



# COUNCIL INFORMATION PACKAGE

Friday, April 17, 2026

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## MEMORANDUM

**TO:** Welland City Council

**FROM:** Sherri-Marie Millar, P.Eng.  
Director of Infrastructure Services/City Engineer

**DATE:** April 17, 2026

**SUBJECT:** Regional Quaker Road Project (Pelham Street – Rice Road) – Update

---

This memorandum provides Council with an update on the Region's Quaker Road trunk sanitary sewer project, including deficiencies, the corrective actions to be taken, and the anticipated completion date.

***Background:***

The Regional 2016 Wastewater Master Servicing Plan identified Pelham as an area of significant growth that required additional sanitary sewer capacity along Quaker Road, as these flows are directed to the Welland Wastewater Treatment Plant on River Road in the City of Welland. To that end, the Region initiated the replacement of 1.2 kilometers of trunk sanitary sewer along Quaker Road from Pelham Street (in the Town of Pelham) to Rice Road (in the City of Welland) to address the anticipated growth.

On February 1, 2022, City Council approved entering into a cost-sharing agreement with the Region for the design and construction of a local cast iron watermain replacement to be included as part of the Region's trunk sanitary sewer project. Replacing the watermain with the Regional trunk sewer allowed the City to cost share on the road restoration and benefit from project economies of scale savings.

In November 2023, the Region awarded the trunk sanitary trunk sewer works to Peters Excavating Inc. and construction started in January 2024 at Rice Road, progressing westerly into the Town of Pelham.

***Current Status:***

The trunk sanitary sewer and local watermain have been installed within the City of Welland project limits, from Rice Road to Clare Avenue; however, significant construction deficiencies have been identified. These deficiencies, evidenced by roadway depressions observed along multiple sections, primarily impact the newly installed local watermain, the existing city sanitary sewer, and the roadway structure

itself. The settlement of the local infrastructure is attributed to the reuse of unsuitable native backfill material.

It is understood that continued construction activity in this area is extremely frustrating for impacted residents. However, failure to address the identified construction deficiencies would significantly increase the risk of infrastructure failure due to ongoing settlement. Potential impacts include:

- Disruption to municipal service delivery;
- Increased risk to drinking water quality resulting from potential watermain failure;
- Unsafe roadway conditions;
- Increased risk of basement flooding due to sanitary sewer failure;
- Increased infiltration into the sanitary sewer system, resulting in reduced system capacity, higher treatment costs, and potential environmental overflows; and
- A significantly reduced service life of the affected infrastructure.

As a result of these risks, immediate remedial work is required to protect public safety and preserve the integrity of municipal assets.

***Next Steps:***

Beginning this month, construction crews will mobilize to remediate the identified project deficiencies. The planned scope of work includes the excavation and disposal of unsuitable native backfill material, replacement of the newly installed local watermain and the existing City-owned sanitary sewer, backfilling with specified granular material, and installation of new asphalt pavement.

To facilitate the work, temporary watermains will be installed on both the north and south sides of Quaker Road to maintain uninterrupted water service throughout construction. Upon completion of the underground infrastructure works, the roadway will be graded and paved promptly to minimize dust-related impacts. Traffic detour signage will be installed and maintained to direct motorists safely through the construction area.

As a result of delays associated with the resolution of construction deficiencies, completion of the final surface works, including final grading, landscaping, and surface-course asphalt, is anticipated in late fall 2026, with the potential to extend into spring 2027, contingent on contractor progress and weather conditions.

Importantly, there are no financial implications to the City associated with the remediation of the identified construction deficiencies.

The Region has hand-delivered project update letters to affected residents (see attached) and will continue to provide updates as remediation work progresses through its online project page ([Quaker Road Sanitary Sewer - Niagara Region, Ontario](#)). Members of the public are also encouraged to direct project-related questions to Regional staff at [QuakerRoadProject@niagararegion.ca](mailto:QuakerRoadProject@niagararegion.ca).

***Attachment:***

- Niagara Region Community Letter | Quaker Road Construction Update

## **Community Letter | Quaker Road Construction Update**

March 23, 2026

Dear Resident/Property Owner,

We are writing this letter to provide you with an important update on the Quaker Road Sanitary Sewer project.

As you know, this significant infrastructure project started in 2024 and has faced several challenges along the way that have delayed its completion. We fully understand the community's frustration around the length of time it has taken to finish this critical project – we share in that frustration. We are asking you for additional patience as we will be required to do more work because of the development of several unforeseen circumstances, beyond our control, that will impact the full completion of this infrastructure project.

The section of Quaker Road, from Rice Road to Clare Avenue, has experienced significant deficiencies due to unanticipated complications. The deficiencies, as seen by the road depressions along various sections of the road, predominantly impact the local watermain, sanitary sewer, and roadway itself, and are all essential services for the surrounding properties. As a result of these issues, immediate repairs are required to ensure potential risk to the public is mitigated. We have a thorough plan in place that we feel confident will provide us with an effective strategy to fully complete this work and address the deficiencies.

Starting as soon as March 30, crews will return to site to start the repairs. The scope of work includes the replacement of the local sanitary sewer, watermain, replacement of the previously backfilled material with granular, and new asphalt pavement. The work will be contained to the section of Quaker Road, from Rice Road to Clare Avenue, and will be completed in two stages:

### **Stage 1 – Rice Road to Montgomery Road**

- This includes the section of Quaker Road from Rice Road to approximately 10m west of Montgomery Road. Temporary watermains will be installed on both the north and south sides of Quaker Road to maintain continuous servicing for the duration of the work. The road will be graded and paved immediately following the completion of the underground infrastructure to reduce disruption due to dust.

## Stage 2 – Montgomery Road to Clare Avenue

- This includes the section of Quaker Road from 10m west of Montgomery Road to Clare Avenue. Temporary watermains will be installed on both the north and south sides of Quaker Road to maintain continuous servicing for the duration of the work. The road will be graded and paved immediately following the completion of the underground infrastructure to reduce disruption due to dust.

We understand that dust was a problem for some property owners during previous construction and we will do our best to mitigate this issue.

Access to the neighbourhood north of Quaker Road will be provided by the temporary entrance at Summerlea Avenue and Line Avenue for the entire duration of work. Traffic detour signs will be installed to direct motorists during the construction.

This sanitary project, when completed, will greatly improve the local infrastructure in the community. The most recent Wastewater Master Servicing Plan found this area of Niagara as an area of significant growth and to support existing and future flows and system connectivity associated with growth, more trunk sewer capacity is recommended along Quaker Road.

We know this is not the news you wanted to hear, but we remain committed to completing this project to our highest standards. The goal is to complete all work by the end of Fall.

We truly appreciate your patience and understanding as we complete this important infrastructure investment for the growing communities of Pelham and Welland. As always, we remain committed to keeping residents informed as work continues. Please visit the [Project Page](#) for the most up-to-date information.

If you have any questions, email: [QuakerRoadProject@niagararegion.ca](mailto:QuakerRoadProject@niagararegion.ca).

Sincerely,

Phill Lambert  
Director, Water and Wastewater Services  
Public Works, Niagara Region

## MEMORANDUM

**TO:** Mayor, Council and Residents

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

**DATE:** April 17, 2026

**SUBJECT:** Strong Mayor Powers Explained: What Residents and Candidates Should Know

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This memo explains Strong Mayor Powers in clear, plain language for residents of the City of Welland and for people who may be considering running for elected office, as Mayor or a member of Council. It is intended to help increase understanding on how the role of Mayor has changed under provincial law, ahead of Nomination Day for the municipal election.

### **Where Do Strong Mayor Powers Come From?**

Cities and towns in Ontario, including Welland, get their powers from the Province of Ontario. This includes the Strong Mayor Powers given to the Mayor.

The Province created Strong Mayor Powers through the Municipal Act, 2001 by changing provincial law. These changes were mainly made to support the advancement of prescribed provincial priorities including building homes and maintaining infrastructure to support housing including transit, roads, utilities and servicing.

The City of Welland has been designated by the Province as a municipality where these Strong Mayor Powers apply.

### **What Can the Mayor Do Under Strong Mayor Powers?**

Strong Mayor Powers do **not** remove the role of City Council. Council continues to debate issues, pass by-laws, and represent residents. However, in a Strong Mayor system, the Mayor is given some additional authority in specific situations.

## **Key Powers Related to Housing Priorities**

When housing or related infrastructure is involved, the Mayor may:

- Bring certain matters directly to Council and require Council to discuss and vote on them
- Bring forward certain by-laws that relate to housing, which can pass with support from more than one-third of Council members
- Veto certain by-laws if the Mayor believes they interfere with provincial housing or infrastructure goals
  - Council can override a veto with a two-thirds vote

These powers can only be used when the Mayor believes the issue is connected to provincial housing priorities.

## **Powers Related to the Municipal Organization**

The Mayor also has authority in certain administrative areas, including the ability to:

- Appoint or remove the Chief Administrative Officer (CAO)
- Decide how the municipal organization is structured
- Hire or dismiss department heads, excluding for certain positions such as the Clerk and Treasurer
- Create certain committees and appoint their chairs

These powers can be delegated by the Mayor if they choose.

## **Budget Responsibilities**

Under the Strong Mayor framework:

- The Mayor prepares and presents the City's budget by February 1 each year
- Council members can suggest changes to the proposed budget
- The Mayor can veto budget changes made by Council
- Council can override a budget veto with a two-thirds vote

## **Transparency and Accountability**

To support openness and accountability:

- All Strong Mayor decisions must be made in writing
- Written decisions must be shared with all members of Council and the City Clerk
- These records are generally available to the public

- The Mayor must still follow conflict-of-interest rules set out in law

### **Clarifying Strong Mayor Powers**

- The Mayor **does not** make all decisions alone
- City Council **continues to** debate and vote on by-laws
- The Mayor **does not have** unlimited authority on all city matters

City Council continues to play a central role in governing the City of Welland.

### **Why This Matters for the Municipal Election**

For people thinking about running to be Mayor or a member of Council, it is important to understand the scope of Strong Mayor Powers. Under Provincial legislation, the role now includes:

- More authority for housing-related decisions
- A lead role in preparing the City's budget
- Greater accountability, since some decisions are made directly by the Mayor

For residents, understanding Strong Mayor Powers helps explain how local decisions are made and what to expect from the Mayor moving forward.

### **For More Information**

Residents can learn more by:

- Visiting the City of Welland's website:  
<https://www.welland.ca/Council/StrongMayorPowers.asp>
- Reviewing provincial legislation related to municipal governance
- Contacting the City Clerk's Office with questions about elections or municipal decision-making

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

## MEMORANDUM

**TO:** Welland City Council

**FROM:** Amanda Degazio  
Manager of Business and Community Service

**DATE:** April 17, 2026

**SUBJECT:** 2026 Community Grants Recipients

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The purpose of this memorandum is to inform Council of the successful applicants for the 2026 Community Grant Program. The applications listed below meet the required eligibility and evaluation criteria and have been reviewed through the program's established assessment process.

The Community Grant Program includes funding across three categories: Arts and Culture, Events, and Social Services.

All applicants are notified by staff of their application status by email as part of the standard program administration. Unsuccessful applicants are offered the opportunity to meet with staff to review and debrief their application.

The total funding envelope for the 2026 Community Grant Program is \$369,200.00, of which \$368,294.65 has been allocated to the recipients listed below. All funded applicants receive partial funding, based on the evaluated score of their application.

Should any applicant be unable to fulfill the requirements of their funding award for any reason, the approved funds will not be allocated and will remain available within the program.

If the remaining unallocated funds exceed \$20,000 following this allocation, staff will promote a second intake of the 2026 Community Grant Program, with new applications considered for funding.

**Successful Applicants and Allocations:**

The following organizations and individuals have been selected to receive funding across the three funding streams.

**1. Social Services Stream**

- Total Allocation: \$195,201.00

<b>Applicant</b>	<b>Approved Funding</b>
Open Arms Mission of Welland	\$83,640.00
The Hope Centre	\$41,650.00
Faith Welland Outreach	\$19,720.00
Habitat for Humanity Niagara	\$9,975.00
Kristen French Child Advocacy Centre Niagara	\$9,100.00
Hospice Niagara	\$7,600.00
St. David's Anglican Church	\$7,140.00
Women's Place of South Niagara Inc.	\$6,800.00
Notre Dame College School	\$3,876.00
Start Me Up Niagara	\$2,100.00
Strong Heart Program	\$1,800.00
Welland Neighbourhood Project	\$1,800.00

**2. Events Stream**

- Total Allocation: \$134,381.15

<b>Applicant</b>	<b>Approved Funding</b>
Welland Rose Festival	\$61,200.00
Rose City Music Group	\$31,500.00
Cultural Niagara Corporation	\$15,960.00
Welland Floatfest Festival	\$7,650.00
Bridges Niagara	\$6,051.15
South Niagara Canoe Club	\$6,020.00
Triathlon Ontario	\$6,000.00

### 3. Arts and Culture Stream

- Total Allocation: \$38,712.50

<b>Applicant</b>	<b>Approved Funding</b>
Femmes Du Feu Creations	\$23,800.00
Art on Welland Bell Boxes	\$9,520.00
Niagara Artists Centre	\$2,992.50
Tomorrow's Voices Foundation	\$2,400.00

Staff look forward to working with all successful applicants to support the implementation of their projects and initiatives.



4800 SOUTH SERVICE RD.,  
BEAMSVILLE, ON L3J 1L3

905-563-2799

April 16, 2026

SENT VIA EMAIL: [ann-marie.norio@niagararegion.ca](mailto:ann-marie.norio@niagararegion.ca)

Region of Niagara  
Ann-Marie Norio, Clerk  
1815 Sir Isaac Brock Way  
Thorold, ON L2V 4T7

**RE: Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3)**

Please be advised that Council of the Corporation of the Town of Lincoln at its Council Meeting held on April 13, 2026, passed the following resolution:

Resolution Number: RC-2026-31

Moved by: Councillor J.D. Pachereva; Seconded by: Councillor Dianne Rintjema

That Niagara Region Report PW 10-2026, dated March 10, 2026, respecting the Extension of the Niagara Region Courts Inter-Municipal Agreement (Amendment 3), be received and filed for information; and

That Council for the Town of Lincoln support the continuation of the Red Light Camera (RLC) Program as outlined in Niagara Region Report PW 10-2026; and

That Council for the Town of Lincoln approve the execution of Amendment 3 to the Niagara Region Courts Inter-Municipal Agreement (NRCIMA) to extend the term of the agreement for a further period of three (3) years; and

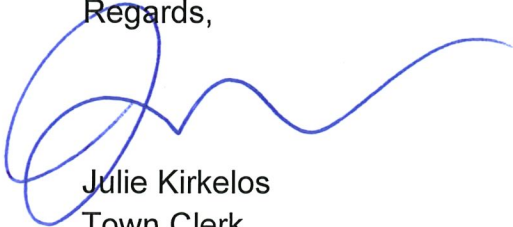
That the Mayor and Clerk be authorized to execute Amendment 3 to the NRCIMA, subject to final approval by all participating local area municipalities; and

That a copy of this resolution be forwarded to the Regional Municipality of Niagara for its information.

**CARRIED**

If you require any additional information, please do not hesitate to contact the undersigned.

Regards,



Julie Kirkelos  
Town Clerk  
[jkirkelos@lincoln.ca](mailto:jkirkelos@lincoln.ca)

JK/dp

**SENT ELECTRONICALLY**

April 16, 2026

Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

EMAIL: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Doug Ford:

**RE: Council Composition – The Town of Niagara-on-the-Lake**

Please be advised the Council of The Corporation of the Town of Niagara-on-the Lake, at its regular meeting held on March 24, 2026, approved the following resolution:

*WHEREAS the Government of Ontario has expressed interest in reviewing municipal governance structures within the Niagara Region, including the number of elected officials serving on municipal councils; and*

*WHEREAS municipal leaders across Niagara have discussed opportunities to improve governance efficiency, transparency, and decision-making through potential adjustments to council composition; and*

*WHEREAS Council directed Staff to return with an information report respecting council composition across Niagara municipalities and outlining considerations associated with a potential reduction in council size effective for the 2026 Municipal Election; and*

*WHEREAS the current composition of Niagara-on-the-Lake Council is the Lord Mayor and eight Councillors elected at-large; and*

*WHEREAS Council has considered the potential benefits of a streamlined council structure in support of effective governance and decision-making;*

*THEREFORE BE IT RESOLVED THAT Council endorse, in principle, a revised council composition for the Town of Niagara-on-the-Lake consisting of one Lord Mayor and six Councillors, to be elected at-large; and*

*BE IT FURTHER RESOLVED the Lord Mayor be directed to communicate this position to the Premier of Ontario and the Minister of Municipal Affairs and Housing, requesting that the Province provide the necessary legislative authority to permit the implementation of this council composition for the 2026 Municipal Election; and*

*BE IT FURTHER RESOLVED a copy of this resolution be circulated to Niagara municipalities, the Regional Municipality of Niagara, the Premier of Ontario, and the Minister of Municipal Affairs and Housing.*

Sincerely,

A handwritten signature in blue ink, appearing to be 'Grant Bivol', written over a light blue grid background.

Grant Bivol  
Town Clerk/ Manager of Legislative Services

c.c. Hon. Rob Flack, Minister of Municipal Affairs and Housing  
The Regional Municipality of Niagara  
All local area municipalities with the Region of Niagara

## **Community Letter | Quaker Road Construction Update**

March 23, 2026

Dear Resident/Property Owner,

We are writing this letter to provide you with an important update on the Quaker Road Sanitary Sewer project.

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If you have any questions, email: [QuakerRoadProject@niagararegion.ca](mailto:QuakerRoadProject@niagararegion.ca).

Sincerely,

Phill Lambert

Director, Water and Wastewater Services

Public Works, Niagara Region

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## MEMORANDUM

**TO:** Welland City Council

**FROM:** Sherri-Marie Millar, P.Eng.  
Director of Infrastructure Services/City Engineer

**DATE:** April 17, 2026

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Importantly, there are no financial implications to the City associated with the remediation of the identified construction deficiencies.

The Region has hand-delivered project update letters to affected residents (see attached) and will continue to provide updates as remediation work progresses through its online project page ([Quaker Road Sanitary Sewer - Niagara Region, Ontario](#)). Members of the public are also encouraged to direct project-related questions to Regional staff at [QuakerRoadProject@niagararegion.ca](mailto:QuakerRoadProject@niagararegion.ca).

***Attachment:***

- Niagara Region Community Letter | Quaker Road Construction Update

**March 29, 2026**

**Municipal Standards Harmonization Office (MSHO)**

**Subject: MEA Comments to Ontario Regulatory Registry 26-MTO003**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



---

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

**March 29, 2026**

**Municipal Standards Harmonization Office (MSHO)**

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

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

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

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

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

### **Problem Definition, Need for Evidence and Supporting Data**

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

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

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

### **Clarification on the Modernized Governance Framework**

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

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

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

### **Annual Reporting, Exemptions and Compliance**

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

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

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

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

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

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

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

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

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

### **Broader Impacts Across the Infrastructure Delivery Sector**

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

### **Partnership, Co-Stewardship, and Governance**

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

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

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

### **Path Forward and MEA's Ongoing Role**

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

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

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

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

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

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

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

Sincerely,



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

BRIEFING NOTE  
**OPSS Modernization &  
Harmonization Concerns**



**TO:** Ministry of Transportation of Ontario (MTO)

**FROM:** Municipal Engineers Association (MEA)

**DATE:** Tuesday, March 31, 2026

**PURPOSE**

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

**BACKGROUND**

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

**KEY CONCERNS**

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**1 LACK OF PROBLEM DEFINITION & EVIDENCE**

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

**2 GOVERNANCE CLARITY & CO-STEWARDSHIP**

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

**3 EXEMPTIONS & ANNUAL REPORTING**

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

**4 ONE-SIZE-FITS-ALL LIMITATIONS**

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

**REQUESTED ACTIONS**

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

**CONCLUSION**

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

# Proposal for Consideration of a Unified Niagara Region Visual Identity



<b>To:</b>	Mayor and Members of Council, and Clerks of the City of Niagara Falls; City of St. Catharines; City of Welland; City of Thorold; Town of Niagara-on-the-Lake; Town of Fort Erie; City of Port Colborne; Township of Wainfleet; Town of Pelham; Township of West Lincoln; Town of Grimsby; Town of Lincoln; and Niagara Region
<b>From:</b>	Joedy Burdett, Niagara Falls Resident
<b>Date:</b>	[Insert Date]
<b>Re:</b>	Request for Agenda Consideration - Regional Logo / Visual Identity Review

Please place this correspondence on the next available Council agenda for consideration.

This submission is being provided to each of Niagara's local municipalities, as well as to Niagara Regional Council, for the purpose of asking whether the concept of a refreshed regional logo or visual identity has merit. In the case of the local municipalities, I am asking Council to consider whether it supports the idea in principle and, if so, whether it wishes to communicate that support to Niagara Regional Council for further consideration. In the case of Niagara Regional Council itself, I am asking whether it would be willing to consider exploring such an initiative at the regional level.

Recent changes to regional governance create an appropriate opportunity to consider not only how Niagara Region functions institutionally, but also how it presents itself visually as a unified entity made up of distinct municipalities.

At present, the Niagara Region logo operates primarily as a corporate identifier and does not visibly reflect the twelve municipalities that collectively form the Region. As a result, the Region's public-facing identity does not fully communicate the communities that make it up.

Attached to this submission is a conceptual logo design intended to demonstrate one possible approach to a more inclusive regional identity. The concept is built around a compass motif, reflecting Niagara's connection to waterways such as the Welland Canal and the surrounding Great Lakes, while also symbolizing direction, coordination, and regional unity.

The twelve municipalities are positioned around the compass in a circular arrangement and are organized in generally corresponding geographic order. This allows the design to function not only as branding, but also as a simple visual representation of the Region itself.

The central imagery incorporates both water and agricultural elements, reflecting Niagara's identity as both a waterfront and farming region. The existing Niagara Region branding is retained at the center to maintain continuity while expanding representation.

This submission is not intended to propose adoption of a specific design, but rather to encourage discussion as to whether Niagara Region should explore the development of a new or updated logo that better reflects all municipalities. Potential approaches could include a public design competition, collaboration with local designers, or a formal request for proposals.

A unified visual identity of this nature may improve public understanding of the Region's composition, strengthen a shared identity among municipalities, and enhance Niagara's external image.

Thank you for your time and consideration.

Respectfully submitted,

Joedy Burdett

Niagara Falls Resident

905-353-8468

info@joedyburdett.com



# The Corporation of the Township of Terrace Bay

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

April 9, 2026

Honorable Joel Lightbound  
[Joel.lightbound@parl.gc.ca](mailto:Joel.lightbound@parl.gc.ca)

Dear Mr. Lightbound.

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

**RE: Resolution Regarding Reduced Rate Distribution of Library Resources**

**Resolution: 88-2026**

**Moved By: Councillor Dube**

**Seconded By: Councillor Adduono**

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

AND WHEREAS inter-library loan services are an essential component of public library operations, particularly for small and rural communities with limited local collections;

AND WHEREAS reduced postal rates for library materials have historically enabled libraries to share resources efficiently and affordably across Canada;

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

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Terrace Bay calls upon the Government of Canada to maintain and protect reduced-rate postal distribution for library materials through legislation;

AND THAT Council requests that the Minister responsible for Canada Post ensure continued, affordable postal access for libraries and inter-library loan services;

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



## The Corporation of the Township of Terrace Bay

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

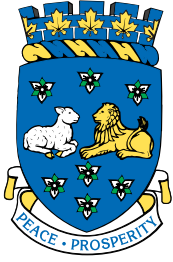
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Sincerely,

J. Hall  
Chief Administrative Officer/Clerk

**CC:**

MP Patty Hajdu – [patty.hajdu@parl.gc.ca](mailto:patty.hajdu@parl.gc.ca)  
MPP Lise Vaugeois – [lvaugois-gp@ndp.on.ca](mailto:lvaugois-gp@ndp.on.ca)  
Ontario Municipalities



April 2, 2026

**Hon. Sean Fraser**

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

Dear Minister Fraser:

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

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

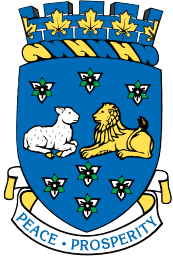
**Whereas the Region of Waterloo's Community Safety and Well-Being Plan, developed under the requirements of the Community Safety and Policing Act, identifies systemic racism, hate, and discrimination as critical risk factors impacting community safety, belonging, and well-being;**

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

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

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

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



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

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

**Therefore be it resolved that:**

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

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

Regards,

Michael Oliveri  
Legislative Services Specialist  
Region of Waterloo

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



*The TOWNSHIP of*  
**NORTH DUMFRIES**

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

April 14, 2026

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

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

Please be advised, at the Council Meeting held on April 13, 2026 the Township of North Dumfries Council considered the enclosed resolution received from the Town of Saugeen Shores regarding the Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding and adopted the following resolution:

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

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

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

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

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

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

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

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

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

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

*Therefore, be it Resolved That the Council of the Township of North Dumfries endorse the Architectural Conservancy of Ontario (ACO) Proposal to include \$10M per year in the 2026 provincial budget for Heritage Helping Housing (HHH) grant funding, and that this resolution be sent to the Premier, Minister of Finance, Minister of Citizenship and Multiculturalism, and MPP Brian Riddel, Cambridge, and be circulated to all municipalities in Ontario.”*

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

Sincerely,

Handwritten signature of Ashley Good in blue ink.

Ashley Good, Clerk  
Township of North Dumfries  
519-632-8800 ext. 122  
[agood@northdumfries.ca](mailto:agood@northdumfries.ca)

encl.

March 23, 2026

**SENT VIA EMAIL**

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

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

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

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

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

Sincerely,

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

Hailey Leigh-Mossley  
Deputy Clerk  
Encl.

cc. MPP Lisa Thompson  
All Ontario Municipalities

# THE CORPORATION OF THE TOWN OF SAUGEEN SHORES

**MOVED BY:** C. Grace

**RESOLUTION NO:** 096-2026

**SECONDED BY:** M. Myatt

**DATE:** March 23, 2026

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

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

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

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

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

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

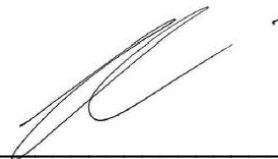
Whereas such a grant program would provide a simpler and more direct way for heritage building owners to fund renovations or conservation; and,

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

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

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

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



\_\_\_\_\_  
Mayor



MUNICIPALITY OF SHUNIAH

# COUNCIL RESOLUTION

Date: Apr 14, 2026

Resolution No.: 167-26

Moved By: \_\_\_\_\_  
*[Handwritten Signature]*

Seconded By: \_\_\_\_\_  
*[Handwritten Signature]*

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED THAT:

1. The Municipality of Shuniah calls upon the Government of Ontario to extend the annual OCIF envelope at not less than \$400 million beyond its current five-year term ending in 2026, with no reductions in subsequent provincial budgets.

2. The Province be requested to index the total annual OCIF envelope—and each individual municipal allocation—to the Ontario Consumer Price Index (CPI), calculated on

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

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

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

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

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

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

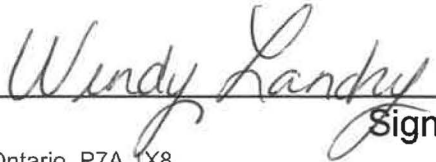
FURTHER THAT this supporting resolution and the originating correspondence be circulated to the Premier of Ontario, the Leader of the Official Opposition, the Minister of Infrastructure, the Minister of Municipal Affairs and Housing, Local MPP's, the Association of Municipalities of Ontario (AMO), and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

**Carried**

**Defeated**

**Amended**

**Deferred**

  
Signature

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