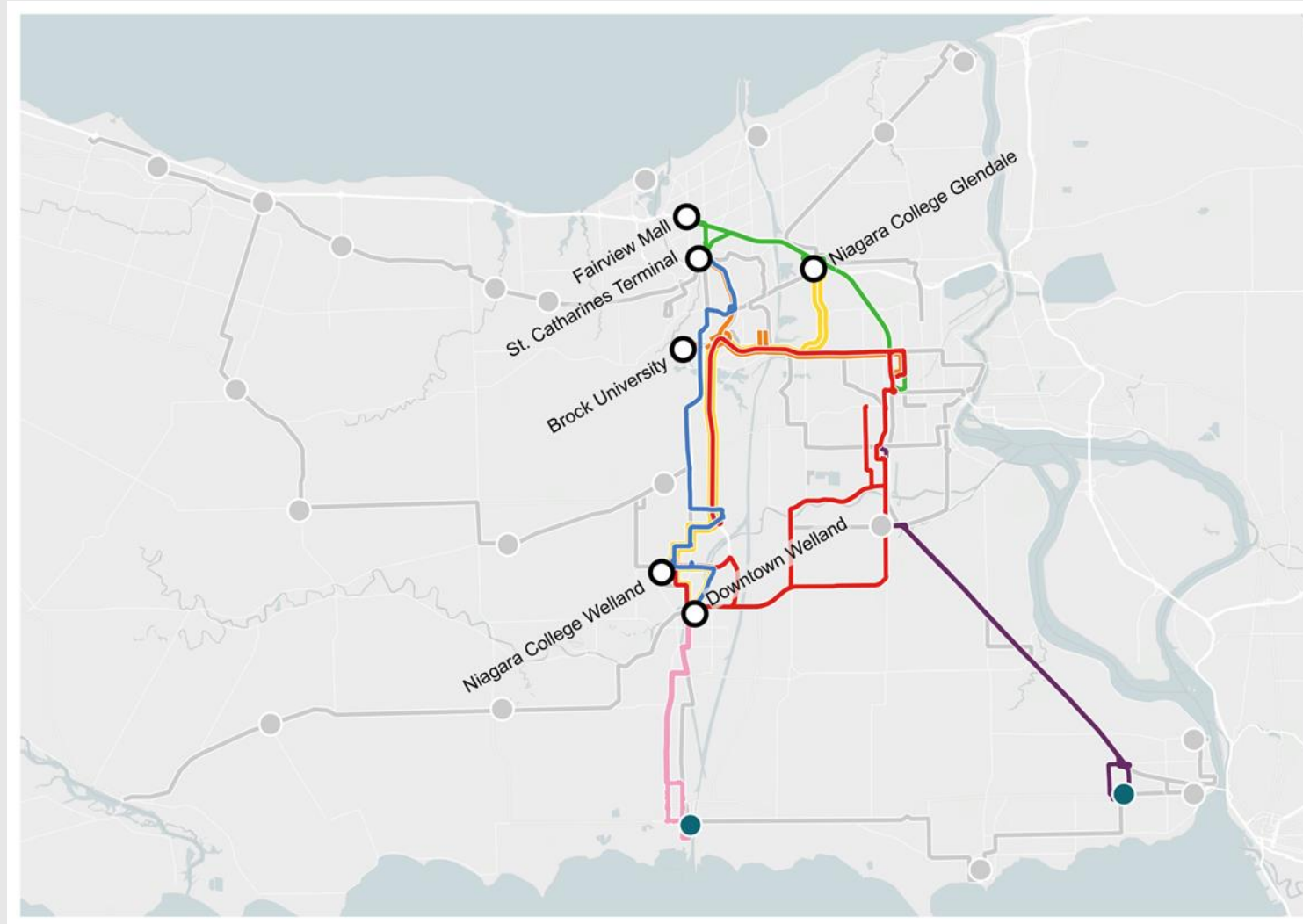


Current

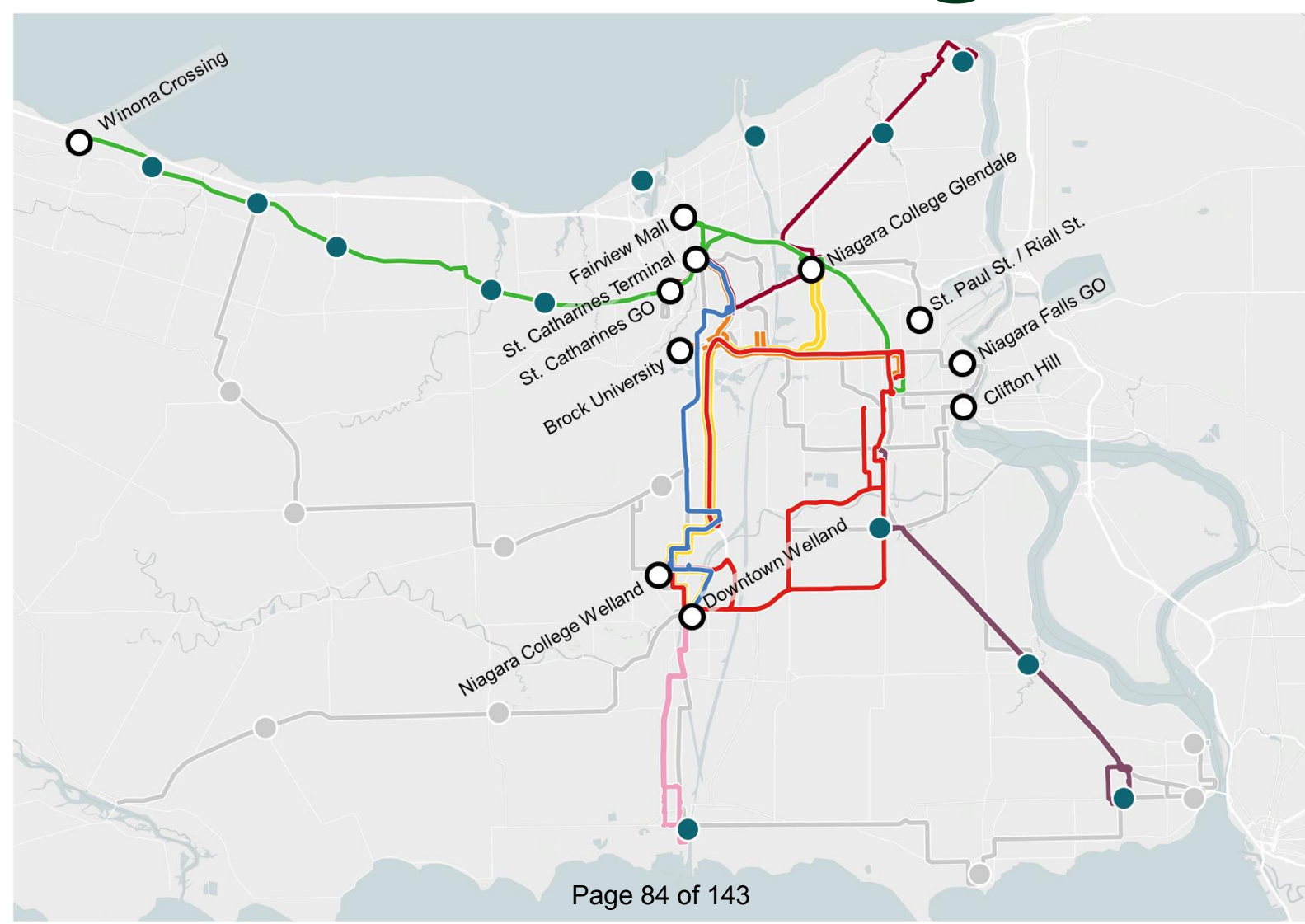


Stage 3

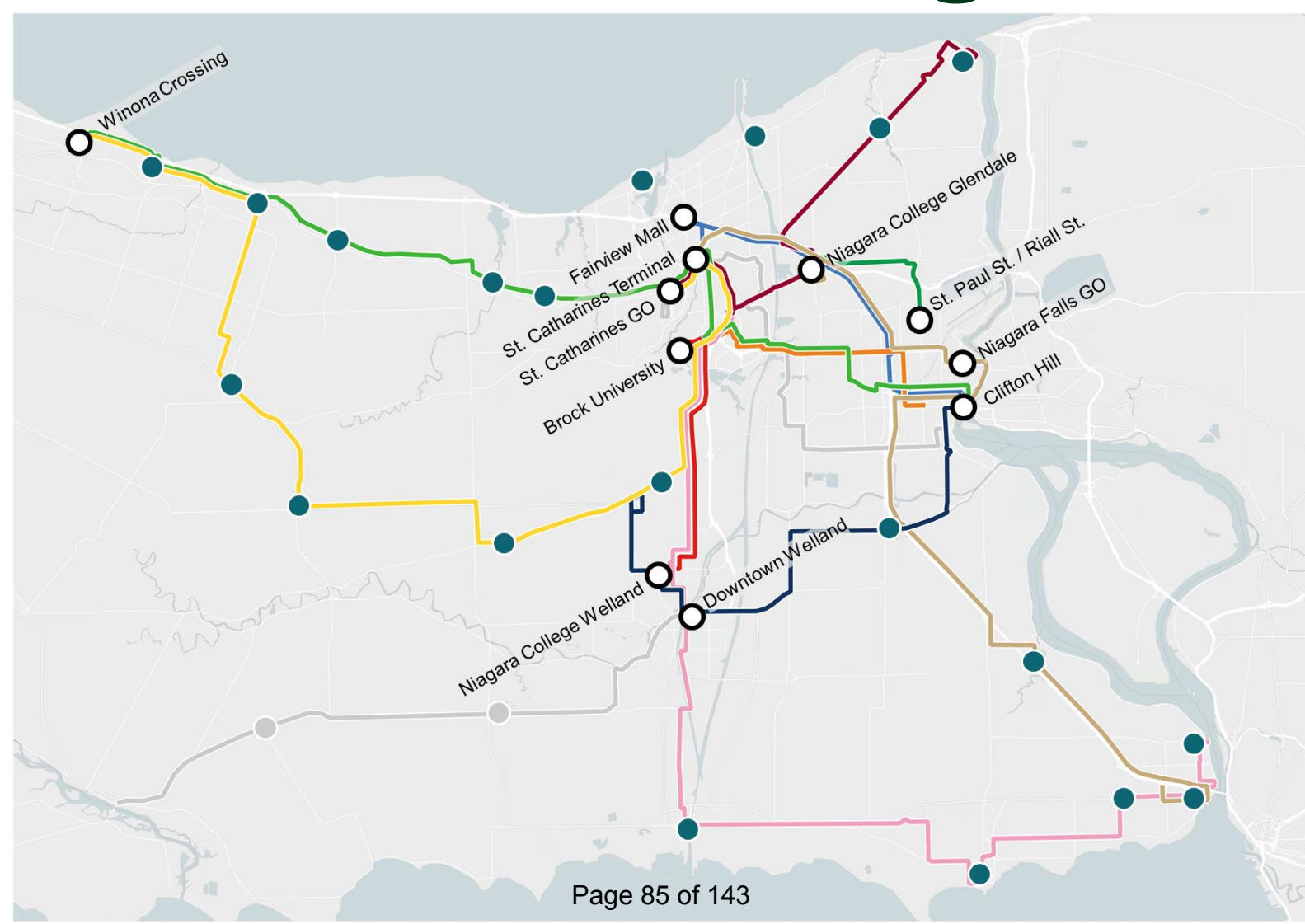
Regional Routes – Current



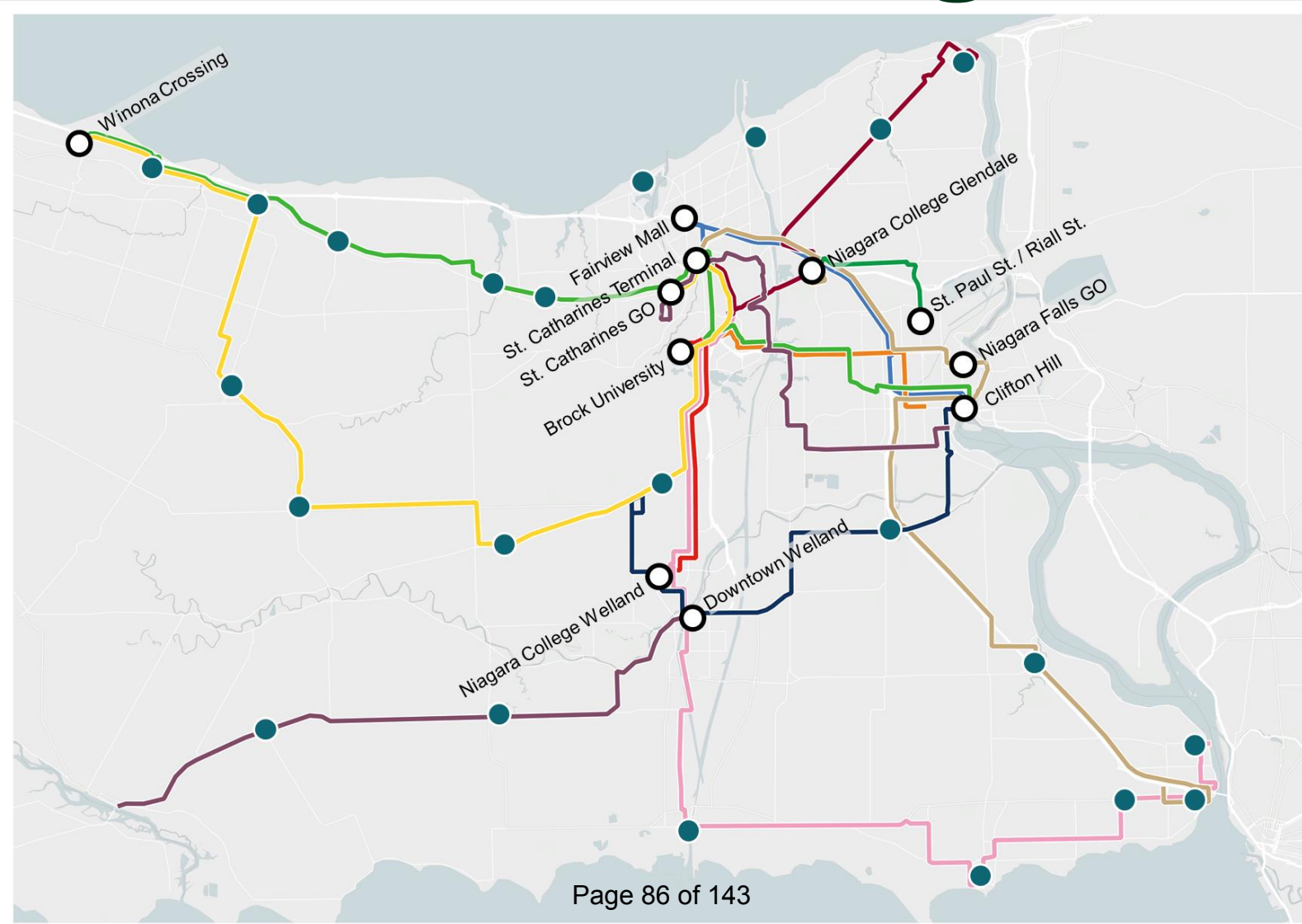
Regional Routes – Stage 1



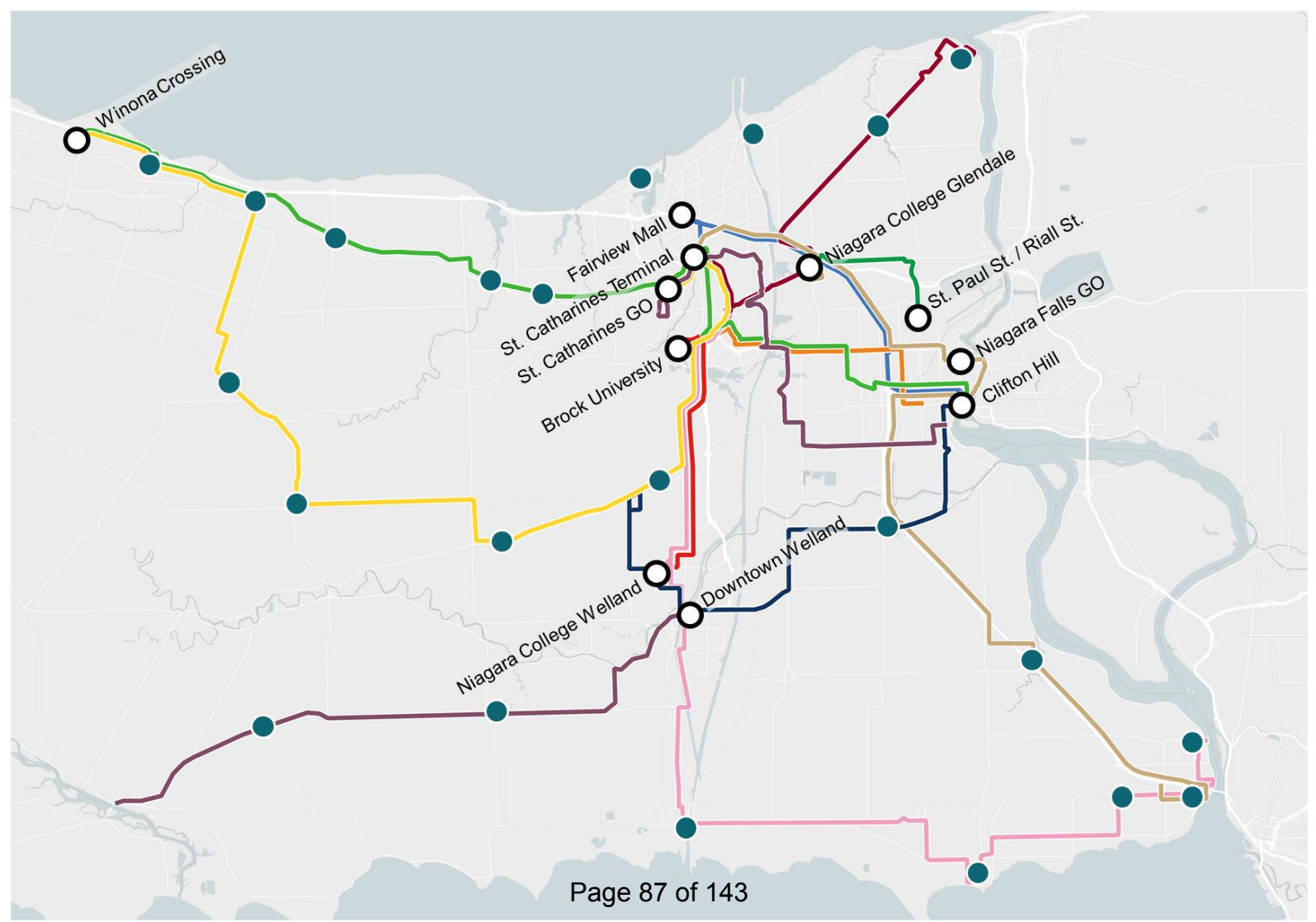
Regional Routes – Stage 2



Regional Routes – Stage 3

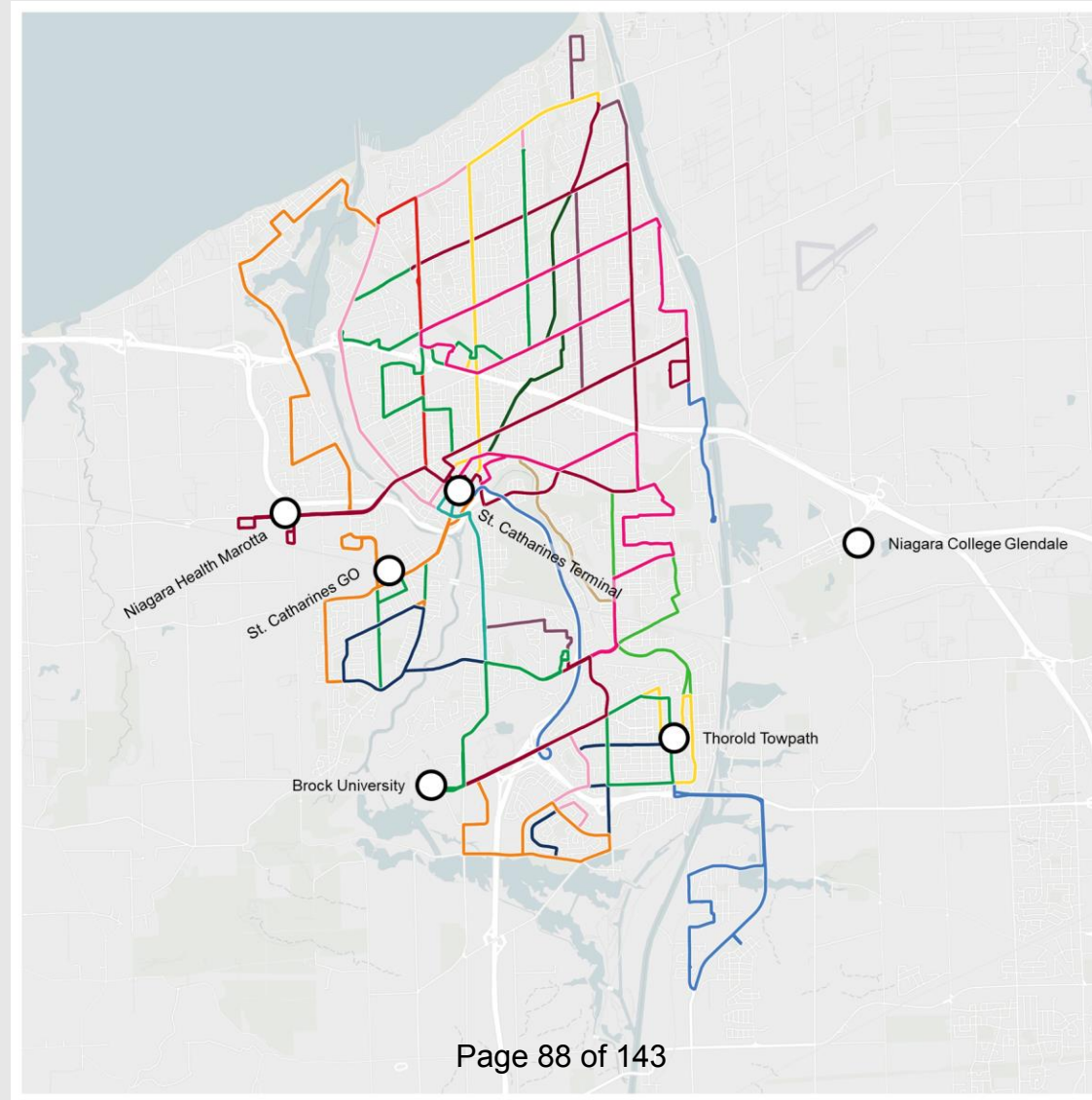


Regional Network Evolution

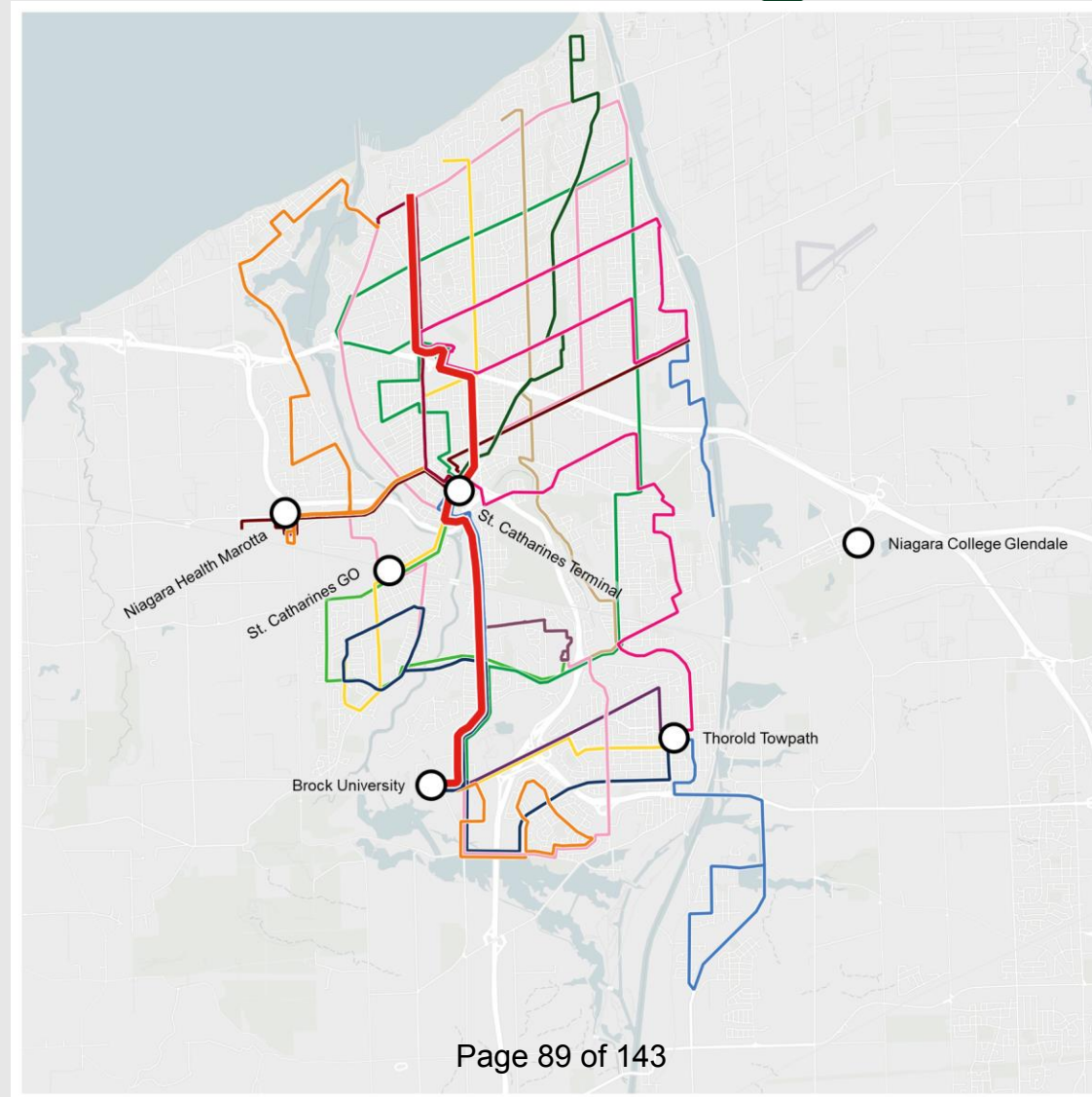


- Regional Routes
- Major Hubs and Terminals
- Microtransit Hubs

St. Catharines – Current

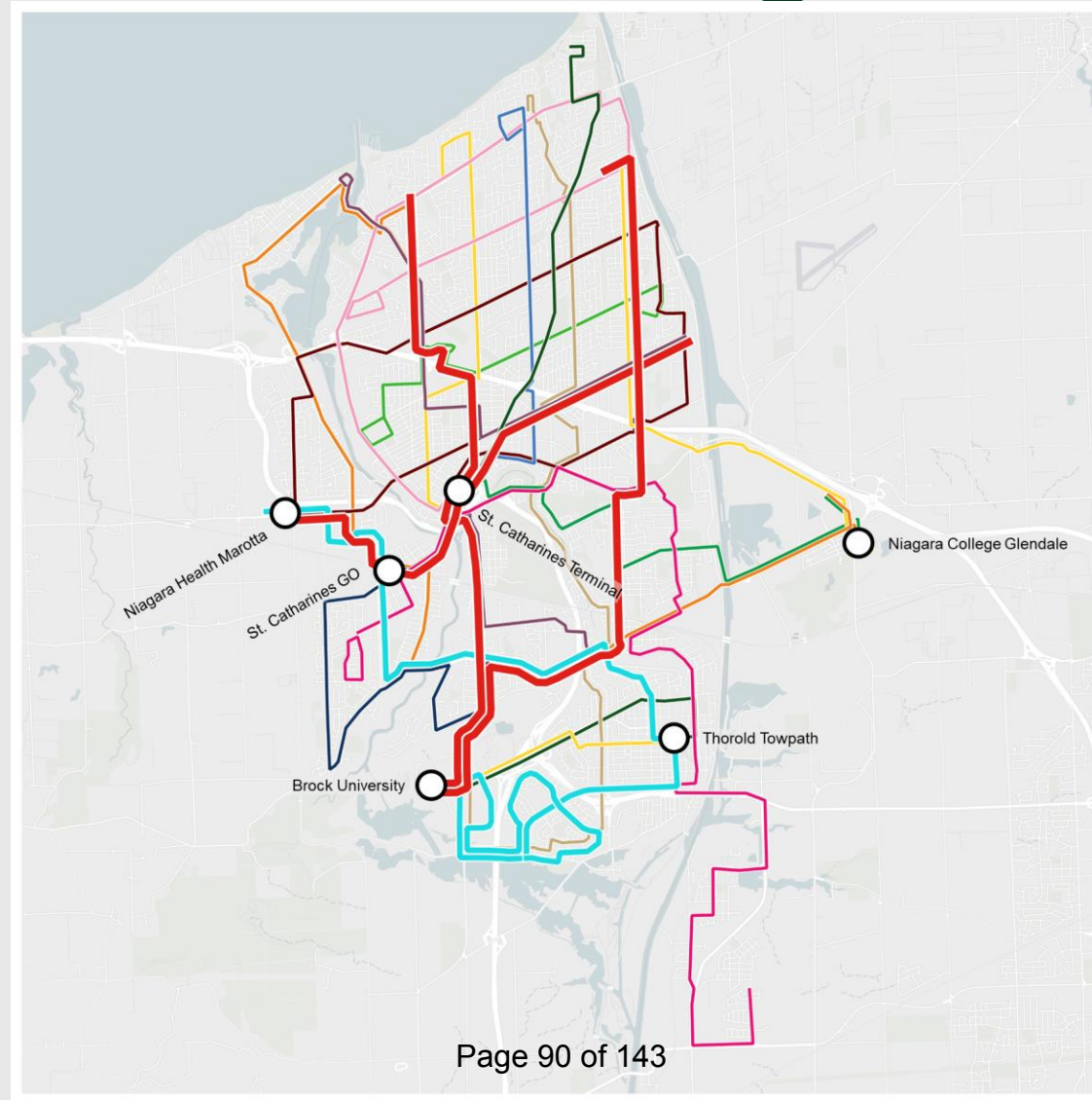


St. Catharines – Stage 1



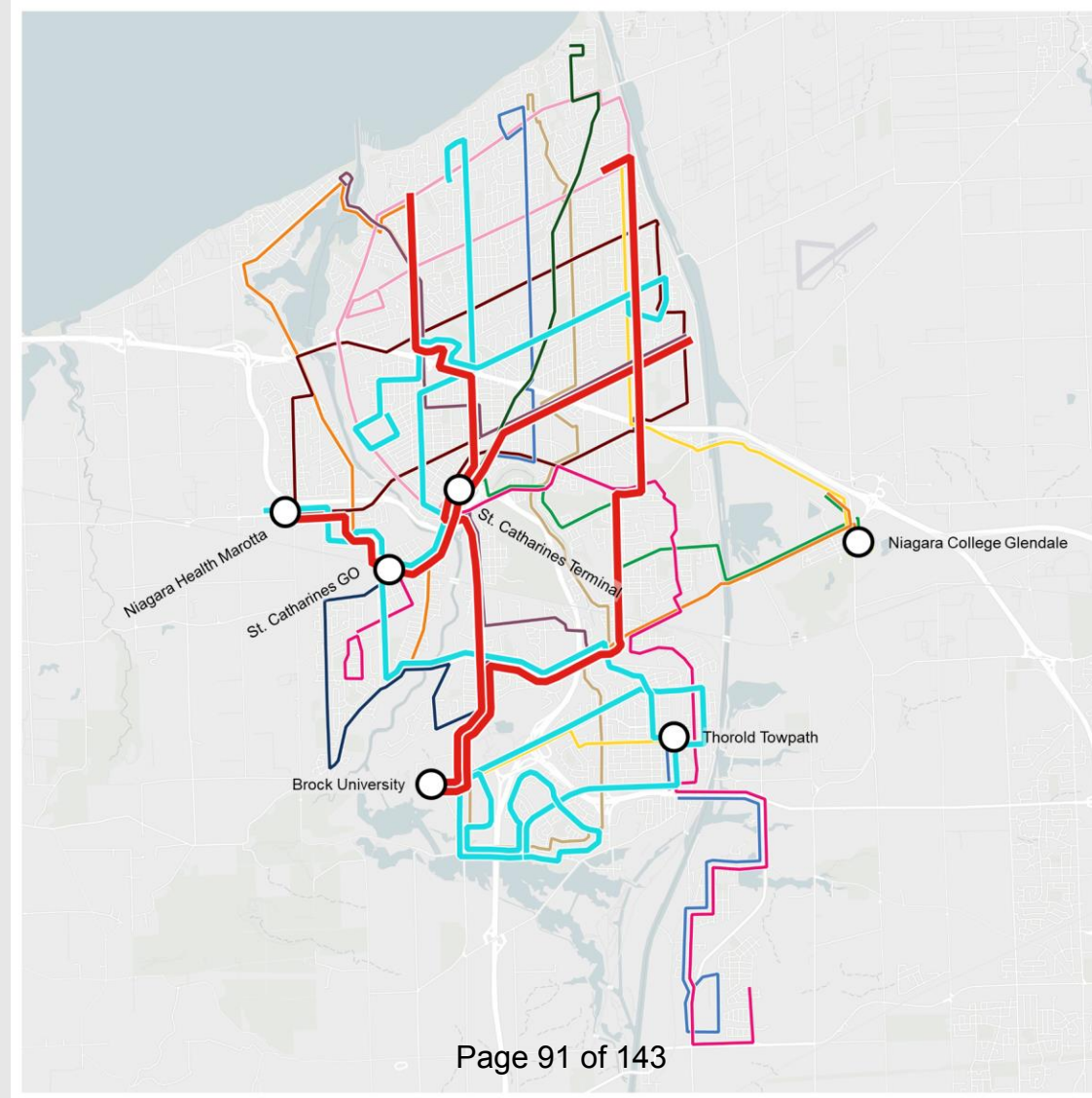
- Express Bus Routes
- Corridor Routes
- Base and Community Routes




St. Catharines – Stage 2



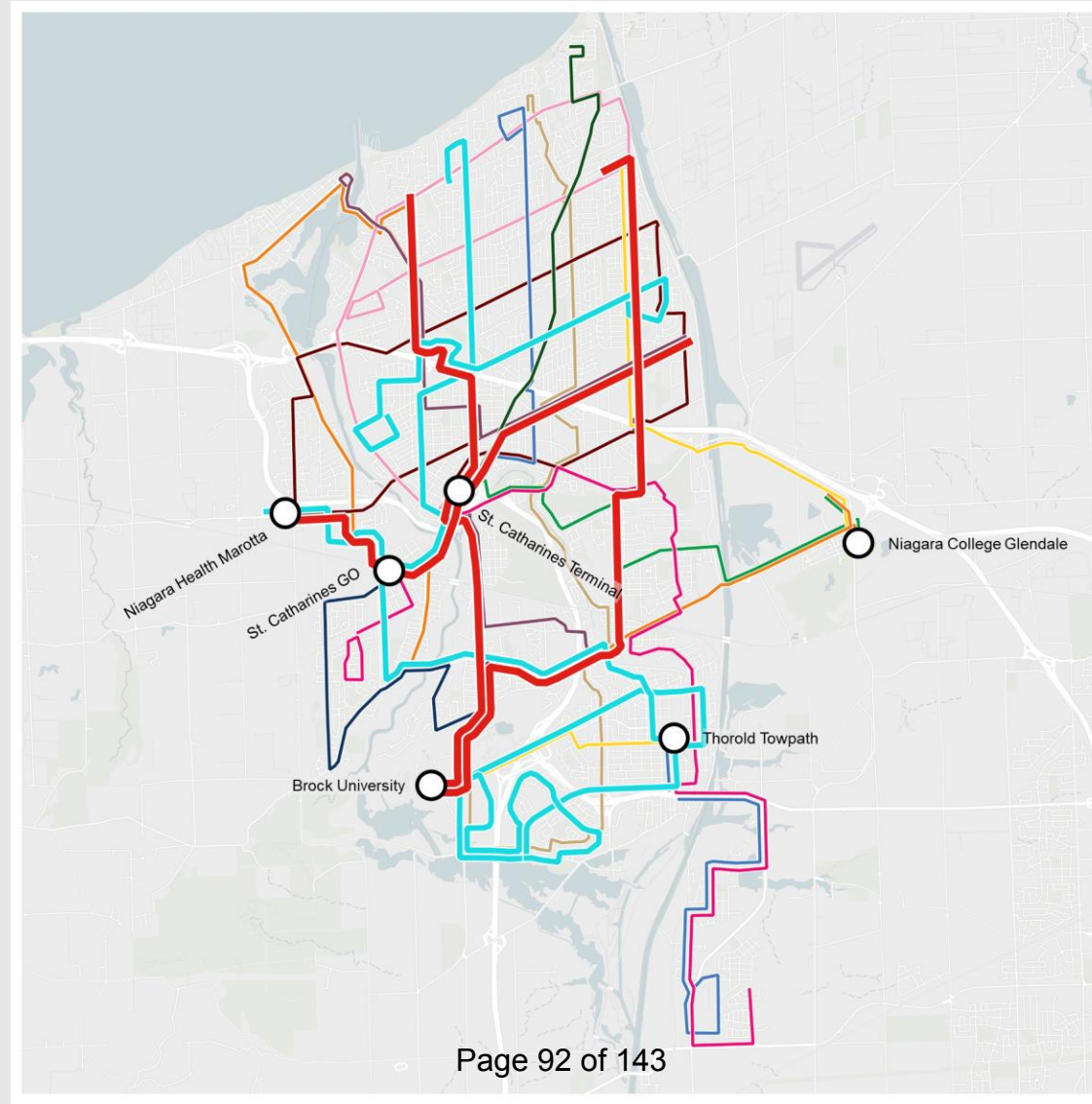
- █ Rapid Bus Routes
- █ Corridor Routes
- █ Base and Community Routes

St. Catharines – Stage 3



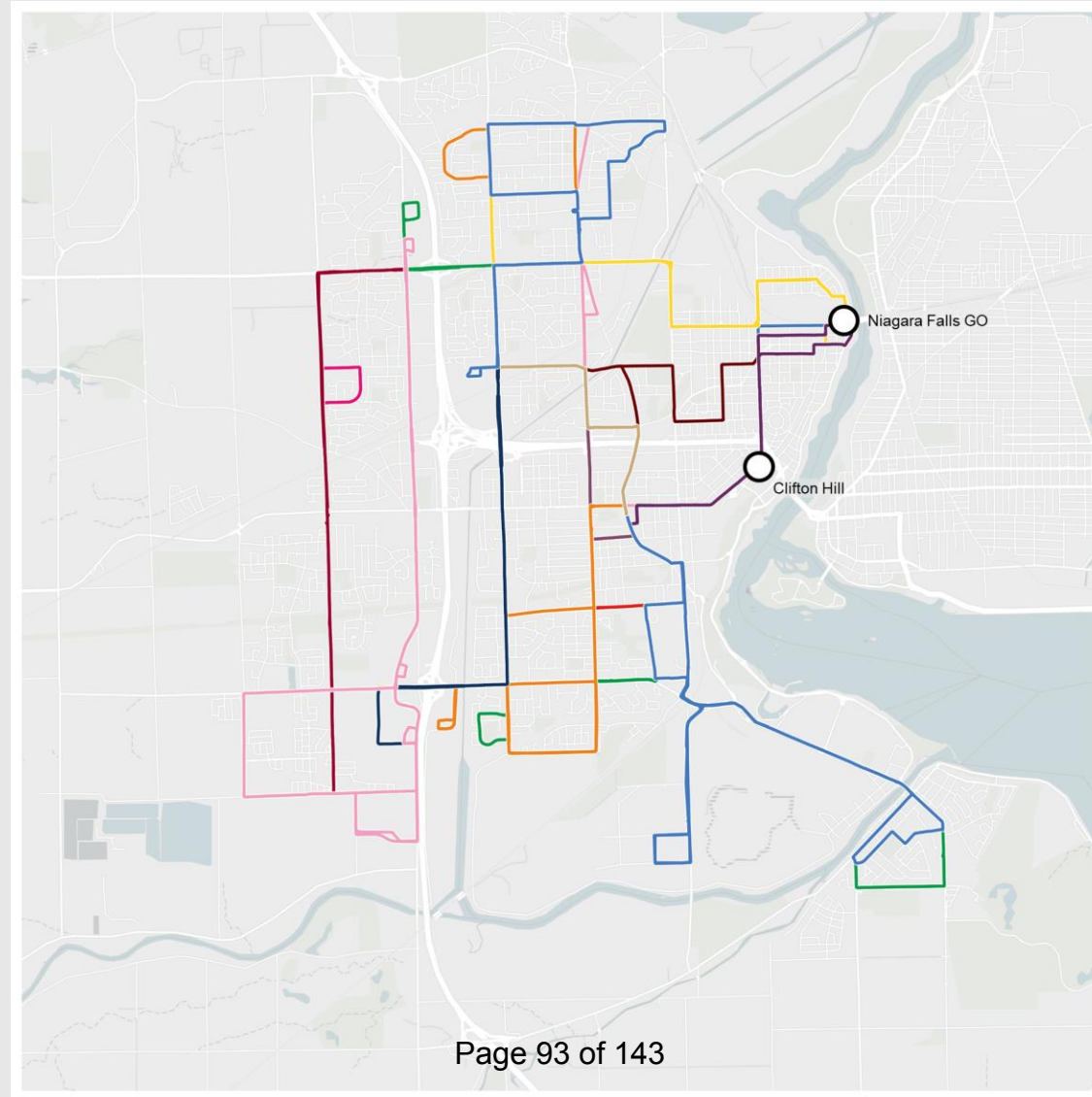
-  Rapid Bus Routes
-  Corridor Routes
-  Base and Community Routes

St. Catharines Network Evolution



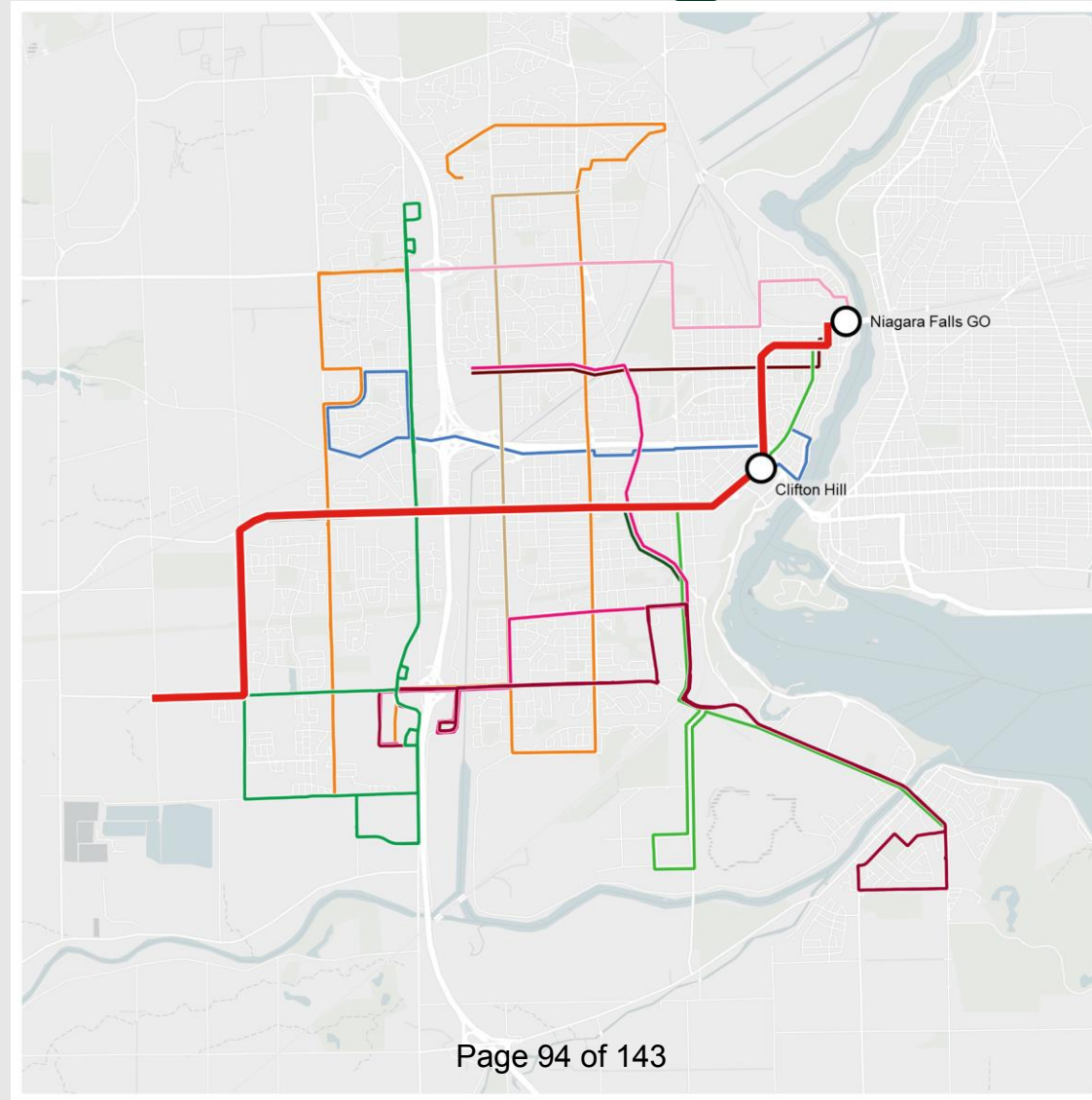
- █ Rapid Bus Routes
- █ Corridor Routes
- █ █ █ Base and Community Routes

Niagara Falls – Current

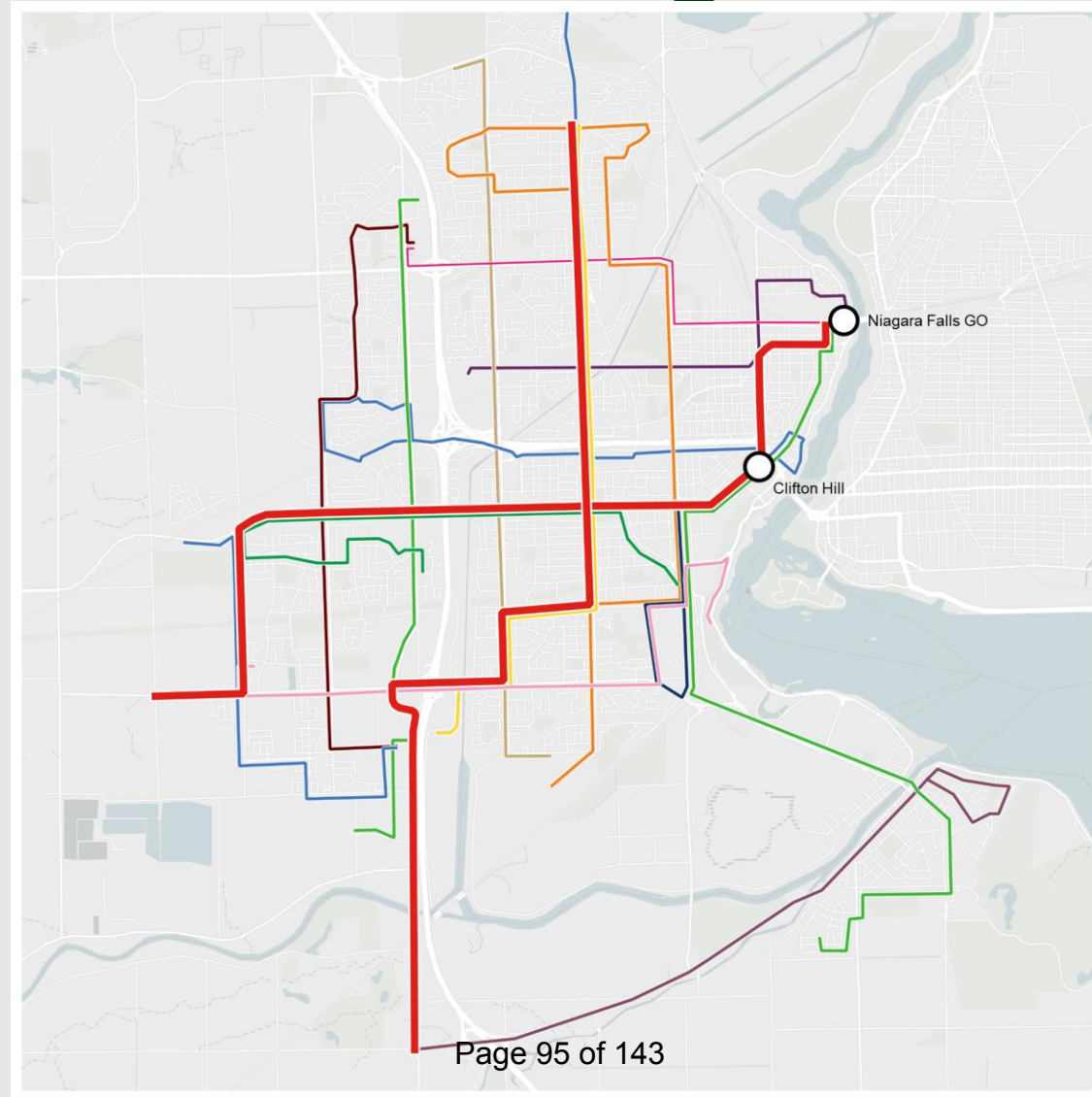


- Rapid Bus Routes
- Corridor Routes
- Base and Community Routes

Niagara Falls – Stage 1

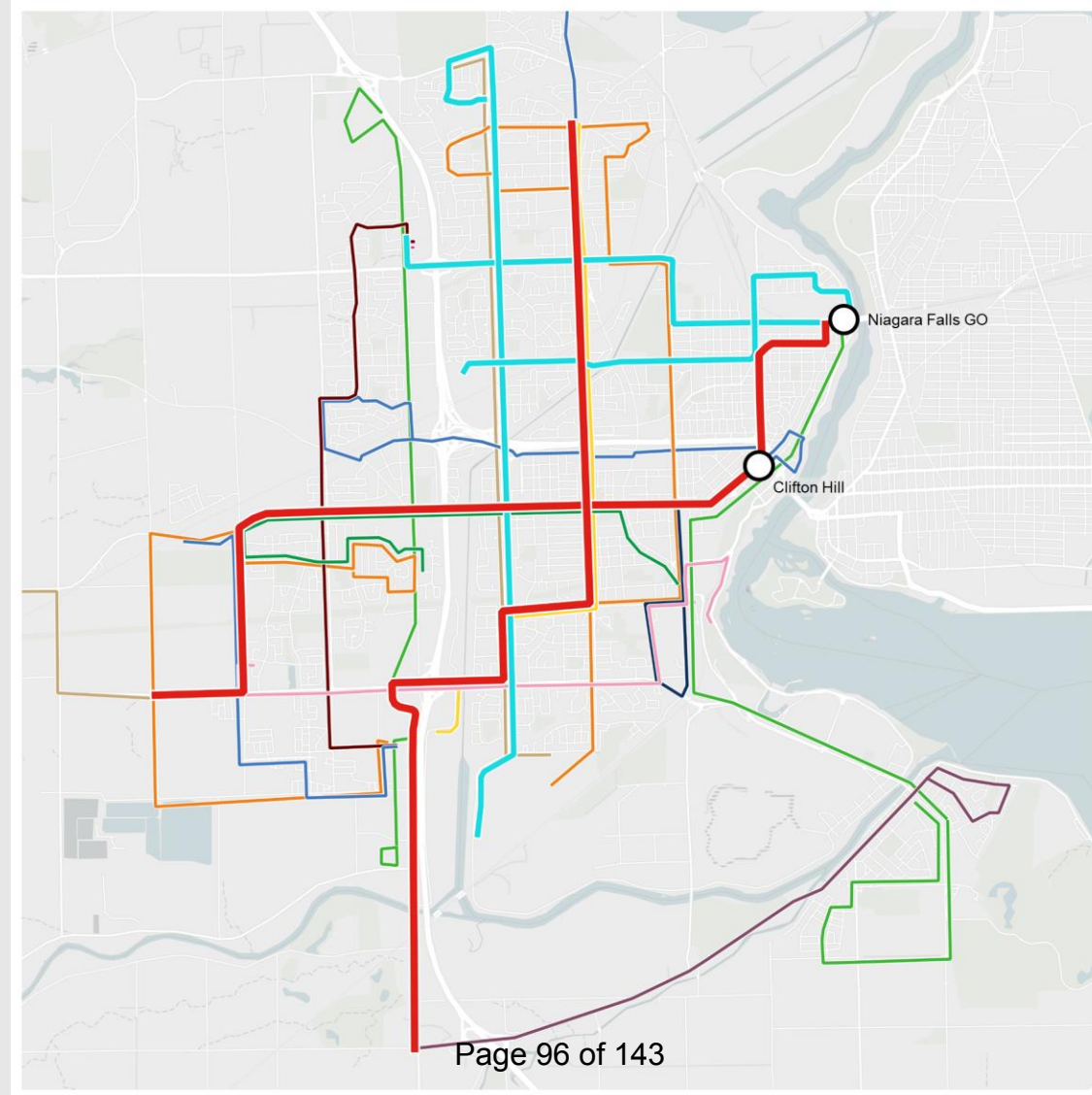


Niagara Falls – Stage 2



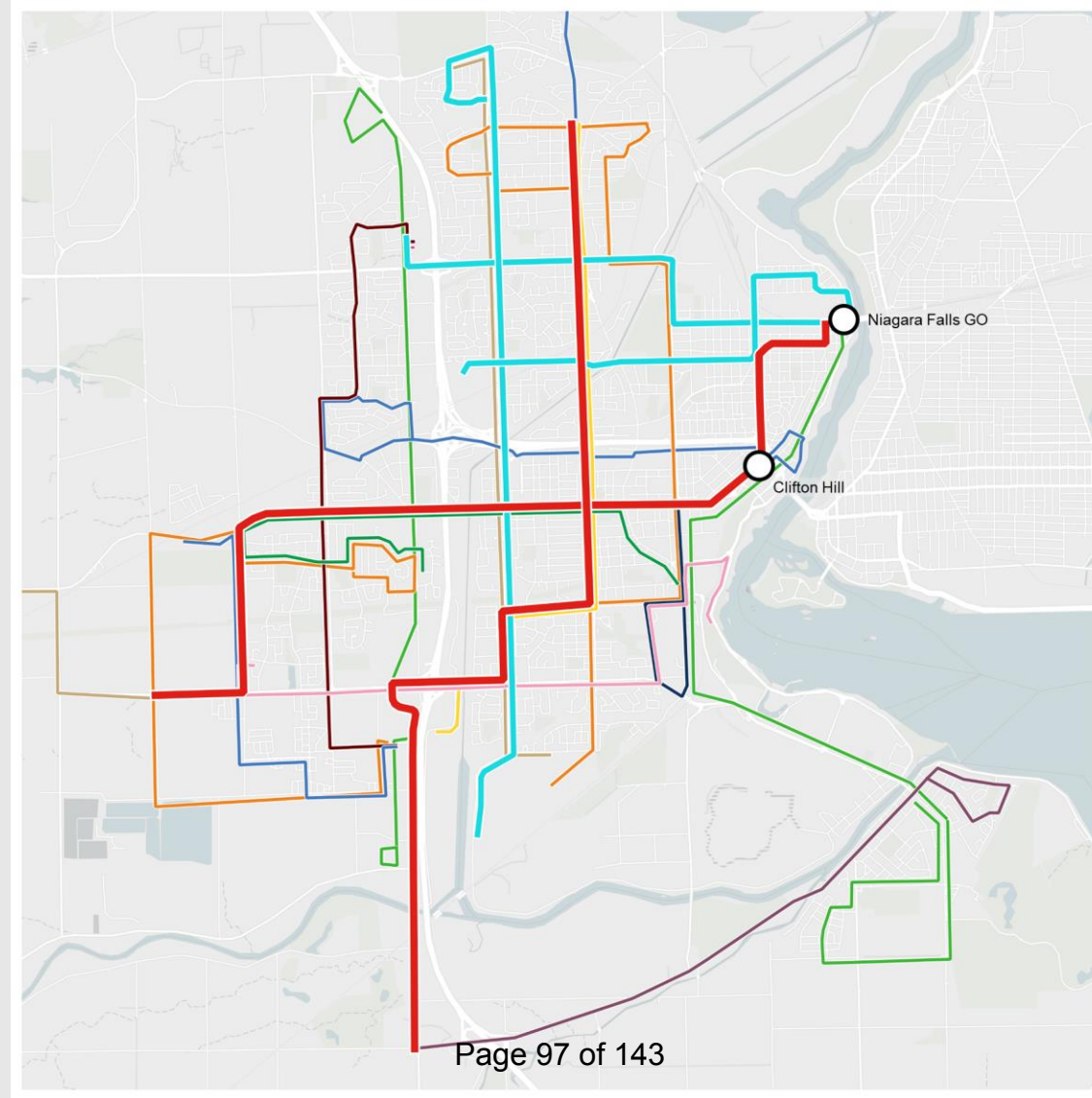
- █ Rapid Bus Routes
- █ Corridor Routes
- █ █ █ Base and Community Routes

Niagara Falls – Stage 3



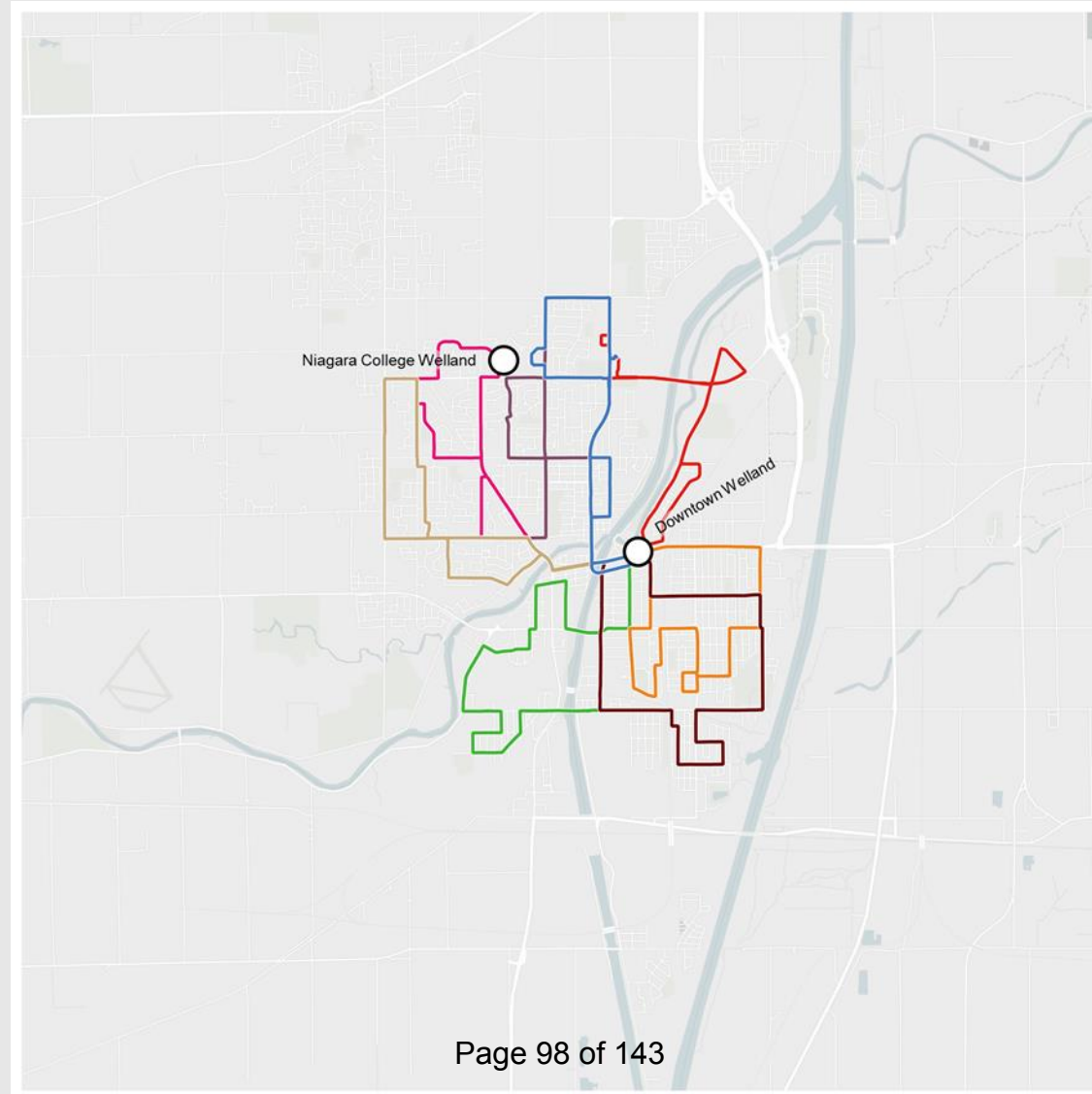
- █ Rapid Bus Routes
- █ Corridor Routes
- █ Base and Community Routes

Niagara Falls Network Evolution



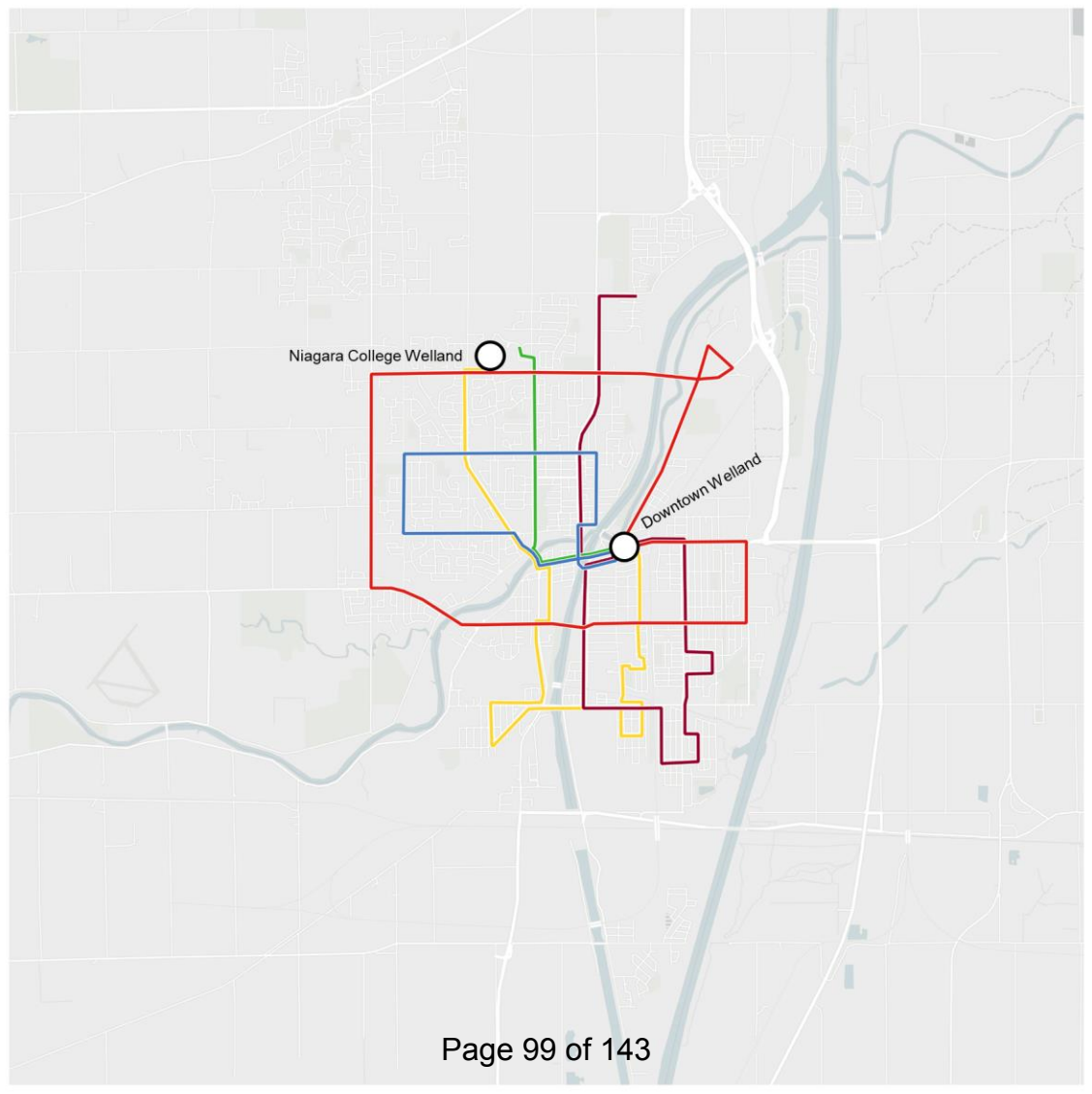
- █ Rapid Bus Routes
- █ Corridor Routes
- █ Base and Community Routes




Welland – Current



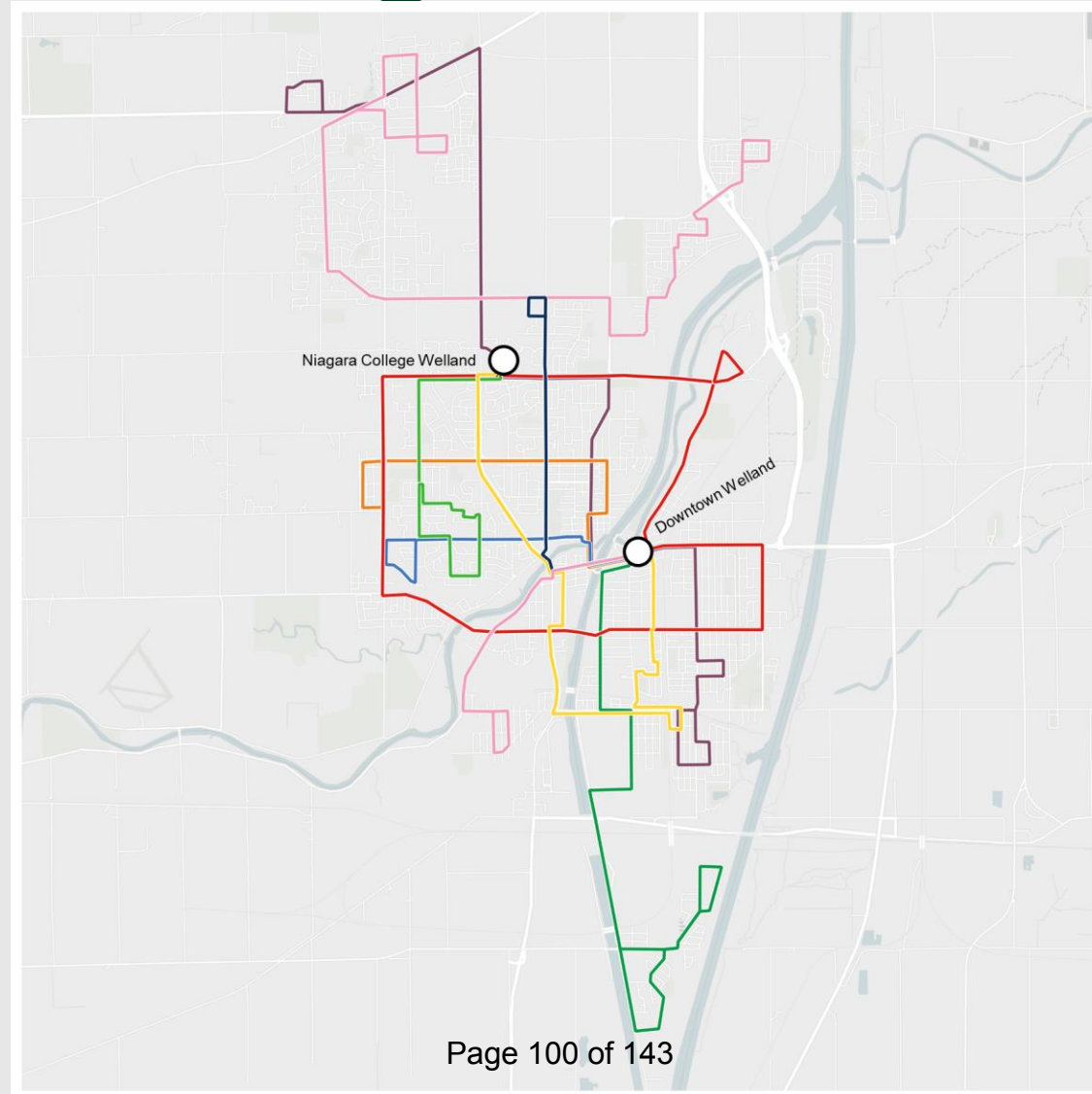
- Rapid Bus Routes
- Corridor Routes
- Base and Community Routes

Welland – Stage 1

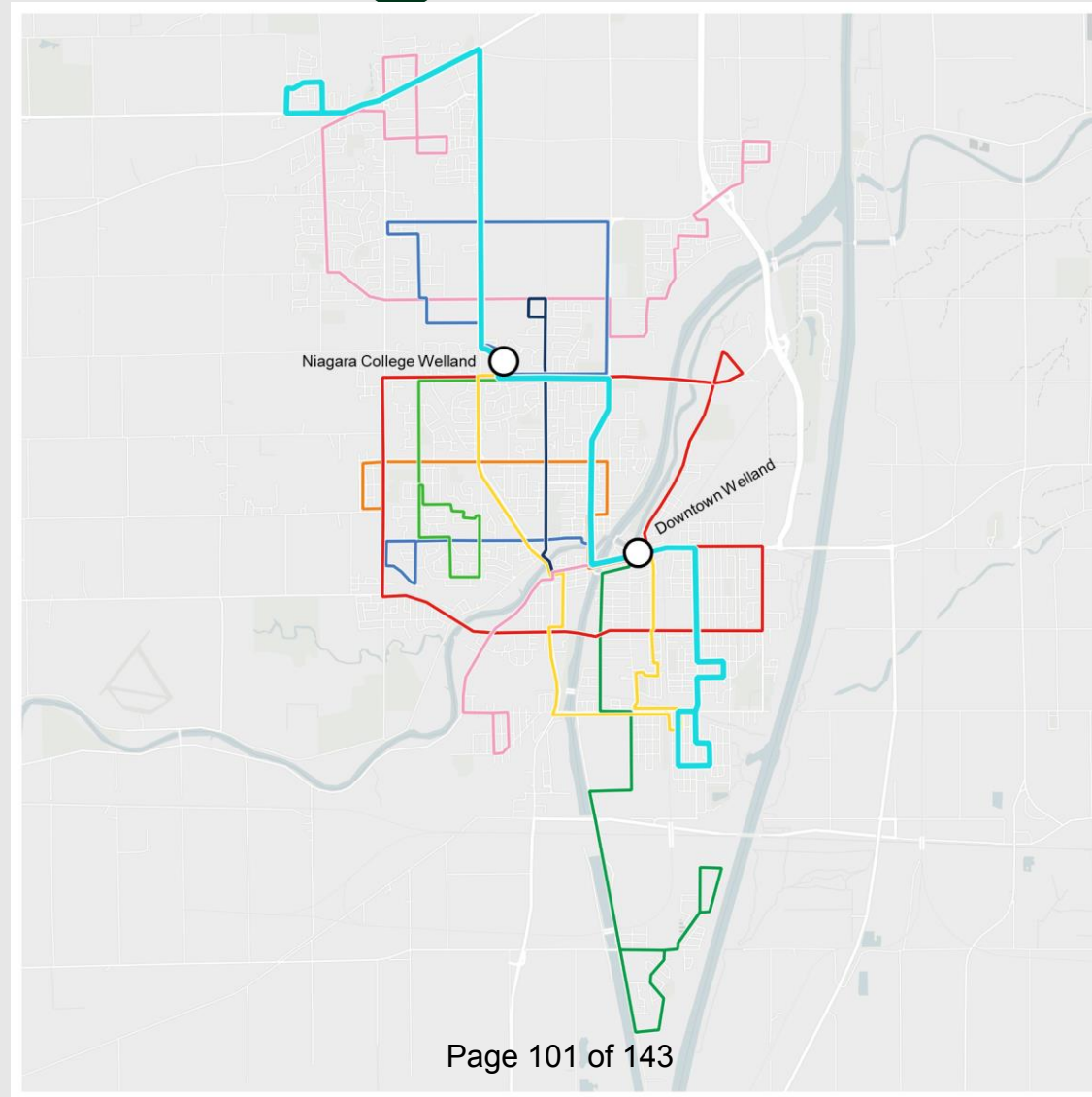





-  Rapid Bus Routes
-  Corridor Routes
-  Base and Community Routes

Welland – Stage 2

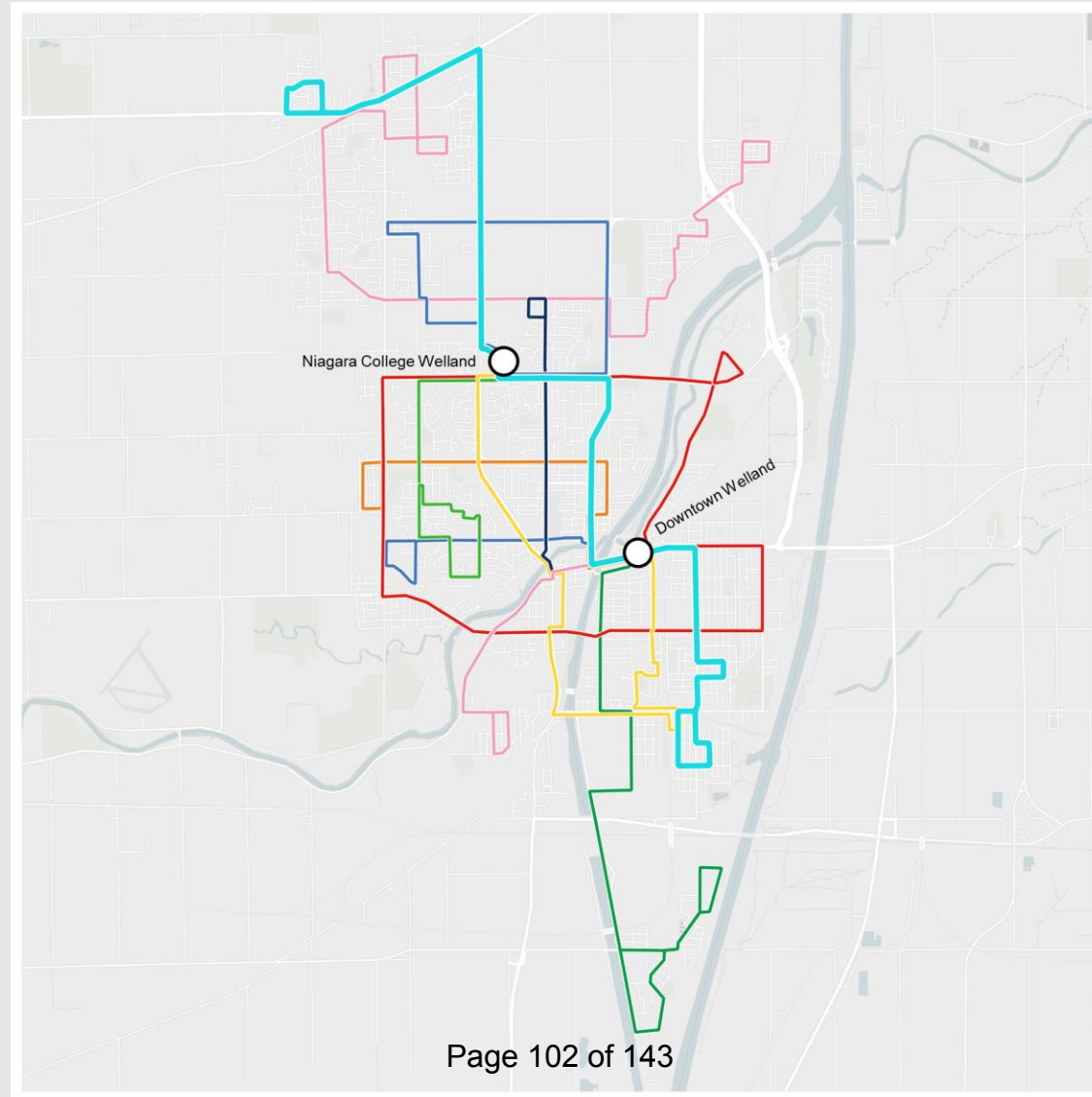





Welland – Stage 3



-  Rapid Bus Routes
-  Corridor Routes
-  Base and Community Routes

Welland Network Evolution



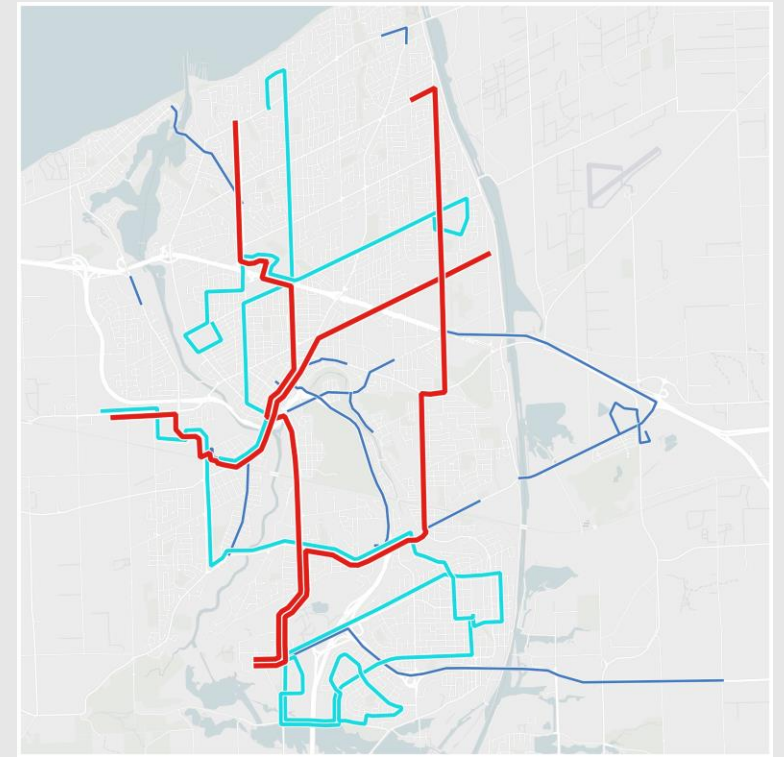
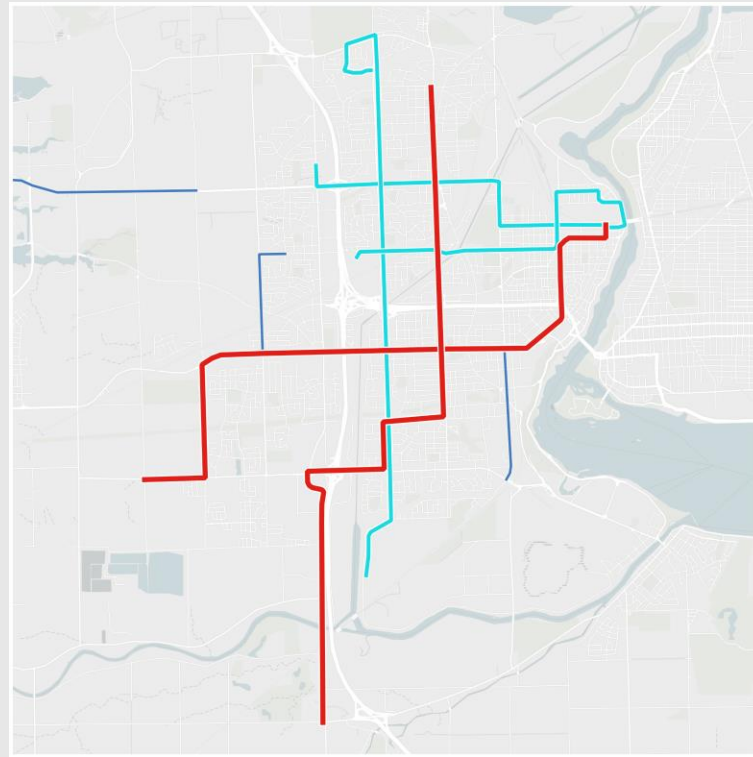
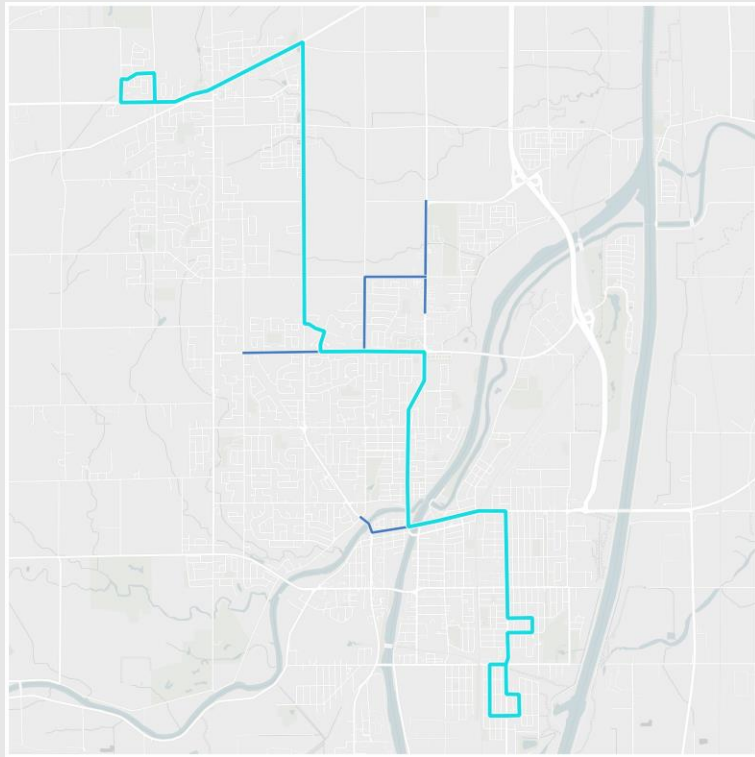
-  Rapid Bus Routes
-  Corridor Routes
-  Base and Community Routes

2035 High-Frequency Network

Welland

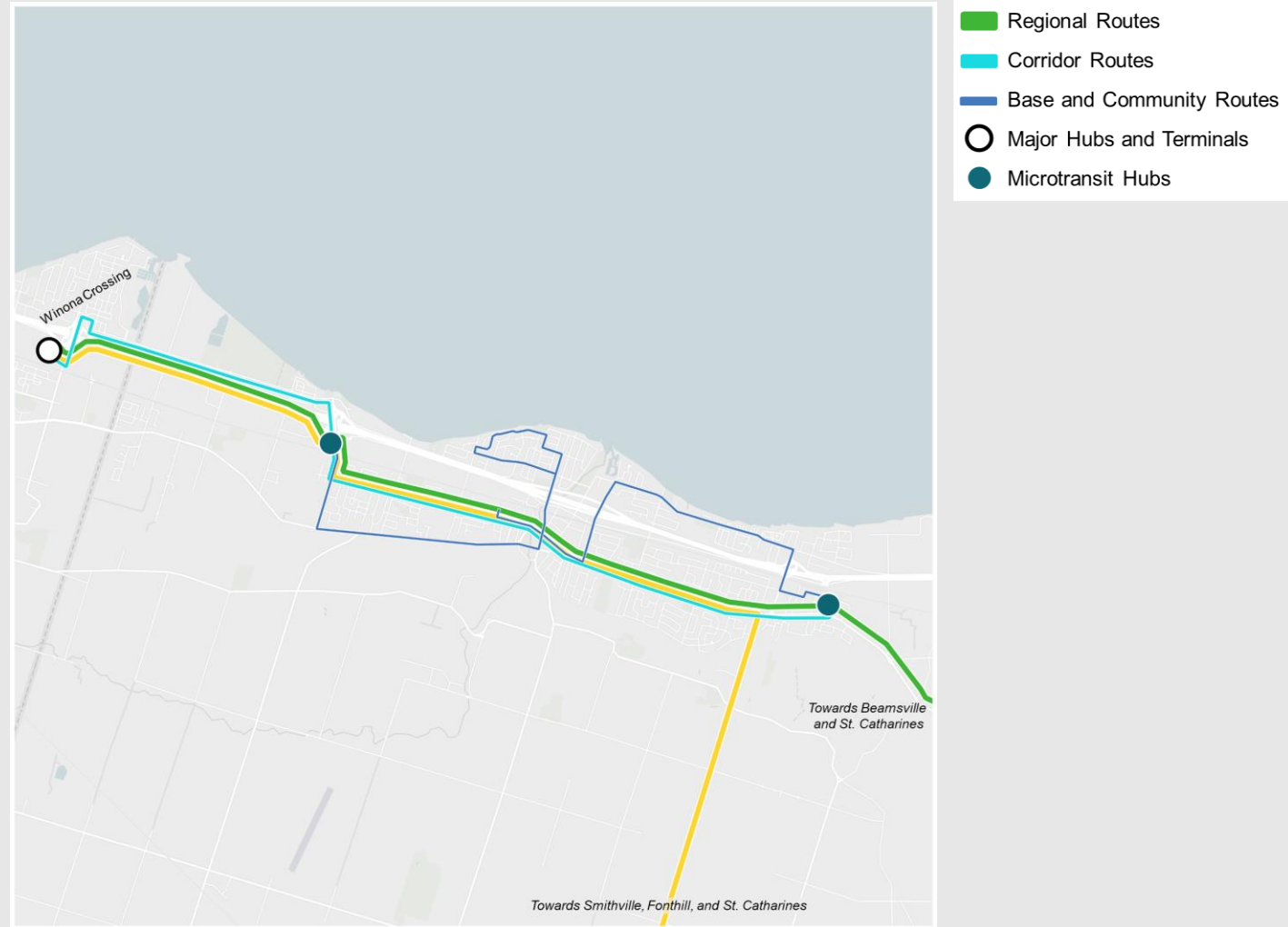
Niagara Falls

St. Catharines

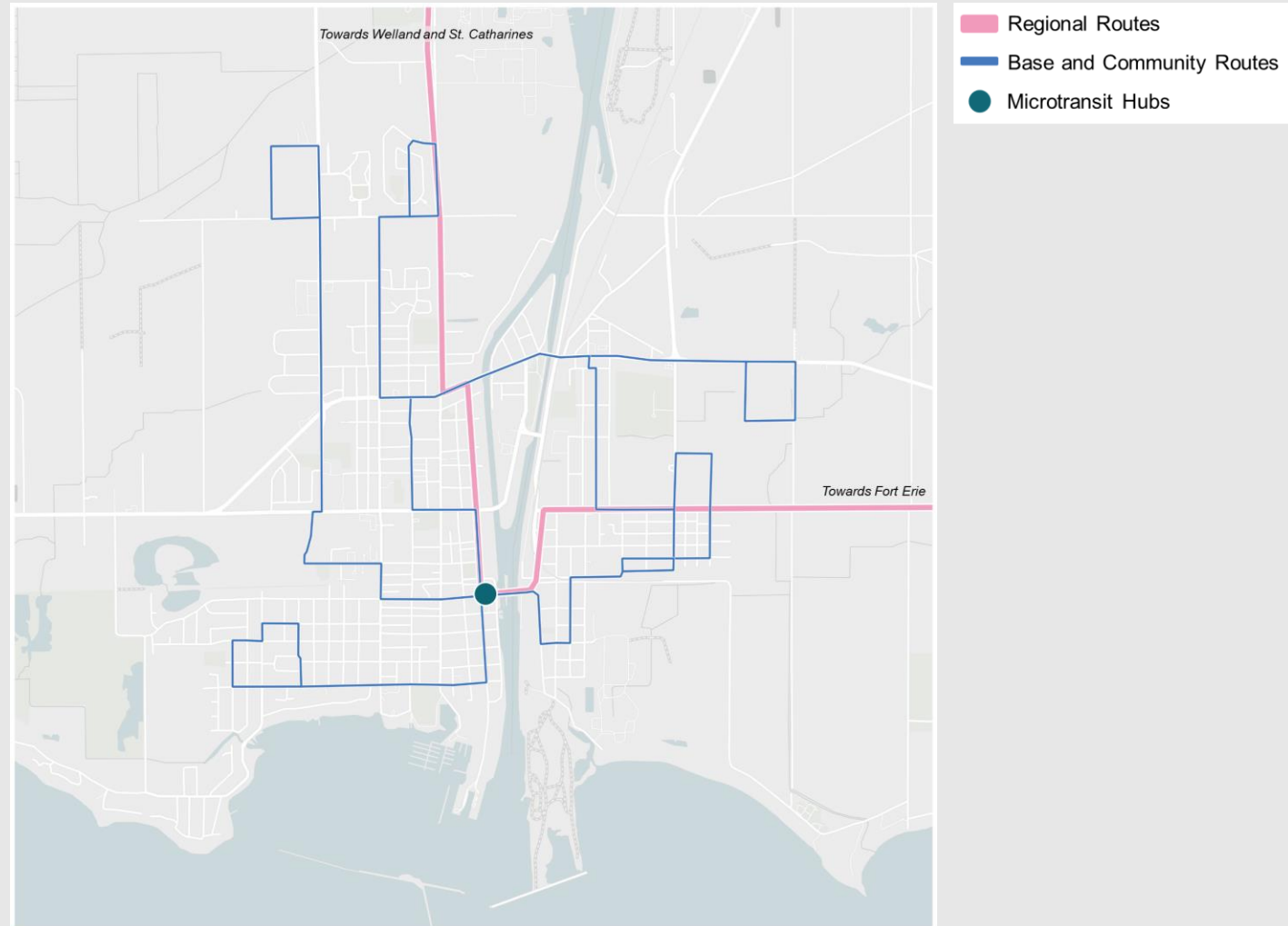


 Rapid Bus Routes  Corridor Routes  High Frequency Segments

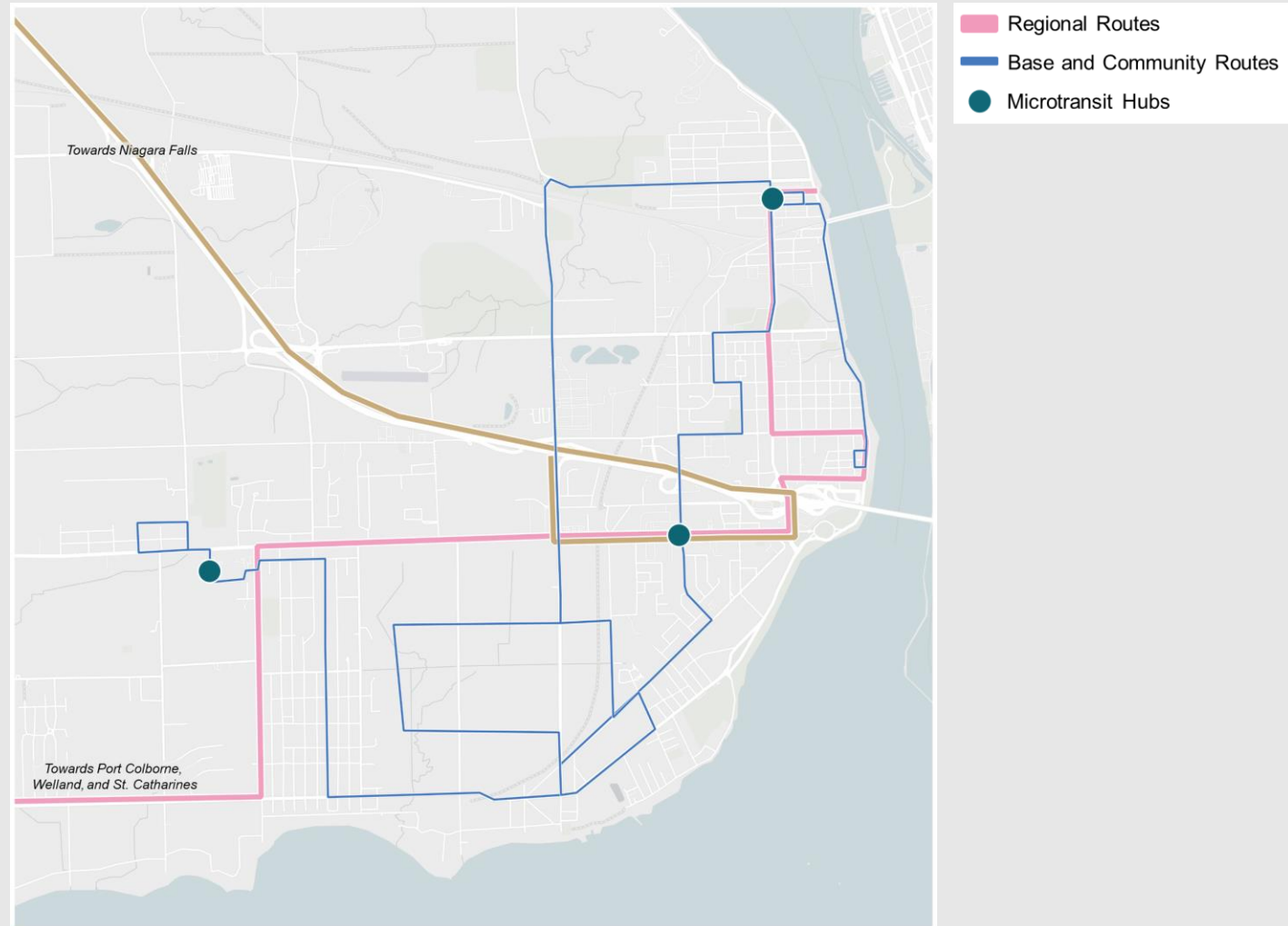
Grimsby – Stage 3



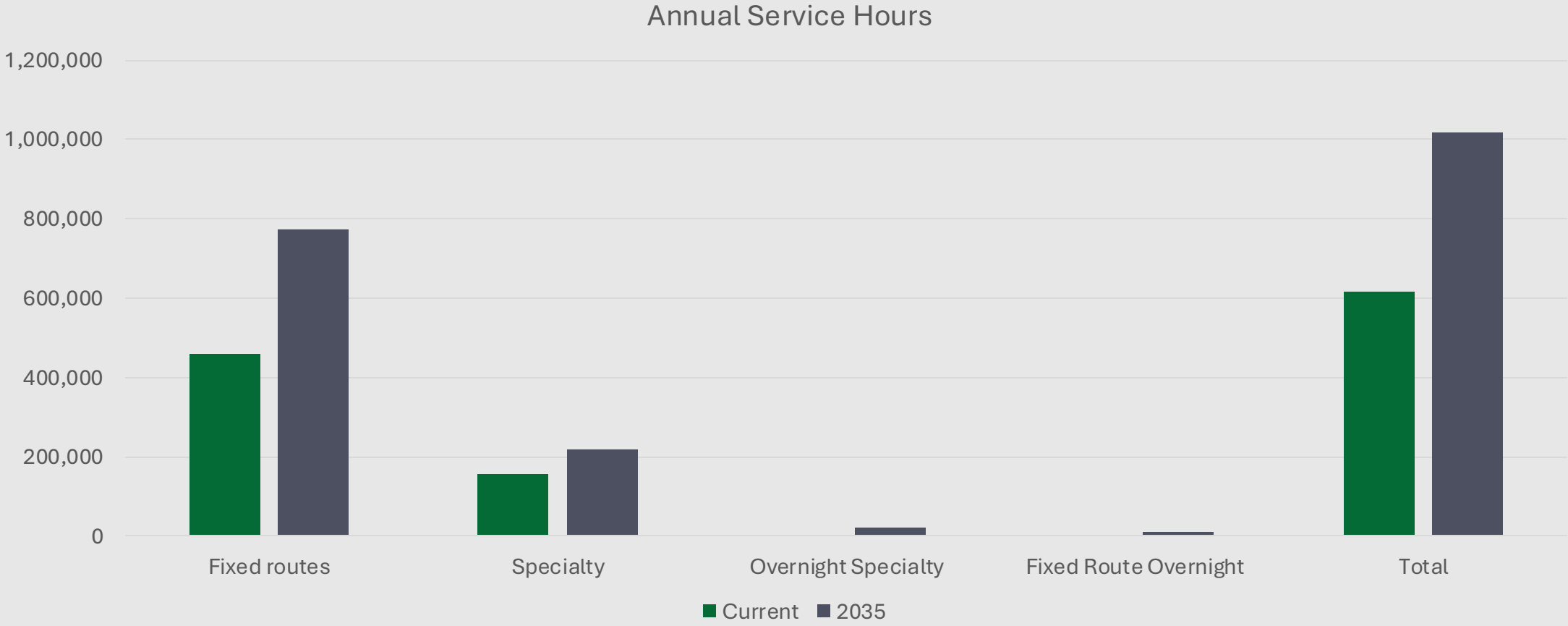
Port Colborne – Stage 3



Fort Erie – Stage 3

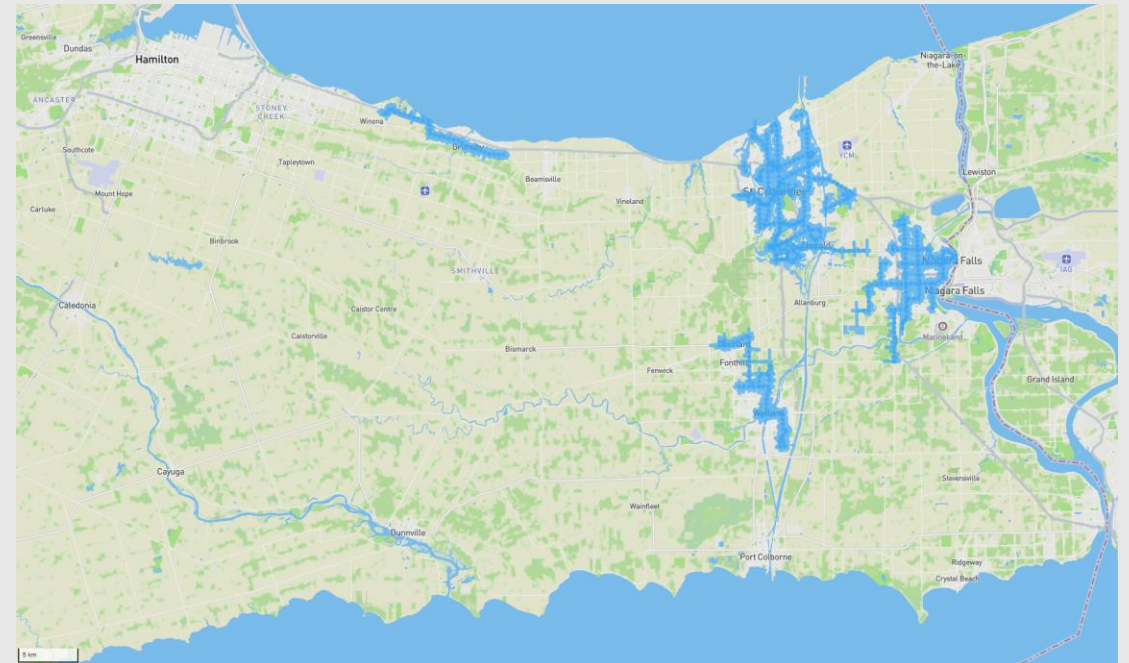
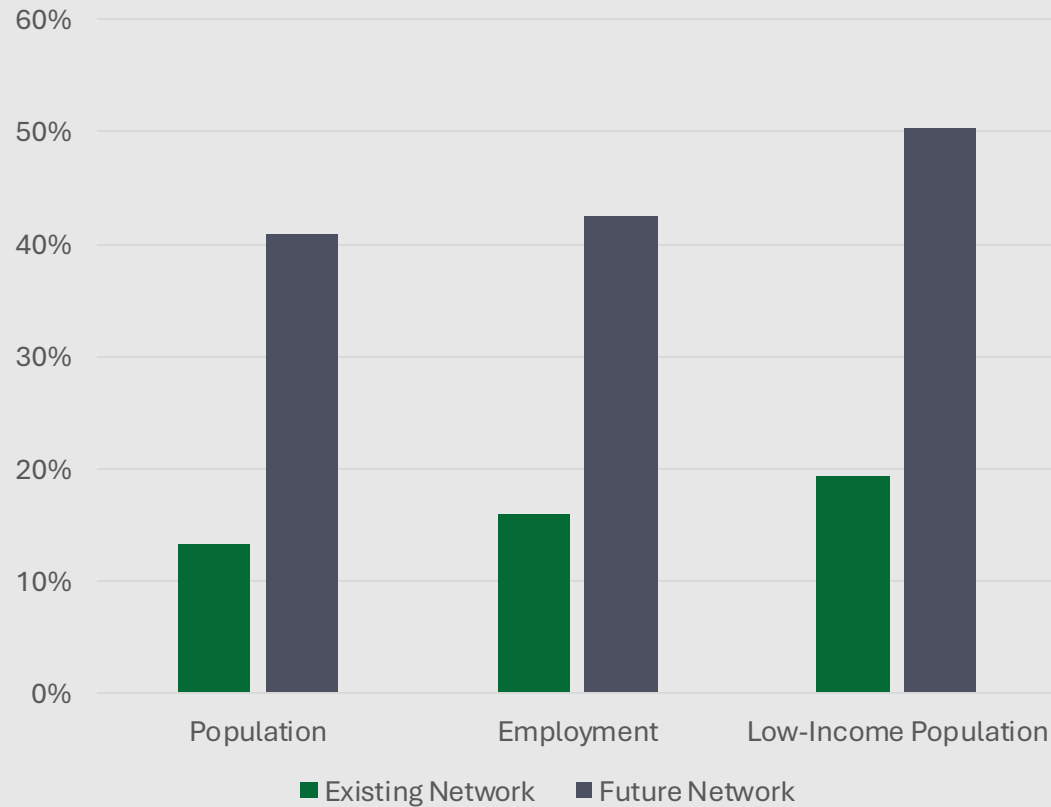


Annual Service Hours



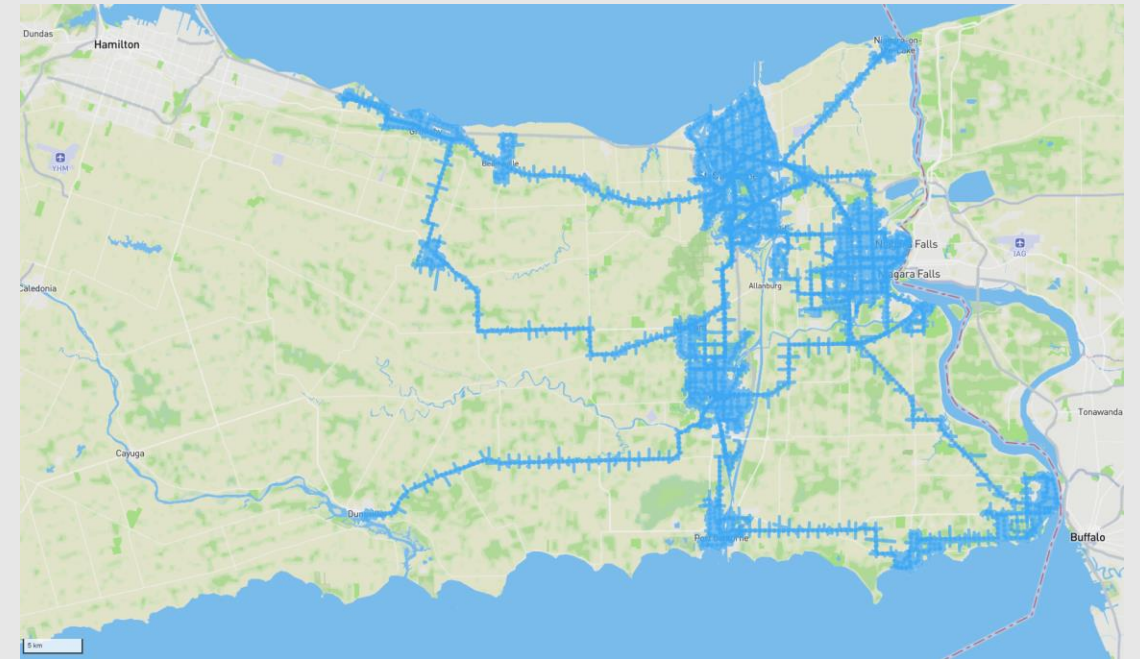
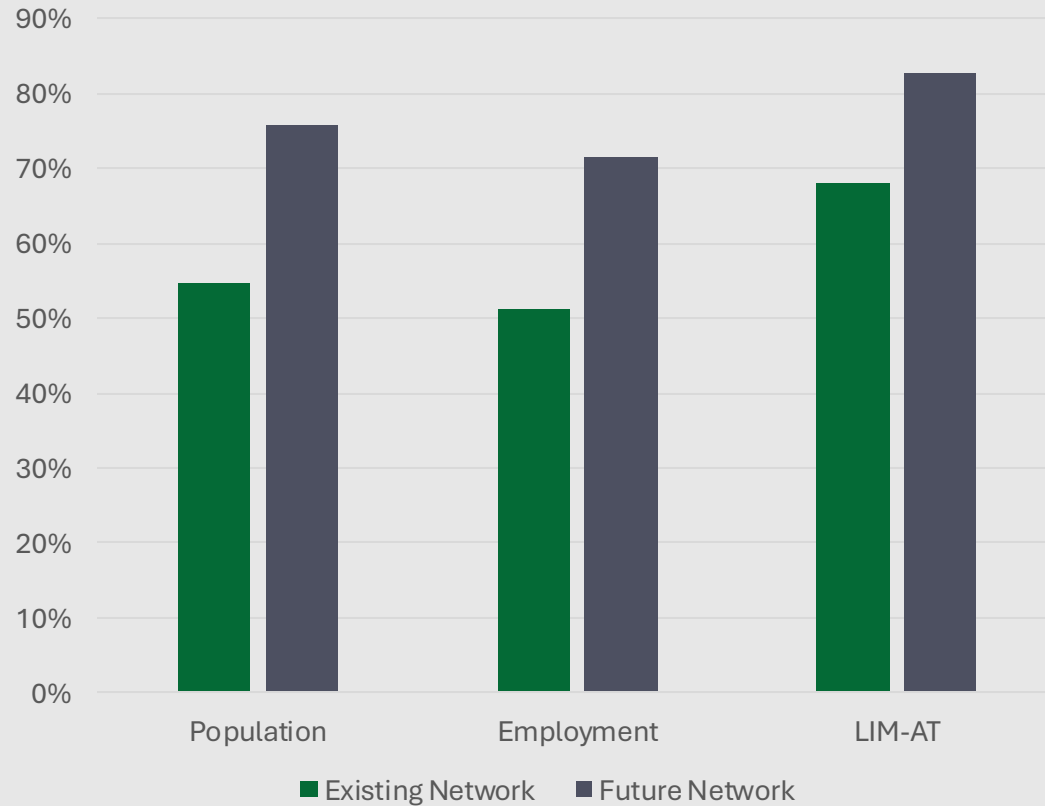
15-Minute Coverage by 2035

Coverage of High-Frequency Network

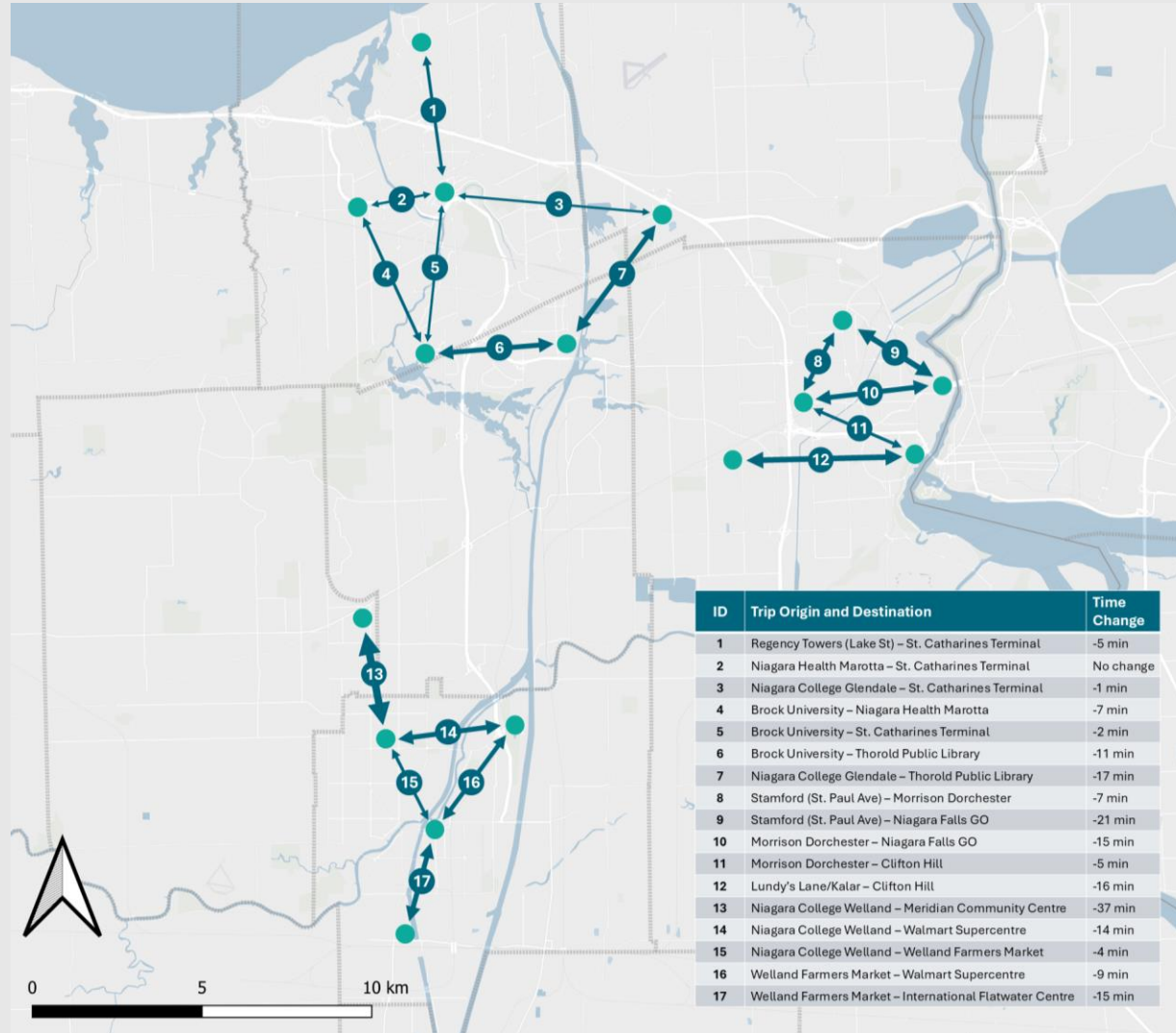


Fixed Route Coverage by 2035

Coverage of Fixed-Route Network



Travel Time Savings of 24% on average



Service Guidelines

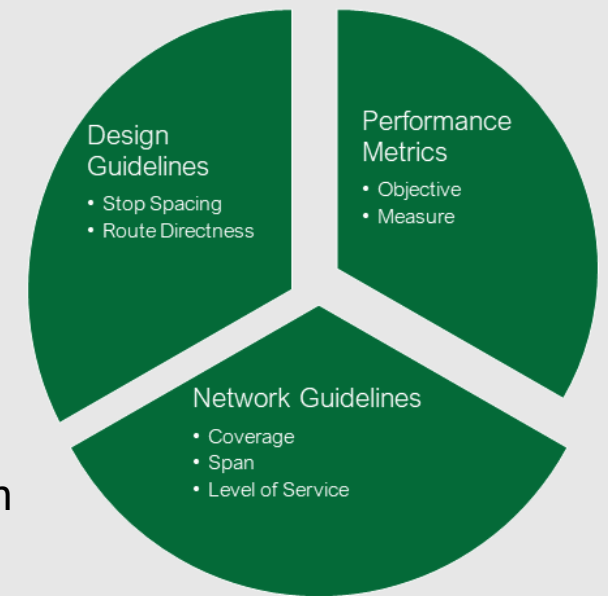
- Provides a structured approach to planning, managing, and improving transit service
- Help to maintain efficiency and consistency, support land use and infrastructure development, engage with the public, and comply with accessibility and other regulatory requirements
- Specific standards are tailored for each service type where relevant, while ensuring service consistency and efficiency
- Performance metrics will guide decisions on service level and type

Service Span:

- Region wide – Monday-Saturday 0600 – 2400; Sunday 0700-2200
- Considers all service type: micro-transit used in low demand times and areas

Service Intervals:

- Varies by service type
- Access to 30-minute peak service or better in major urban areas, 60-minutes in small urban areas
- Target 15-minues or better on major routes in long-term (Corridor / Rapid)
- Transition to microtransit when fixed route services are not warranted



Using the Available Space for Extension, the Sites Will Be Operating at Full Capacity Within 10 Years

Projected Evolution of Bus Fleet Increase by Site

2026-2035; 2-years; 5-years; 10 years; 40' equivalent bus

	Niagara	St.-Catharines	Welland	Total
Current (2025)				≈ 187
Stage 1 (2 years) – 2026-2027	≈ +5	≈ +8		≈ 200
Stage 2 (5 years) – 2026-2030	≈ +47			≈ 247
Stage 3 (10 years) – 2026-2035	≈ +26		≈ +72	≈ 345
Total – 10-year milestone	≈ +78	≈ +8	≈ +72	≈ +157

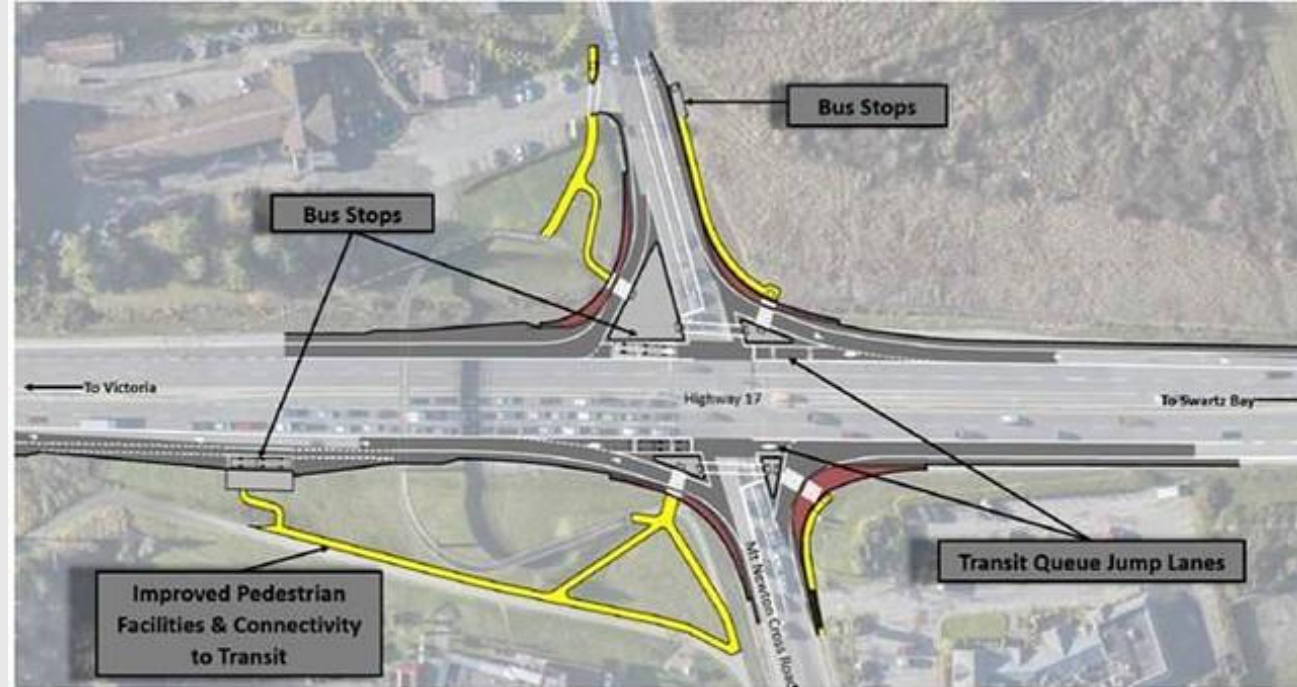
Site Space Requirements for 10-Year Growth

Per site

	Niagara	St.-Catharines	Welland	Total
Additional space required (square foot)	≈ 305 000 sf	<i>No additional space required</i>	≈ 245 000 sf	≈ 550 000 sf

Transit Priority

- Rapid bus will be designed with priority measures to achieve faster and more reliable travel.
- In addition, transit priority will improve services across region:
 - 12 bi-directional queue jump lanes
 - 24 transit signal priority locations
- Plan encourages infrastructure and policy to enable direct highway travel with stops
 - Bus bays
 - Dedicated lanes
 - Bus exceptions



This Photo by Unknown Author is licensed under CC BY NC ND

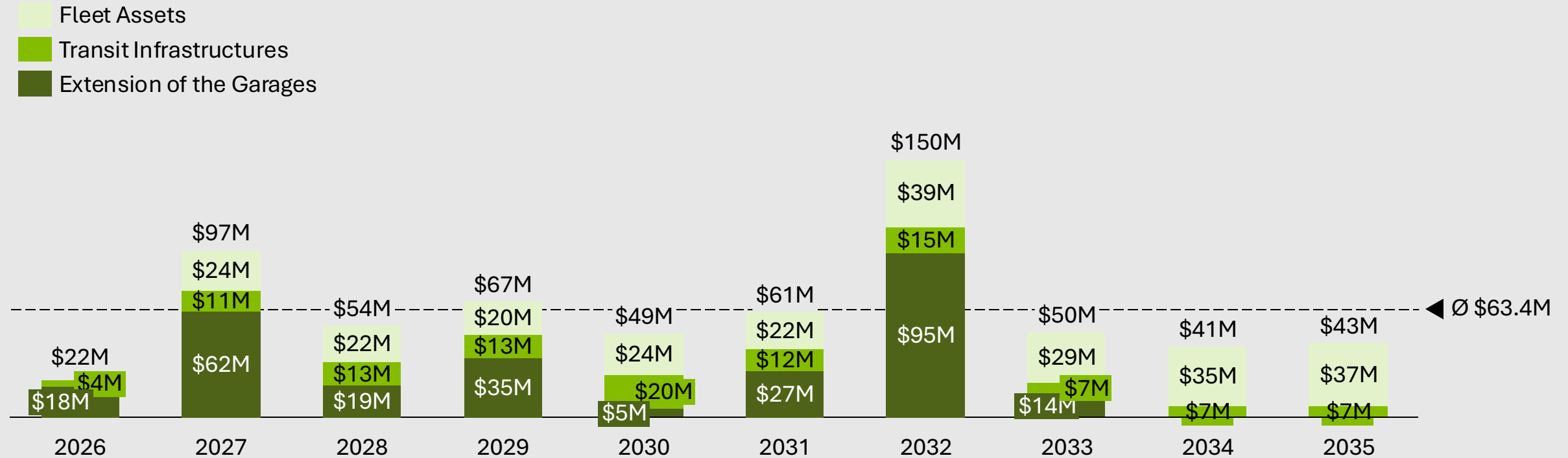
A vertical dark green line is positioned on the left side of the slide. Below it, a large, light gray arrow points upwards and to the right.

Detailed Asset Costing

Required CAPEX for Transit Growth

10-Year CAPEX Plan for Transit Growth
2026-2035; \$M

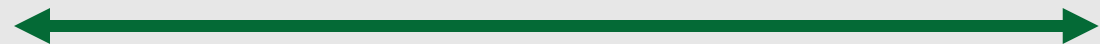
CAPEX estimations for transit growth were provided to give an order of magnitude and therefore lack a high level of accuracy. They are not intended to replace estimates based on detailed studies or contractor quotes.



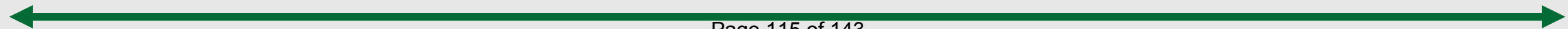
Stage 1 (2 years) – \$118.9M



Stage 2 (5 years) – \$315.8M



Stage 3 (10 years) – \$634.1M



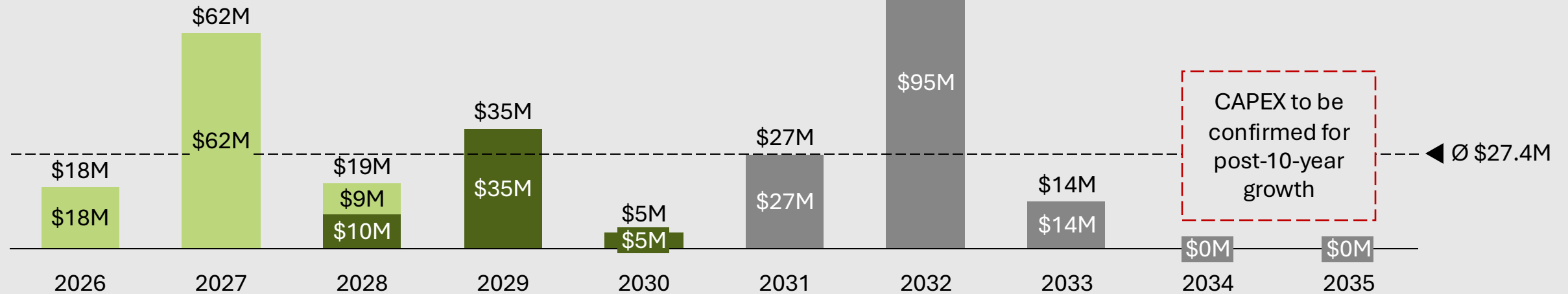
Cash Flow for years of expenditure

10-Year Capital Budget Strategy for Garages Extension* 2026-2035; \$M

CAPEX estimations for transit growth were provided to give an order of magnitude and therefore lack a high level of accuracy. They are not intended to replace estimates based on detailed studies or contractor quotes.

- Niagara Falls - Lot 1 ; Total CAPEX: \$88.3M
- Niagara Falls - Lot 2; Total CAPEX: \$49.3M
- Welland - Total CAPEX: \$136M

Cost estimations are based on an assumption of 800\$/ sf for building construction, and 55\$/ sf for pavement.



Stage 1 (2 years) – \$79.4M

Stage 2 (5 years) – \$137.6M

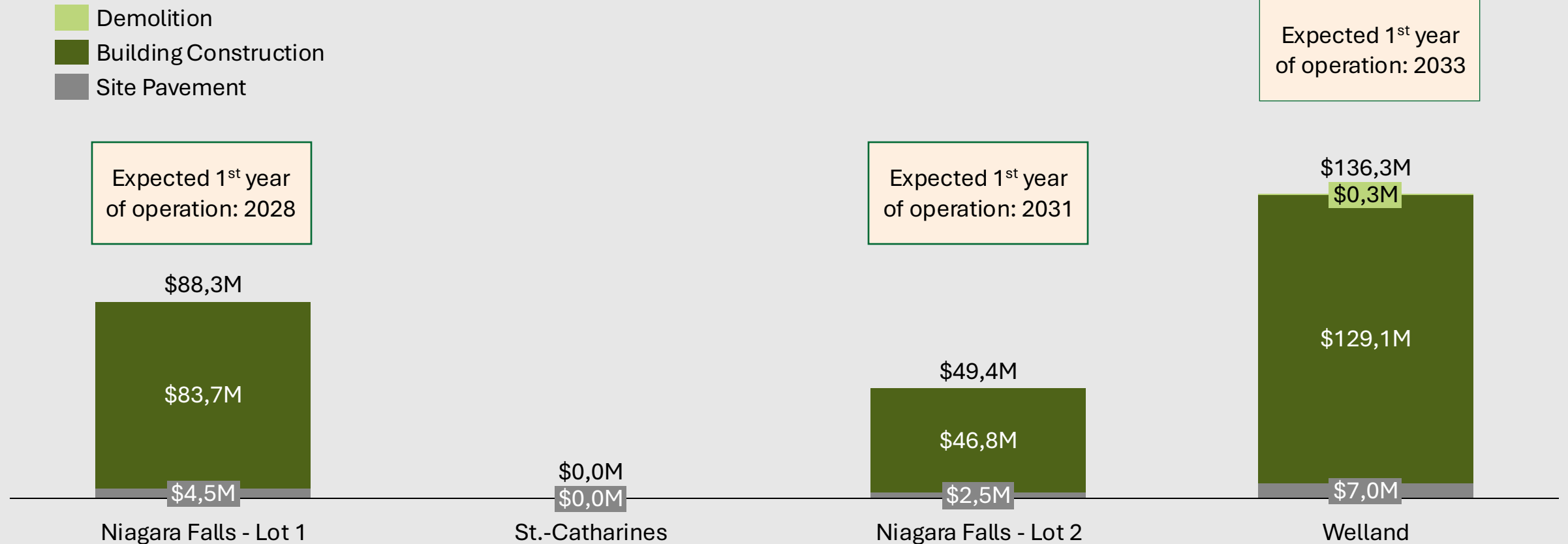
Stage 3 (10 years) – \$273.6M

*Excluding, charging equipment, utility connection upgrades, complex excavations etc.

Capital Budget Strategy for Garage Extensions and Reconstruction, per Site

CAPEX estimations for transit growth were provided to give an order of magnitude and therefore lack a high level of accuracy. They are not intended to replace estimates based on detailed studies or contractor quotes.

Capital Budget Strategy for Garage Extension and Reconstruction*
10 years; \$M



*Excluding, charging equipment, utility connection upgrades, complex excavations etc.

Four Scenarios Have Been assessed to Determine the Most Effective Way to Increase Capacity, Considering Projected Transit Growth

Scenario assessed		Description	Meet current needs	Meet future needs
1)	Expand and upgrade St.-Catharines and Niagara Falls.	Upgrade and expand the existing garages to handle the planned fleet growth by maximizing the use of current sites and possibly purchasing adjacent lots. This keeps operations decentralized but strengthens each site.	Yes	No
2)	Add a new third facility to complement current sites.	Keep the current facilities as they are, but add a brand-new garage in a strategic location to balance service demands across the region. This distributes growth across three sites.	Yes	Yes
3)	Expand Niagara site (WEGO facility); rebuild and expand Welland	Expand the garage in Niagara Falls on the two available lots (east and south of the existing building), and demolish, rebuild, and expand the Welland facility on its existing parcel.	Yes	Yes
4)	Build a centralized “super garage” and decommission current facilities.	Construct a single, large “super garage” to house the entire fleet and close the three existing garages. This centralizes operations and may generate savings by eliminating older facilities but requires major upfront investment.	No	Yes

Selected scenario

Based on the level of investment required, available space, operational efficiency and resiliency, ability to meet future needs and other criteria, we recommend the third scenario – Expansion at Niagara and Welland.

Locations for expansion in Niagara Falls and Welland

Niagara: Total capacity for expansion: around 305k sf



Welland: Total capacity for expansion: 245 266 sf



These lots/parcels are owned by the Region, meaning that the planned expansions over the next 10 years should not require the purchase of additional land.

Using the Available Space for Extension, the Sites Will Be Operating at Full Capacity Within 10 Years

Projected Evolution of Bus Fleet Increase by Site 2026-2035; 2-years; 5-years; 10 years; 40' equivalent bus

	Niagara Falls	St.-Catharines	Welland	Total
Current (2025)				≈ 187
Stage 1 (2 years) – 2026-2027	≈ +5	≈ +8		≈ 200
Stage 2 (5 years) – 2026-2030	≈ +47			≈ 247
Stage 3 (10 years) – 2026-2035	≈ +26		≈ +72	≈ 344
Total – 10-year milestone	≈ +78	≈ +8	≈ +72	≈ +157

Site Space Requirements for 10-Year Growth Per site

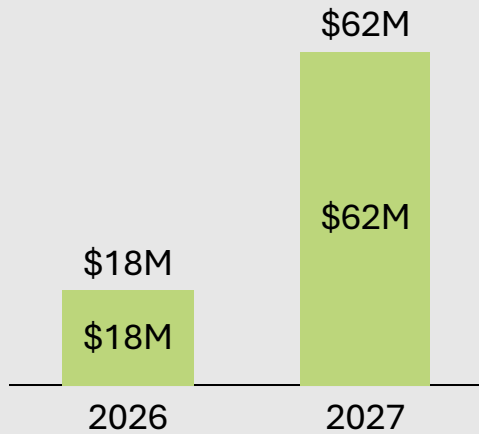
	Niagara Falls	St.-Catharines	Welland	Total
Additional space required (square foot)	≈ 305 000 sf	<i>No additional space required</i>	≈ 245 000 sf	≈ 550 000 sf

Cash Flow for years of expenditure

10-Year Capital Budget Strategy for Garages Extension – Excluding, charging equipment, utility connection upgrades, complex excavations etc.
2026-2035; \$M

■ Niagara Falls - Lot 1 ; Total CAPEX: \$88.3M

Cost estimations are based on an assumption of 800\$/ sf for building construction, and 55\$/ sf for pavement.



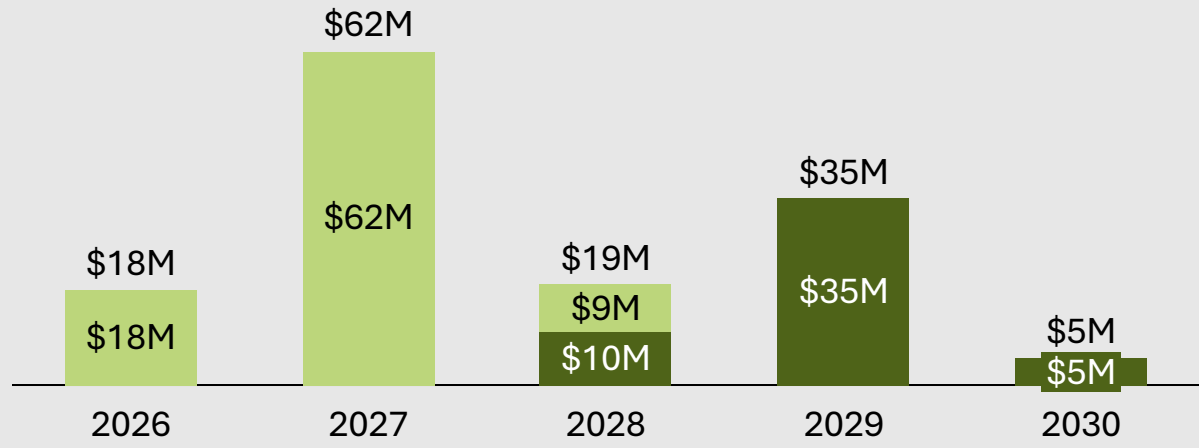
Stage 1 (2 years) – \$79.4M



10-Year Capital Budget Strategy for Garages Extension – Excluding, charging equipment, utility connection upgrades, complex excavations etc.
 2026-2035; \$M

- Niagara Falls - Lot 1 ; Total CAPEX: \$88.3M
- Niagara Falls - Lot 2; Total CAPEX: \$49.3M

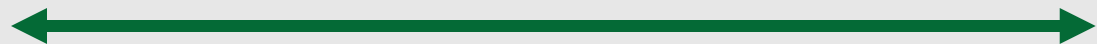
Cost estimations are based on an assumption of 800\$/ sf for building construction, and 55\$/ sf for pavement.



Stage 1 (2 years) – \$79.4M

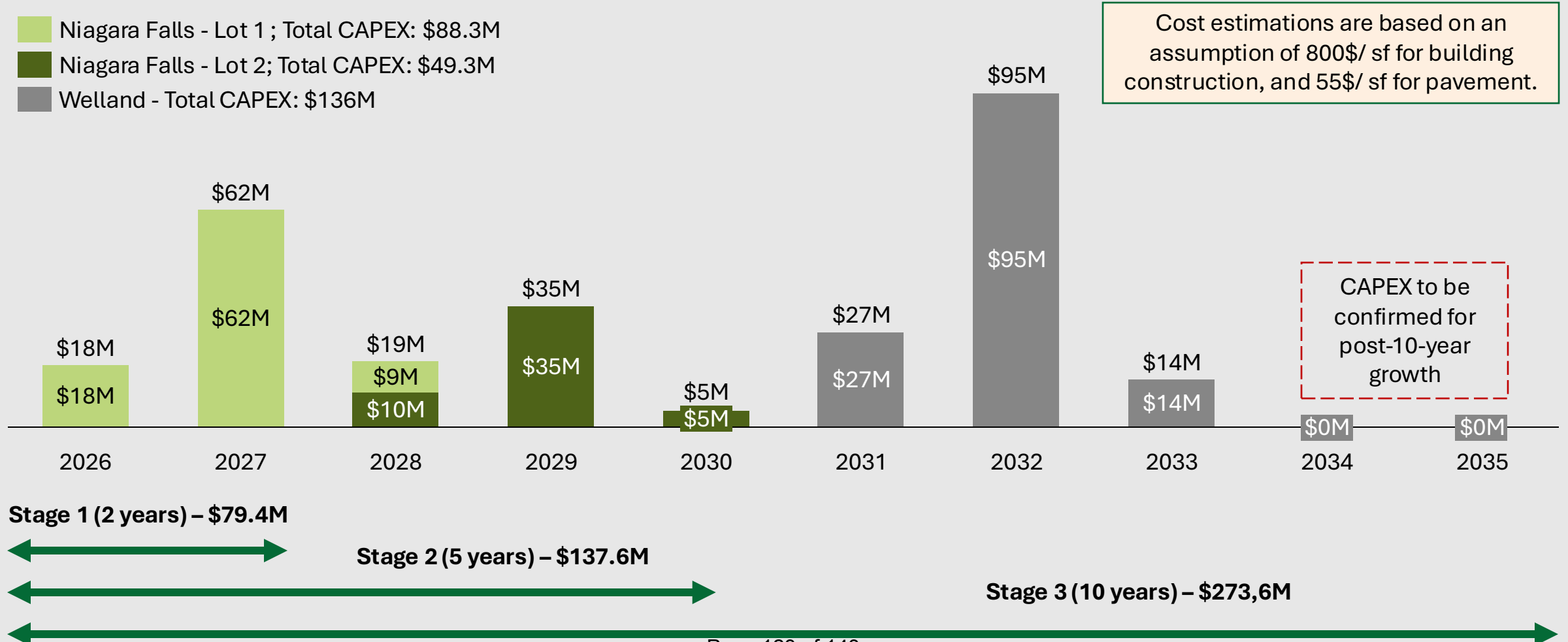


Stage 2 (5 years) – \$137.6M



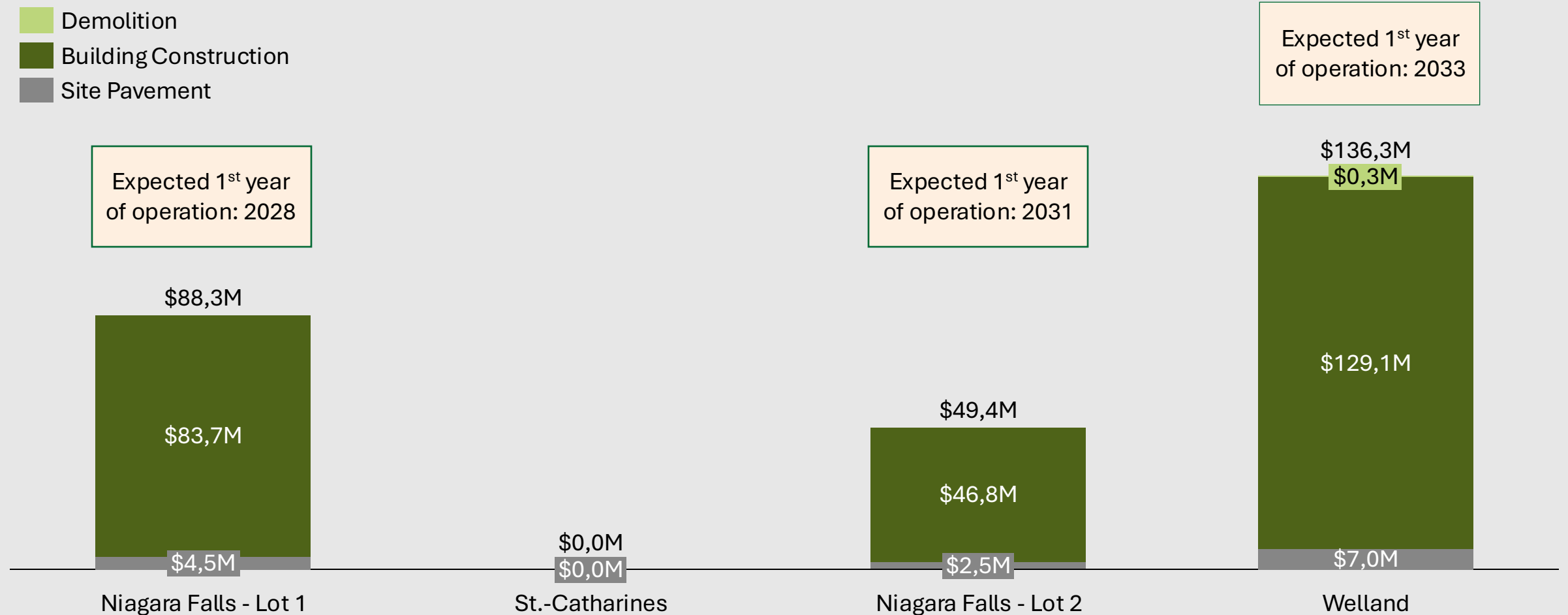
Cash Flow for years of expenditure

10-Year Capital Budget Strategy for Garages Extension – Excluding, charging equipment, utility connection upgrades, complex excavations etc.
2026-2035; \$M



Capital Budget Strategy for Garage Extensions and Reconstruction, per Site

Capital Budget Strategy for Garage Extension and Reconstruction*
10 years; \$M



June 25, 2026

Re: Request for Provincial Action on the Accuracy of Municipal Voters Lists

Please be advised that at its regular County Council meeting held Wednesday, June 24, 2026, the Council of the County of Peterborough passed the following Resolution:

Resolution No. 129-2026

Moved by Councillor Carolyn Amyotte

Seconded by Councillor Carol Armstrong

Whereas the Province of Ontario shifted responsibility of the municipal election voters list from MPAC to Elections Ontario by amending the Municipal Elections Act, 1996, through the Helping Tenants and Small Businesses Act, 2020, effective after the 2022 municipal election; and

Whereas many of the eight lower-tier Township elector lists presented by Elections Ontario have discrepancies in voter counts from the 2022 municipal election, specifically in the number of eligible non-resident property owners which are significantly lower than the 2022 numbers; and

Whereas Elections Ontario has acknowledged the discrepancies and is planning to address them;

Now therefore be it resolved that the Corporation of the County of Peterborough urges the Province of Ontario to immediately encourage prioritization of the review of data specifically related to non-resident property owners to ensure voter lists are as accurate as possible prior to August 14, 2026; and

That this resolution be forwarded to the Premier, the Minister of Municipal Affairs and Housing, the local MPPs, AMO, ROMA, AMCTO, EOWC, FOCA, all Ontario municipalities and the eight lower-tier Township Clerks for support.

Sincerely,



Kari Stevenson

Director of Legislative Services/Clerk

June 25, 2026

Via Email

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

Re: Review of the Ontario Land Tribunal and Enhancing Deference to Municipal Planning Decisions

Please be advised that at its meeting held on June 22, 2026, the Council of the Town of Whitby adopted the following as Resolution # 166-26:

Whereas local councils are elected by residents to make planning decisions that reflect the needs and priorities of their communities;

Whereas municipalities rely on extensive public consultation, professional planning advice, engineering studies, and technical reports when making land-use decisions;

Whereas the Ontario Land Tribunal (OLT) has the authority to overturn municipal planning decisions, often requiring municipalities to spend significant taxpayer dollars defending decisions that have already undergone a thorough local review process;

Whereas lengthy and costly appeals can delay housing projects, consume municipal resources, and reduce the ability of municipalities to focus on delivering services to residents; and,

Whereas local governments should have greater certainty and authority when decisions are consistent with approved Official Plans, provincial policies, and sound planning principles.

Now Therefore be it Resolved:

1. That the Government of Ontario be requested to review the role and mandate of the Ontario Land Tribunal to ensure greater respect for municipal planning decisions that are supported by evidence, public consultation, and approved planning policies;

2. That the Province consider amendments to the Planning Act and Ontario Land Tribunal Act to provide stronger deference to municipal decisions that align with provincial planning frameworks and Official Plans;
3. That the Province improve transparency and accountability within the Ontario Land Tribunal by requiring clear and detailed reasoning when municipal decisions are overturned;
4. That the Province explore measures to reduce the financial burden on municipalities defending planning decisions before the OLT, helping to protect taxpayer dollars and improve the efficiency of the planning process; and,
5. That Staff be directed to circulate this resolution to the Premier of Ontario, the Minister of Municipal Affairs and Housing, Local Members of Provincial Parliament, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities for consideration and support.

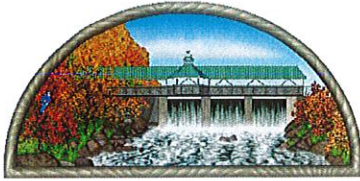
Should you require further information, please do not hesitate to contact the Office of the Town Clerk at 905-430-4300.



Kathryn Douglas
Supervisor, Legislative Services
clerk@whitby.ca

Copy: C. Harris, Director of Legislative Services/Town Clerk - clerk@whitby.ca

The Honourable Rob Flack, Minister of Municipal Affairs and Housing - minister.mah@ontario.ca
Peter Bethlenfalvy, MPP, Pickering-Uxbridge - peter.bethlenfalvy@pc.ola.org
Lorne Coe, MPP, Whitby - lorne.coe@pc.ola.org
Jennifer K. French, MPP, Oshawa - jfrench-co@ndp.on.ca
Todd J. McCarthy, MPP, Durham - todd.mccarthy@pc.ola.org
Rob Cerjanec, MPP, Ajax - rcerjanec.mpp.co@liberal.ola.org
Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock - laurie.scott@pc.ola.org
Robin Jones, President, Association of Municipalities of Ontario - amopresident@amo.on.ca
All Ontario Municipalities



The Municipality of the
VILLAGE OF BURK'S FALLS

Moved By: AB Date: June 16, 2026

Seconded By: NK Resolution # 2026-168

Be it resolved;

THAT the Council of The Village of Burk's Falls receives the presentation from Austin Toth;

AND FURTHER THAT Council supports the retention of the Cancer/Oncology Clinic at the Huntsville Memorial Hospital site;

AND FURTHER THAT Council directs staff to allow the collection of signatures via a copy of the available petition to the public at the municipal office.

AND FURTHER THAT Council directs staff to distribute this resolution to all municipalities.

Recorded Vote requested by: _____

Ryan Baptiste	for / opposed
Ashley Brandt	for / opposed
Sean Cotton	for / opposed
Chris Hope	for / opposed
Nancy Kyte	for / opposed

<u>10</u>	_____	_____
Carried	Defeated	Deferred

Pecuniary Interest declared by:

Ally

Mayor

Cancer Clinic Petition Huntsville

Petition Mission Statement - We the undersigned would like to ensure the Cancer Clinic remains in the Huntsville District Memorial Site. We affirm the strategic and equitable treatment option of the Huntsville cancer clinic and its continuing operation".

A person diagnosed with cancer is assessed at a major cancer treatment centre located in Barrie or Sudbury, and provided certain criteria are met can be referred for ongoing treatment at home or if required, to an oncology treatment centre staffed by registered nurses such as is in Huntsville Memorial Hospital Site. For the Almaguin Area, most patients attend Royal Victoria Hospital – Hutson Regional Cancer Centre in Barrie, Ontario, which has an association with Huntsville Memorial Hospital. The type of cancer, treatment required, available resources and individual patient needs as it relates to the need for treatment closer to home to maximize results are the criteria for admission into the satellite programs.

The East Parry Sound Area (including Almaguin Highlands) is in a unique position depending on your address. People diagnosed with cancer are typically referred to Royal Victoria Hospital in Barrie, located 146 to 187 km away, for assessment and initial treatment. If the patient is fortunate they can receive treatment at an Oncology treatment centre like the one located in Huntsville. These centres require specialized staff, and resources to meet the treatment needs of Cancer patients. Huntsville Memorial Site has that kind of specialized, dedicated medical staff and services which Cancer Patients consider as excellent.

For those residing in the Almaguin Area, attending the Huntsville Oncology Clinic can be from 26 km to 80 km from their residence.

We have heard with concern of the possibility of the Cancer Clinic being moved to Bracebridge. For those residing in the Almaguin Area this would be a significant increase driving for treatment. The extra distance would have more impact during winter months.

It should be noted that the Cancer Clinic was originally located in the Bracebridge Hospital location many years ago. At that time, it was decided to move it Huntsville due to location being one of the rationales.

A further obstacle for many Cancer patients is that they should not drive right after treatment, and someone needs to attend with them.

Cancer Patients in Bracebridge have access to both the Orillia Cancer Clinic (56 km) and the Huntsville Clinic (37km).

While there is apparent discussion of providing "public transportation" from Huntsville to Bracebridge, there are concerns which include but are not limited to:

- 1) Having compromised immunity system (Cancer patients) being on public transportation is risky
- 2) The side effects of treatment include nausea and Gastrointestinal issues, which would put patients at further risk on public transportation, not to mention the embarrassment for the patients involved.
- 3) Having to wait around for public transport would be difficult for the same reasons listed above.

In Summary, the current situation is working well *and equitably for cancer patients. It would be unfortunate to change that.*



ASSIGINACK™
At The Heart Of Nature

TOWNSHIP OF ASSIGINACK

REGULAR MEETING OF COUNCIL

IN CHAMBERS

Tuesday, June 16, 2026 07:00 PM

Moved BY: Councillor Hooper

Resolution # **270-06-2026**

Seconded BY: Councillor Elliott

Carried

WHEREAS the Town of Northeastern Manitoulin and the Islands (NEMI) has passed a resolution calling on the Province of Ontario to fix the severe underfunding of community and rural hospitals;

AND WHEREAS inadequate provincial funding has caused compromised patient care across Ontario;

THEREFORE BE IT RESOLVED that the Assiginack Township supports NEMI's resolution requesting that the Province of Ontario immediately inject \$3.2 billion into hospital funding, followed by annual increases of 6% thereafter;

BE IT FURTHER RESOLVED that this resolution be forwarded to the Premier of Ontario, the Minister of Health, and the Town of NEMI.

Mayor

Brenda Reid

Clerk

Stasia Carr



The Corporation of the Township of
NORTH STORMONT
RESOLUTION

Date: June 23, 2026

Resolution No. 163-2026

MOVED BY:

SECONDED BY:

Mayor F. Landry _____
Deputy Mayor S. Densham _____
Councillor A. Bugelli _____
Councillor A. McDonald _____
Councillor C. Shane _____ *eg*

Mayor F. Landry _____
Deputy Mayor S. Densham _____ *AD*
Councillor A. Bugelli _____
Councillor A. McDonald _____
Councillor C. Shane _____

BE it resolved that the Council of the Township of North Stormont support the Eastern Ontario Wardens' Caucus resolution 2026-03: Ontario Most Outdated Property Reassessment in Canada: A Call to Return to Property Tax Reassessment Cycle, as presented.

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Peter Bethlenfalvy, Minister of Finance; EOWC Members of Provincial Parliament; the Association of Municipalities of Ontario; the Rural Ontario Municipal Association; the Municipal Property Assessment Corporation; the Ontario Big City Mayors; the Western Ontario Wardens 'Caucus; the Mayors and Regional Chairs of Ontario; the Federation of Northern Ontario Municipalities; and all EOWC municipalities."

CARRIED DEFEATED DEFERRED

Landry

Chair

Declaration of Conflict of Interest: _____

- Disclosed His/Her/Their Interest
- Vacated His/Her/Their Seat

RECORDED VOTE

Councillor C. Shane _____
Councillor A. McDonald _____
Councillor A. Bugelli _____
Deputy Mayor S. Densham _____
Mayor F. Landry _____



MISSISSAUGA

RESOLUTION 0147-2026
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on June 24, 2026

0147-2026 Moved by: Councillor N. Hart

Seconded by: Councillor C. Fonseca

WHEREAS women and children experiencing intimate partner violence rely on emergency shelters as a critical component of their safety, recovery, and transition to stable housing;

WHEREAS adequate lengths of stay in emergency shelters are often necessary to support safety planning, access to social services, legal supports, mental health resources, and housing stabilization;

WHEREAS funding formulas and service benchmarks directly influence shelter capacity, operations, and the ability of service providers to meet community needs;

Whereas The City of Mississauga declared Intimate Partner Violence an epidemic on September 13th 2023;

WHEREAS municipalities across Ontario utilize varying approaches to shelter funding and length-of-stay expectations, providing opportunities for benchmarking and best-practice review;

WHEREAS any reductions to funding based on the formulas may have unintended consequences on service levels and the availability of supports for individuals fleeing intimate partner violence;

THEREFORE BE IT FURTHER RESOLVED THAT the Mayor, on behalf of Council, write to the Premier of Ontario, the Minister of Children, Community and Social Services, the Minister of Municipal Affairs and Housing, and the local Members of Provincial Parliament requesting a provincial review of benchmarking, funding formulas, and length-of-stay standards for emergency shelters serving women and children experiencing intimate partner violence, with a view to ensuring adequate shelter stays and preventing reductions in funding that could negatively impact service delivery and client outcomes;

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to the Premier of Ontario, the Minister of Children, Community and Social Services, the Minister of Municipal Affairs and Housing, local MPPs, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities for their information and consideration.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor C. Parrish				
Councillor S. Dasko	X			
Councillor A. Tedjo	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor N. Hart	X			
Councillor J. Horneck	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor M. Reid	X			
Councillor S. McFadden	X			
Councillor B. Butt	X			

Carried (11, 0)



Planning and Housing Policy
Branch
Address
13th Flr, 777 Bay St
Toronto, ON
M7A 2J3
Canada

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

June 19, 2026

RE: 10.5 Proposed Planning Act Changes Schedule 7 of Bill 119, the Proposed Protecting Ontario Streets and Communities Act

Please be advised that Township of Puslinch Council, at its meeting held on June 17, 2026 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2026-212:

Moved by Councillor Goyda and
Seconded by Councillor Sepulis

That Correspondence Item 10.5 Proposed Planning Act Changes Schedule 7 of Bill 119, the Proposed Protecting Ontario Streets and Communities Act be received for information; and,

Whereas the Province of Ontario has proposed amendments to the Planning Act through Schedule 7 of Bill 119, the Protecting Ontario's Streets and Communities Act, 2026, to authorize municipalities to utilize Administrative Monetary Penalties (AMPs) for zoning by-law contraventions related to prohibited land uses; and

And Whereas the current enforcement process for zoning by-law violations requires prosecution through the Provincial Offences Court system, which can be time-consuming, costly, resource-intensive, and result in lengthy delays before compliance is achieved; and

And Whereas rural municipalities often face unique challenges in enforcing zoning by-laws due to limited staffing resources, large geographic areas, and increasing complexity of land use issues; and



And Whereas the proposed AMP framework would provide municipalities with a more efficient and responsive compliance tool while maintaining procedural fairness through administrative review and appeal mechanisms; and

And Whereas the proposed changes would reduce pressure on the Provincial Offences Court system by resolving appropriate zoning enforcement matters through an administrative process rather than requiring formal court proceedings; and

And Whereas a streamlined administrative process would provide greater certainty and timelier outcomes for both municipalities and property owners, encouraging voluntary compliance and reducing enforcement costs; and

Now Therefore Be It Resolved That the Council of the Township of Puslinch supports the Province's proposed amendments to the Planning Act under Schedule 7 of Bill 119 permitting the use of Administrative Monetary Penalties for zoning by-law contraventions relating to prohibited land uses; and,

That Council recognizes these amendments as providing municipalities, particularly rural municipalities, with a practical, efficient, and cost-effective enforcement tool that will improve compliance outcomes while reducing administrative and legal burdens; and,

That a copy of this resolution be forwarded to the Premier, Honourable Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA), MPP Joseph Racinsky, and all Ontario municipalities for consideration and support.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk

Proposed Planning Act Changes (Schedule 7 of Bill 119, the Proposed Protecting Ontario's Streets and Communities Act, 2026)

ERO.(Environmental Registry.of.Ontario) number	026-0558
Notice type	Act
Act	Planning Act, R.S.O. 1990
Posted by	Ministry of Municipal Affairs and Housing
Notice stage	Proposal
Proposal posted	May 26, 2026
Comment period	May 26, 2026 - June 25, 2026 (30 days) Open
Last updated	May 26, 2026

This consultation closes at 11:59 p.m. on:

June 25, 2026

Proposal summary

The government is seeking feedback on proposed legislative changes to the Planning Act regarding zoning by-law contraventions that relate to land uses that are not permitted that would be made by Bill 119, the proposed Protecting Ontario's Streets and Communities Act, 2026.

Proposal details

The government is seeking public feedback on proposed legislative changes to the *Planning Act* under the Protecting Ontario's Streets and Communities Act, 2026 that would enable municipalities to use an administrative monetary penalty (AMP) system for zoning by-law contraventions that relate to land uses that are not permitted.

We welcome your thoughts on the following changes proposed in Bill 119, the proposed Protecting Ontario's Streets and Communities Act, 2026.

Proposed Planning Act changes

Schedule 7 of Bill 119 proposes amendments to the *Planning Act* to provide local municipalities with a new tool to enforce certain zoning by-law contraventions. If passed, proposed changes would enable local municipalities to implement an AMP system for zoning by-law contraventions that relate to land uses that are not permitted. This is similar to the system many municipalities currently use for enforcement of certain by-laws under the *Municipal Act, 2001* such as those for parking, fences, clean yards and noise and for property standards violations under the *Building Code Act, 1992*.

Currently, the *Planning Act* provides for maximum financial penalties for individuals and corporations on conviction of an offence for contravention of a zoning by-law. The actual amount of the fine imposed in any instance is determined by Provincial Offences Court following a conviction (on a finding that the offence has been committed). The Act does not currently permit local municipalities to levy AMPs for zoning by-law contraventions. Municipalities have expressed concerns that the current enforcement system for zoning by-law contraventions is challenging, time consuming and costly to implement.

The proposed changes would allow local municipalities to implement an AMP system to set an administrative penalty amount for zoning by-law contraventions regarding land uses that are not permitted. The penalty could not be punitive in nature and could not exceed an amount reasonably required to promote compliance with the by-law. A person could not be charged with an offence if they had already paid an administrative penalty for the same by-law contravention.

Unpaid fines and administrative penalties would generally be able to be added to the tax roll for any property owned by the same persons responsible for paying the AMP and could be collected in the same manner as municipal taxes. The proposed changes to enable municipalities to use an AMP system, if passed could not be used for other types of zoning by-law contraventions (e.g., prohibited uses of buildings or performance standards such as minimum or maximum heights and densities).

Impact on the Environment

The proposed legislative changes, which would enable municipalities to implement an AMP system for certain types of zoning by-law contraventions, are anticipated to have a neutral to positive impact on the environment. If passed, municipalities would be able to more quickly enforce zoning by-law contraventions regarding land uses that are not permitted, some of which may have direct environmental impacts (e.g. drainage issues, noise, odour). As a result of changes to enable AMPs, there may be indirect but positive impacts on the environment, if, for example, as a result of staff realignments municipalities have more time to address other types of by-law contraventions that could impact the environment.

Analysis of Regulatory Impact

The initiatives are anticipated to streamline the processes to address zoning by-law contraventions that relate to land uses that are not permitted.

Costs

The proposed legislative changes would result in additional costs related to municipal staff learning about the changes. For local municipalities that currently use an AMP system and choose to use it for zoning by-law contraventions, there would be incremental cost increases associated with expanding their AMP system to also enforce zoning by-law contraventions regarding land uses that are not permitted (e.g., software updates, equipment, amendments to by-laws, website updates). There would be additional costs for local municipalities that do not currently use an AMP system for by-law enforcement and that choose to set up an AMP system to enforce zoning by-law contraventions.

There are no direct compliance cost implications to other parties, including consumers, businesses, and the government, arising from these proposed legislative changes.

Benefits

The changes would benefit Ontarians broadly, as they are intended to make the process to enforce certain types of zoning by-law contraventions easier and faster. This could result in time and cost savings for local municipalities and cost savings to government as a result of a reduction in the volume of cases involving zoning by-law contraventions that are prosecuted through the court

system. Local municipalities that currently utilize an AMP system and choose to enforce zoning by-law contraventions using the same system may benefit from utilizing the system for a broader range of by-law contraventions.

Related links

[Planning Act \(https://www.ontario.ca/laws/statute/90p13\)](https://www.ontario.ca/laws/statute/90p13)

[Municipal Act, 2001 \(https://www.ontario.ca/laws/statute/01m25\)](https://www.ontario.ca/laws/statute/01m25)

[Building Code Act, 1992 \(https://www.ontario.ca/laws/statute/92b23?highlight=false&lang=en&option=%7B%22selection%22%3A%5B%22current](https://www.ontario.ca/laws/statute/92b23?highlight=false&lang=en&option=%7B%22selection%22%3A%5B%22current)

[Bill 119, Protecting Ontario's Streets and Communities Act, 2026 \(https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-119\)](https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-119)

View materials in person

Some supporting materials may not be available online. If this is the case, you can request to view the materials in person.

Get in touch with the office listed below to find out if materials are available.

Planning and Housing Policy Branch
13th Flr, 777 Bay St
Toronto, ON
M7A 2J3
Canada

Let us know what you think of our proposal.

Have questions? Get in touch with the contact person below. Please include the [ERO \(Environmental Registry of Ontario\)](#) number for this notice in your email or letter to the contact.

[Read our commenting and privacy policies. \(/page/commenting-privacy\)](#)

Supporting materials

Comment

Submit by mail

PlanningConsultation@ontario
.ca

Connect with
US

Contact

PlanningConsultation@ontari
o.ca



PlanningConsultation@ontario.ca



Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

June 30, 2026

Dear Municipal Clerks

RE: 6.15 Town of Iriquois Falls Request for Support Ontario Firefighter Certification Requirements

Please be advised that Township of Puslinch Council, at its meeting held on June 17, 2026 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2026-201: Moved by Councillor Sepulis and
Seconded by Councillor Goyda

That the Consent Agenda item 6.15 be received for information; and

Whereas Council supports the Town of Iroquois Falls's resolution;

That Council direct staff to send a support resolution accordingly.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk



June 4, 2026

Request for Support – Ontario Firefighter Certification Requirements

Dear Municipal Clerks,

The Town of Iroquois Falls is seeking support from neighboring municipalities regarding the implementation of Ontario Regulation 343/22 (Firefighter Certification), which requires firefighters performing certain suppression and extrication activities to obtain prescribed certifications by July 1, 2026.

While we support the importance of firefighter training and safety, The Town of Iroquois Falls has concerns about the impact these requirements may have on volunteer and composite fire departments, particularly in rural and northern communities.

Council recently passed a resolution requesting that the Office of the Fire Marshal revisit the mandatory certification program and consider greater flexibility while maintaining high standards of public and firefighter safety.

We respectfully ask that you share the attached resolution with your Fire Chief for review and consideration. If your municipality shares similar concerns, we welcome your support and advocacy on this matter.

Thank you for your time and consideration.

Sincerely,

Maureen Reeder, Clerk
The Town of Iroquois Falls

ADDRESS

253 Main Street, PO Box 230
Iroquois Falls, Ontario P0K1G0

THE CORPORATION OF THE TOWN OF IROQUOIS FALLS

REGULAR MEETING

DATE: May 25, 2026

RESOLUTION NO.:2026-129

AGENDA ITEM NO.: 9. B) 3)

MOVED BY: R. Charlebois

SECONDED BY: C. Tremblay

THAT Council authorizes the Town of Iroquois Falls to engage and advocate with the Fire Marshall's Office to revisit the mandatory certification program in hopes of keeping training requirements consistent with how our local department currently delivers training and certification to ensure we can continue to meet and exceed our expectations towards emergency response and extrication.

AND THAT a copy of this motion be sent to municipalities and fire chiefs along the highway 11 corridor, CDSB and the provincial government.

DECLARED THE MOTION:

Dated at Iroquois Falls,
this 25th day of May 2026.

- CARRIED**
- DEFEATED**
- AMENDED**
- DEFERRED**



MAYOR (CHAIR)

RECORDED VOTE

NAME	FOR	AGAINST
Councillor (Jamy) Bernier	<input type="checkbox"/>	<input type="checkbox"/>
Councillor (Keval) Brahmhatt	<input type="checkbox"/>	<input type="checkbox"/>
Councillor (Richard) Charlebois	<input type="checkbox"/>	<input type="checkbox"/>
Councillor (Gilles) Giguere	<input type="checkbox"/>	<input type="checkbox"/>
Councillor (Ben) Lefebvre	<input type="checkbox"/>	<input type="checkbox"/>
Councillor (Claude) Tremblay	<input type="checkbox"/>	<input type="checkbox"/>
Mayor (Tory) Delaurier	<input type="checkbox"/>	<input type="checkbox"/>

DECLARATION OF CONFLICT OF INTEREST

Choose an item.

DISCLOSED HIS/HER INTEREST(S)

VACATED HIS/HER SEAT

Abstained from discussion and did not vote on this item.