

Apex
2026
10.1

THE CORPORATION OF THE TOWNSHIP OF
MCMURRICH/MONTEITH

BY-LAW NUMBER 20 - 2026

Being a by-law to record the inventory of municipal maintained roads and to adopt minimum maintenance standards for municipal highways and seasonal roads.

WHEREAS Section 44(1) of the Municipal Act, R.S.O. 2001, states that municipalities shall keep all highways and bridges in a reasonable state to repair.

AND WHEREAS all roads within the Corporation of the Township of McMurrich/Monteith are classified as per the regulations;

AND WHEREAS the Corporation of the Township of McMurrich/Monteith wishes to adopt and implement minimum standards for its municipal highways;.

NOW THEREFORE the Council of the Corporation of the Township of McMurrich/Monteith **ENACTS AS FOLLOWS:**

1. That road classification and inventory of the municipal roads for the Township of McMurrich/Monteith attached as Schedule "A" to this by-law, which may be amended from time to time by resolution, and which forms part of this by-law be adopted.
2. That the maintenance for all Class 6 roads in the Township of McMurrich/Monteith shall be as per the attached Schedule "B" to this by-law and which forms part of this by-law.
3. That the minimum maintenance standards for municipal roads attached as Schedule "C" to this by-law and which forms part of this by-law shall be adopted for all Class 5 municipal roads.
4. That notwithstanding Minimum Maintenance Standards regulations, the Township of McMurrich/Monteith does not provide winter maintenance on sidewalks.
5. That the Township is not responsible to provide minimum maintenance standards to services not currently being provided.
6. That this by-law repeals by-law #27-2013 and by-law #10-2002 and any previously conflicting By-laws.
7. That this By-law shall come into force and take effect immediately following third reading.

Read a first, second and third time, signed and the Seal of the Corporation affixed thereto and finally passed this 7th day of April, 2026.

Mayor
Glynn Robinson

Clerk/Treasurer
Cheryl Marshall

Schedule A of By-law # 20-2026 – Page 1 of 2

TOWNSHIP OF MCMURRICH/MONTEITH
ROAD CLASSIFICATION & INVENTORY

<u>Road Name</u>	<u>Vehicle Count</u>	<u>Road Class</u>	<u>Notes</u>
2 nd Avenue	50 – 199	5	
4 th Avenue	50 – 199	5	Stisted Road South westerly to Lot 27, Con 4
8 th Avenue Center	0 – 49	5	Stisted to Yearly Roads
Almaguin Drive	50 – 199	5	
Axe Lake Road	50 – 199	5	
Axe Lake Road West	0 – 49	5	
Bartlett Lake Road	50 – 199	5	
Bayside Drive	0 – 49	5	
Birch Court	0 – 49	5	
Bordeau Road	0 – 49	5	Hwy 518 to Con 14 Lot 28
Buckvale Drive	50 – 199	5	
Dailey Road	0 – 49	5	
East Bear Lake Road	0 – 49	5	Hwy 518 to 868 East Bear Lake Road
Farrell Court	0 – 49	5	
Fern Glen Road	50 – 199	5	
George Street	0 – 49	5	
Gordon Deans Trail	0 – 49	5	
Hemlock Way	0 – 49	5	Condo road, not maintained
Henry Street	0 – 49	5	
Jimmy Jacque Road	0 – 49	5	Middle Road to North boundary of Lots 5 and 6, Con 7
John Street	0 – 49	5	Hwy 518 to Seguin Trail
Kings Drive	0 – 49	5	
Lakeview Road	0 – 49	5	
Landfill Road	50 – 199	5	
Little Falls Road	0 – 49	5	Stisted Rd to 110 Little Falls Road
Lowes Road	0 – 49	5	
Maki Road	50 – 199	5	
McAughey Street	0 – 49	5	
McKenzie Street	0 – 49	5	
Middle Road	0 – 49	5	Axe Lake Rd to 260 Middle Road
Old Novar Road	0 – 49	5	Lots 5 & 6, Con 1
Old Rainy Lake Road	50 – 199	5	
Pine Drive	0 – 49	5	
Pomeroy Road	0 – 49	5	
Richardson Road	0 – 49	5	
Rome Road	0 – 49	5	
Sanborn Drive	0 – 49	5	Hwy 518 to Redam Drive
Selena Drive	50 – 199	5	
Spur Lane	0 – 49	5	Maintained by Ryerson
Star Lake Road	50 – 199	5	
Stisted Road North	200 – 499	5	
Stisted Road South	200 – 499	5	
Taylor Road	0 – 49	5	
Watson Street	0 – 49	5	
West Bear Lake Road	50 – 199	5	
William Street	0 – 49	5	
Woodland Drive	0 – 49	5	Condo road, not maintained
Yearly Road	50 – 199	5	

TOWNSHIP OF MCMURRICH/MONTEITH
ROAD CLASSIFICATION & INVENTORY

<u>Road Name</u>	<u>Vehicle Count</u>	<u>Road Class</u>	<u>Notes</u>
4 th Avenue	0 – 49	6	From Lot 27 to and including Lot 30, Con 4
5 th Side Road	0 – 49	6	
6 th Avenue	0 – 49	6	
6 th & 7 th Road East	0 – 49	6	
8 th Avenue West	0 – 49	6	Yearly Road going west to end
Appleyard Road	0 – 49	6	
Beach Street	0 – 49	6	
Bordeau Road	0 – 49	6	Lots 29-32, Con 14
Breezy Point Road	0 – 49	6	Private Rd, not maintained
Compass Lake Road	0 – 49	6	
Cowie Road	0 – 49	6	
East Bear Lake Road	0 – 49	6	South of 868 East Bear Lake Road
Fisher Creek Road	0 – 49	6	
Holderney Road	0 – 49	6	
Hunters Lane	0 – 49	6	
Jimmy Jacque Road	0 – 49	6	East Bear Lake Road to South end of Con 9
John Street	0 – 49	6	Seguin Trail to end
Lambs Lake Road	0 – 49	6	
Little Falls Road	0 – 49	6	110 Little Falls Road to end
Meads Lake Road	0 – 49	6	
Middle Road	0 – 49	6	260 Middle Road to end
Old Novar Road	0 – 49	6	Lot 4, Con 1 to Perry
Oline Street	0 – 49	6	
Patricia Drive	0 – 49	6	Private Rd, not maintained
Pioneer Cemetery Road	0 – 49	6	
Redam Drive	0 – 49	6	
Sanborn Drive	0 – 49	6	Redam Drive to end
Sideroad 5	0 – 49	6	

SEASONAL ROAD MAINTENANCE

Seasonal Roads

Our open road allowances used on a "courtesy" basis by the public with the understanding that maintenance is minimal. The Township considers them Class 6 Roads not subject to minimum maintenance standards included in Schedule "A" of this By-law.

Maintenance Period

Seasonal roads shall be maintained from the 31st day of May to the 31st day of October in each calendar year.

Minimum Maintenance

Seasonal roads shall be maintained on an "as needed" basis at the discretion of the Public Works Superintendent. General maintenance includes gravel surfacing, grading, grass and brush cutting, litter and garbage removal and beaver control.

Patrolling

At the discretion of the Public Works Superintendent, as needed, but not less than once in a 30-day period.

Signage

Roads designated as seasonal shall be signed as seasonally maintained during the period of May 15th to September 1st and use at your own risk.

ONTARIO REGULATION 239/02

MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS

Definitions

1. (1) In this Regulation,

“bicycle facility” means the on-road and in-boulevard cycling facilities listed in Book 18 of the Ontario Traffic Manual;

“bicycle lane” means,

(a) a portion of a roadway that has been designated by pavement markings or signage for the preferential or exclusive use of cyclists, or

(b) a portion of a roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer;

“cm” means centimetres;

“day” means a 24-hour period;

“encroachment” means anything that is placed, installed, constructed or planted within the highway that was not placed, installed, constructed or planted by the municipality;

“ice” means all kinds of ice, however formed;

“motor vehicle” has the same meaning as in subsection 1 (1) of the Highway Traffic Act, except that it does not include a motor assisted bicycle;

“non-paved surface” means a surface that is not a paved surface;

“Ontario Traffic Manual” means the Ontario Traffic Manual published by the Ministry of Transportation, as amended from time to time;

“paved surface” means a surface with a wearing layer or layers of asphalt, concrete or asphalt emulsion;

“pothole” means a hole in the surface of a roadway caused by any means, including wear or subsidence of the road surface or subsurface;

“roadway” has the same meaning as in subsection 1 (1) of the Highway Traffic Act;

“shoulder” means the portion of a highway that provides lateral support to the roadway and that may accommodate stopped motor vehicles and emergency use;

“sidewalk” means the part of the highway specifically set aside or commonly understood to be for pedestrian use, typically consisting of a paved surface but does not include crosswalks, medians, boulevards, shoulders or any part of the sidewalk where cleared snow has been deposited;

“significant weather event” means an approaching or occurring weather hazard with the potential to pose a significant danger to users of the highways within a municipality;

“snow accumulation” means the natural accumulation of any of the following that, alone or together, covers more than half a lane width of a roadway:

1. Newly-fallen snow.
2. Wind-blown snow.
3. Slush;

“substantial probability” means a significant likelihood considerably in excess of 51 per cent;

“surface” means the top of a sidewalk, roadway or shoulder;

“utility” includes any air, gas, water, electricity, cable, fiber-optic, telecommunication or traffic control system or subsystem, fire hydrants, sanitary sewers, storm sewers, property bars and survey monuments;

“utility appurtenance” includes maintenance holes and hole covers, water shut-off covers and boxes, valves, fittings, vaults, braces, pipes, pedestals, and any other structures or items that form part of or are an accessory part of any utility;

“weather” means air temperature, wind and precipitation.

“weather hazard” means the weather hazards determined by Environment Canada as meeting the criteria for the issuance of an alert under its Public Weather Alerting Program. O. Reg. 239/02, s. 1 (1); O. Reg. 23/10, s. 1 (1); O. Reg. 47/13, s. 1; O. Reg. 366/18, s. 1 (1, 2).

(2) For the purposes of this Regulation, every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified in the Table to this section as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average daily traffic on it. O. Reg. 239/02, s. 1 (2); O. Reg. 366/18, s. 1 (3).

(3) For the purposes of subsection (2) and the Table to this section, the average daily traffic on a highway or part of a highway under municipal jurisdiction shall be determined,

(a) by counting and averaging the daily two-way traffic on the highway or part of the highway; or

(b) by estimating the average daily two-way traffic on the highway or part of the highway. O. Reg. 239/02, s. 1 (3); O. Reg. 23/10, s. 1 (2); O. Reg. 366/18, s. 1 (3).

(4) For the purposes of this Regulation, unless otherwise indicated in a provision of this Regulation, a municipality is deemed to be aware of a fact if, in the absence of actual knowledge of the fact, circumstances are such that the municipality ought reasonably to be aware of the fact. O. Reg. 366/18, s. 1 (4).

TABLE
CLASSIFICATION OF HIGHWAYS

Column 1 Average Daily Traffic (number of motor vehicles)	Column 2 91 - 100 km/h speed limit	Column 3 81 - 90 km/h speed limit	Column 4 71 - 80 km/h speed limit	Column 5 61 - 70 km/h speed limit	Column 6 51 - 60 km/h speed limit	Column 7 41 - 50 km/h speed limit	Column 8 1 - 40 km/h speed limit
53,000 or more	1	1	1	1	1	1	1
23,000 - 52,999	1	1	1	2	2	2	2
15,000 - 22,999	1	1	2	2	2	3	3
12,000 - 14,999	1	1	2	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	4	4
5,000 - 5,999	1	2	2	3	3	4	4
4,000 - 4,999	1	2	3	3	3	4	4
3,000 - 3,999	1	2	3	3	3	4	4

2,000 - 2,999	1	2	3	3	4	5	5
1,000 - 1,999	1	3	3	3	4	5	5
500 - 999	1	3	4	4	4	5	5
200 - 499	1	3	4	4	5	5	6
50 - 199	1	3	4	5	5	6	6
0 - 49	1	3	6	6	6	6	6

O. Reg. 366/18, s. 1 (5).

Application

2. (1) This Regulation sets out the minimum standards of repair for highways under municipal jurisdiction for the purpose of clause 44 (3)(c) of the Act. O. Reg. 288/03, s. 1.
- (2) Revoked: O. Reg. 23/10, s. 2.
- (3) This Regulation does not apply to Class 6 highways. O. Reg. 239/02, s. 2 (3).

Purpose

- 2.1 The purpose of this Regulation is to clarify the scope of the statutory defence available to a municipality under clause 44 (3) (c) of the Act by establishing maintenance standards which are non-prescriptive as to the methods or materials to be used in complying with the standards but instead describe a desired outcome. O. Reg. 366/18, s. 2.

Maintenance Standards

Patrolling

3. (1) The standard for the frequency of patrolling of highways to check for conditions described in this Regulation is set out in the Table to this section. O. Reg. 23/10, s. 3 (1); O. Reg. 366/18, s. 3 (2).
- (2) If it is determined by the municipality that the weather monitoring referred to in section 3.1 indicates that there is a substantial probability of snow accumulation on roadways, ice formation on roadways or icy roadways, the standard for patrolling highways is, in addition to that set out in subsection (1), to patrol highways that the municipality selects as representative of its highways, at intervals deemed necessary by the municipality, to check for such conditions. O. Reg. 47/13, s. 2; O. Reg. 366/18, s. 3 (2).
- (3) Patrolling a highway consists of observing the highway, either by driving on or by electronically monitoring the highway, and may be performed by persons responsible for patrolling highways or by persons responsible for or performing highway maintenance activities. O. Reg. 23/10, s. 3 (1).
- (4) This section does not apply in respect of the conditions described in section 10, subsections 11 (0.1) and 12 (1) and section 16.1, 16.2, 16.3 or 16.4. O. Reg. 23/10, s. 3 (1); O. Reg. 366/18, s. 3 (3).

TABLE
PATROLLING FREQUENCY

Class of Highway	Patrolling Frequency
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1	3 times every 7 days
2	2 times every 7 days
3	once every 7 days
4	once every 14 days
5	once every 30 days

O. Reg. 239/02, s. 3, Table; O. Reg. 23/10, s. 3 (2).

Weather monitoring

- 3.1 (1) From October 1 to April 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once every shift or three times per calendar day, whichever is more frequent, at intervals determined by the municipality. O. Reg. 47/13, s. 3; O. Reg. 366/18, s. 4.
- (2) From May 1 to September 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once per calendar day. O. Reg. 47/13, s. 3; O. Reg. 366/18, s. 4.

Snow accumulation, roadways

4. (1) Subject to section 4.1, the standard for addressing snow accumulation on roadways is,
- (a) after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
 - (b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table within the time set out in the Table,
 - (i) to provide a minimum lane width of the lesser of three metres for each lane or the actual lane width, or
 - (ii) on a Class 4 or Class 5 highway with two lanes, to provide a total width of at least five metres. O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (1).
- (2) If the depth of snow accumulation on a roadway is less than or equal to the depth set out in the Table to this section, the roadway is deemed to be in a state of repair with respect to snow accumulation. O. Reg. 47/13, s. 4.
- (3) For the purposes of this section, the depth of snow accumulation on a roadway and, if applicable, lane width under clause (1) (b), may be determined in accordance with subsection (4) by a municipal employee, agent or contractor, whose duties or responsibilities include one or more of the following:
1. Patrolling highways.
 2. Performing highway maintenance activities.
 3. Supervising staff who perform activities described in paragraph 1 or 2. O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (2).
 4. The depth of snow accumulation on a roadway and lane width may be determined by,
 - (a) performing an actual measurement;
 - (b) monitoring the weather; or

- (c) performing a visual estimate. O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (3).
5. For the purposes of this section, addressing snow accumulation on a roadway includes,
- (a) plowing the roadway;
 - (b) salting the roadway;
 - (c) applying abrasive materials to the roadway;
 - (d) applying other chemical or organic agents to the roadway;
 - (e) any combination of the methods described in clauses (a) to (d). O. Reg. 366/18, s. 5 (4).
6. This section does not apply to that portion of the roadway,
- (a) designated for parking;
 - (b) consisting of a bicycle lane or other bicycle facility; or
 - (d) used by a municipality for snow storage. O. Reg. 366/18, s. 5 (4).

**TABLE
SNOW ACCUMULATION - ROADWAYS**

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (5).

Snow accumulation on roadways, significant weather event

- 4.1 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on roadways until the declaration of the end of the significant weather event is,
- (a) to monitor the weather in accordance with section 3.1; and
 - (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on roadways, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 7.
- (2) If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4 expires following the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 7.

- (3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,
 - (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
 - (b) address snow accumulation on roadways in accordance with section 4. O. Reg. 366/18, s. 7.

Snow accumulation, bicycle lanes

- 4.2 (1) Subject to section 4.3, the standard for addressing snow accumulation on bicycle lanes is,
- (a) after becoming aware of the fact that the snow accumulation on a bicycle lane is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
 - (b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table to this section to provide a minimum bicycle lane width of the lesser of 1 metre or the actual bicycle lane width. O. Reg. 366/18, s. 7.
- (2) If the depth of snow accumulation on a bicycle lane is less than or equal to the depth set out in the Table to this section, the bicycle lane is deemed to be in a state of repair in respect of snow accumulation. O. Reg. 366/18, s. 7.
 - (3) For the purposes of this section, the depth of snow accumulation on a bicycle lane and, if applicable, lane width under clause (1) (b), may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3), with necessary modifications. O. Reg. 366/18, s. 7.
 - (4) For the purposes of this section, addressing snow accumulation on a bicycle lane includes,
 - (a) plowing the bicycle lane;
 - (b) salting the bicycle lane;
 - (c) applying abrasive materials to the bicycle lane;
 - (d) applying other chemical or organic agents to the bicycle lane;
 - (e) sweeping the bicycle lane; or
 - (f) any combination of the methods described in clauses (a) to (e). O. Reg. 366/18, s. 7.

TABLE
Snow Accumulation – Bicycle Lanes

Column 1	Column 2	Column 3
Class of Highway or Adjacent Highway	Depth	Time

1	2.5 cm	8 hours
2	5 cm	12 hours
3	8 cm	24 hours
4	8 cm	24 hours
5	10 cm	24 hours

O. Reg. 366/18, s. 7.

Snow accumulation on bicycle lanes, significant weather event

- 4.3 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on bicycle lanes until the declaration of the end of the significant weather event is,
- (a) to monitor the weather in accordance with section 3.1; and
 - (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on bicycle lanes, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 7.
- (2) If the municipality complies with subsection (1), all bicycle lanes within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4.2 expires following the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 7.
- (3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,
- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
 - (b) address snow accumulation on bicycle lanes in accordance with section 4.2. O. Reg. 366/18, s. 7.

Ice formation on roadways and icy roadways

5. (1) The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:
- 1. Monitor the weather in accordance with section 3.1.
 - 2. Patrol in accordance with section 3.
3. If the municipality determines, as a result of its activities under paragraph 1 or 2, that there is a substantial probability of ice forming on a roadway, treat the roadway, if practicable, to prevent ice formation within the time set out in Table 1 to this section, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. O. Reg. 366/18, s. 8.
- (2) If the municipality meets the standard set out in subsection (1) and, despite such compliance, ice forms on a roadway, the roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the

municipality becomes aware of the fact that the roadway is icy. O. Reg. 366/18, s. 8.

- (3) Subject to section 5.1, the standard for treating icy roadways is to treat the icy roadway within the time set out in Table 2 to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that a roadway is icy. O. Reg. 366/18, s. 8.
- (4) For the purposes of this section, treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand. O. Reg. 366/18, s. 8.
- (5) For greater certainty, this section applies in respect of ice formation on bicycle lanes on a roadway, but does not apply to other types of bicycle facilities. O. Reg. 366/18, s. 8.

**TABLE 1
ICE FORMATION PREVENTION**

Class of Highway	Time
1	6 hours
2	8 hours
3	16 hours
4	24 hours
5	24 hours

O. Reg. 366/18, s. 8.

**TABLE 2
TREATMENT OF ICY ROADWAYS**

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

O. Reg. 366/18, s. 8.

Icy roadways, significant weather event

- 5.1 (1) If a municipality declares a significant weather event relating to ice, the standard for treating icy roadways until the declaration of the end of the significant weather event is,
- (a) to monitor the weather in accordance with section 3.1; and
 - (b) if deemed practicable by the municipality, to deploy resources to treat icy roadways, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 8.

- (2) If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to any ice which forms or may be present until the applicable time in Table 2 to section 5 expires after the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 8.
- (3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,
- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) treat icy roadways in accordance with section 5. O. Reg. 366/18, s. 8.

Potholes

6. (1) If a pothole exceeds both the surface area and depth set out in Table 1, 2 or 3 to this section, as the case may be, the standard is to repair the pothole within the time set out in Table 1, 2 or 3, as appropriate, after becoming aware of the fact. O. Reg. 239/02, s. 6 (1); O. Reg. 366/18, s. 8 (1).
- (1.1) For the purposes of this section, the surface area and depth of a pothole may be determined in accordance with subsections (1.2) and (1.3), as applicable, by a municipal employee, agent or contractor whose duties or responsibilities include one or more of the following:
1. Patrolling highways.
 2. Performing highway maintenance activities.
 3. Supervising staff who perform activities described in paragraph 1 or 2. O. Reg. 366/18, s. 8 (2).
- (1.2) The depth and surface area of a pothole may be determined by,
- (a) performing an actual measurement; or
- (b) performing a visual estimate. O. Reg. 366/18, s. 8 (2).
- (1.3) For the purposes of this section, the surface area of a pothole does not include any area that is merely depressed and not yet broken fully through the surface of the roadway. O. Reg. 366/18, s. 8 (2).
- (2) A pothole is deemed to be in a state of repair if its surface area or depth is less than or equal to that set out in Table 1, 2 or 3, as appropriate. O. Reg. 239/02, s. 6 (2); O. Reg. 47/13, s. 6.

**TABLE 1
POTHOLES ON PAVED SURFACE OF ROADWAY**

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1000 cm ²	8 cm	7 days
4	1000 cm ²	8 cm	14 days
5	1000 cm ²	8 cm	30 days

**TABLE 2
POTHOLES ON NON-PAVED SURFACE OF ROADWAY**

Class of Highway	Surface Area	Depth	Time
3	1500 cm ²	8 cm	7 days
4	1500 cm ²	10 cm	14 days
5	1500 cm ²	12 cm	30 days

O. Reg. 239/02, s. 6, Table 2.

**TABLE 3
POTHOLES ON PAVED OR NON-PAVED SURFACE OF SHOULDER**

Class of Highway	Surface Area	Depth	Time
1	1500 cm ²	8 cm	7 days
2	1500 cm ²	8 cm	7 days
3	1500 cm ²	8 cm	14 days
4	1500 cm ²	10 cm	30 days
5	1500 cm ²	12 cm	60 days

O. Reg. 239/02, s. 6, Table 3.

Shoulder drop-offs

7. (1) If a shoulder drop-off is deeper than 8 cm, for a continuous distance of 20 metres or more, the standard is to repair the shoulder drop-off within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 9 (1).
- (2) A shoulder drop-off is deemed to be in a state of repair if its depth is less than 8 cm. O. Reg. 366/18, s. 9 (1).

(3) In this section,

“shoulder drop-off” means the vertical differential, where the paved surface of the roadway is higher than the surface of the shoulder, between the paved surface of the roadway and the paved or non-paved surface of the shoulder. O. Reg. 239/02, s. 7 (3).

**TABLE
SHOULDER DROP-OFFS**

Class of Highway	Time
1	4 days
2	4 days

3	7 days
4	14 days
5	30 days

O. Reg. 366/18, s. 9 (2).

Cracks

8. (1) If a crack on the paved surface of a roadway is greater than 5 cm wide and 5 cm deep for a continuous distance of three metres or more, the standard is to repair the crack within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 10 (1).
- (2) A crack is deemed to be in a state of repair if its width or depth is less than or equal to 5 cm. O. Reg. 366/18, s. 10 (1).

**TABLE
CRACKS**

Column 1 Class of Highway	Column 2 Time
1	30 days
2	30 days
3	60 days
4	180 days
5	180 days

O. Reg. 366/18, s. 10 (2).

Debris

9. (1) If there is debris on a roadway, the standard is to deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris. O. Reg. 239/02, s. 9 (1); O. Reg. 366/18, s. 11.

(2) In this section,

“debris” means any material (except snow, slush or ice) or object on a roadway,

(a) that is not an integral part of the roadway or has not been intentionally placed on the roadway by a municipality, and

(b) that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle. O. Reg. 239/02, s. 9 (2); O. Reg. 47/13, s. 9.

Luminaires

10. (0.1) Revoked: O. Reg. 366/18, s. 12.

- (1) The standard for the frequency of inspecting all luminaires to check to see that they are functioning is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 366/18, s. 12.

- (2) For conventional illumination, if three or more consecutive luminaires on the same side of a highway are not functioning, the standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 12.
- (3) For conventional illumination and high mast illumination, if 30 per cent or more of the luminaires on any kilometre of highway are not functioning, the standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 12.
- (4) Despite subsection (2), for high mast illumination, if all of the luminaires on consecutive poles on the same side of a highway are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 366/18, s. 12.
- (5) Despite subsections (1), (2) and (3), for conventional illumination and high mast illumination, if more than 50 per cent of the luminaires on any kilometre of a Class 1 highway with a speed limit of 90 kilometres per hour or more are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 366/18, s. 12.
- (6) Luminaires are deemed to be in a state of repair,
- (a) for the purpose of subsection (2), if the number of non-functioning consecutive luminaires on the same side of a highway does not exceed two;
 - (b) for the purpose of subsection (3), if more than 70 per cent of luminaires on any kilometre of highway are functioning;
 - (c) for the purpose of subsection (4), if one or more of the luminaires on consecutive poles on the same side of a highway are functioning;
 - (d) for the purpose of subsection (5), if more than 50 per cent of luminaires on any kilometre of highway are functioning. O. Reg. 366/18, s. 12.

(7) In this section,

“conventional illumination” means lighting, other than high mast illumination, where there are one or more luminaires per pole;

“high mast illumination” means lighting where there are three or more luminaires per pole and the height of the pole exceeds 20 metres;

“luminaire” means a complete lighting unit consisting of,

- (a) a lamp, and
- (b) parts designed to distribute the light, to position or protect the lamp and to connect the lamp to the power supply. O. Reg. 239/02, s. 10 (7).

**TABLE
LUMINAIRES**

Class of Highway	Time
1	7 days
2	7 days
3	14 days
4	14 days

Signs

11. (0.1) The standard for the frequency of inspecting signs of a type listed in subsection (2) to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 23/10, s. 7 (1); O. Reg. 47/13, s. 11 (1); O. Reg. 366/18, s. 13.
- (0.2) A sign that has been inspected in accordance with subsection (0.1) is deemed to be in a state of repair with respect to the retro-reflectivity requirements of the Ontario Traffic Manual until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the sign has ceased to meet these requirements. O. Reg. 47/13, s. 11 (2).
- (1) If any sign of a type listed in subsection (2) is illegible, improperly oriented, obscured or missing, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair or replace the sign. O. Reg. 239/02, s. 11 (1); O. Reg. 23/10, s. 7 (2); O. Reg. 366/18, s. 13.
- (2) This section applies to the following types of signs:
1. Checkerboard.
 2. Curve sign with advisory speed tab.
 3. Do not enter.
 - 3.1 Load Restricted Bridge.
 - 3.2 Low Bridge.
 - 3.3 Low Bridge Ahead.
 4. One Way.
 5. School Zone Speed Limit.
 6. Stop.
 7. Stop Ahead.
 8. Stop Ahead, New.
 9. Traffic Signal Ahead, New.
 10. Two-Way Traffic Ahead.
 11. Wrong Way.
 12. Yield.
 13. Yield Ahead.
 14. Yield Ahead, New. O. Reg. 239/02, s. 11 (2); O. Reg. 23/10, s. 7 (3).

Regulatory or warning signs

12. (1) The standard for the frequency of inspecting regulatory signs or warning signs to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 23/10, s. 8; O. Reg. 47/13, s. 12 (1); O. Reg. 366/18, s. 13.

- (1.1) A regulatory sign or warning sign that has been inspected in accordance with subsection (1) is deemed to be in a state of repair with respect to the retro-reflectivity requirements of the Ontario Traffic Manual until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the sign has ceased to meet these requirements. O. Reg. 47/13, s. 12 (2).
- (2) If a regulatory sign or warning sign is illegible, improperly oriented, obscured or missing, the standard is to repair or replace the sign within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 23/10, s. 8; O. Reg. 366/18, s. 13.
- (3) In this section,
- “regulatory sign” and “warning sign” have the same meanings as in the Ontario Traffic Manual, except that they do not include a sign listed in subsection 11 (2) of this Regulation. O. Reg. 23/10, s. 8.

**TABLE
REGULATORY AND WARNING SIGNS**

Class of Highway	Time
1	7 days
2	14 days
3	21 days
4	30 days
5	30 days

O. Reg. 239/02, s. 12, Table.

Traffic control signal systems

13. (1) If a traffic control signal system is defective in any way described in subsection (2), the standard is to deploy resources as soon as practicable after becoming aware of the defect to repair the defect or replace the defective component of the traffic control signal system. O. Reg. 239/02, s. 13 (1); O. Reg. 366/18, s. 13.
- (2) This section applies if a traffic control signal system is defective in any of the following ways:
1. One or more displays show conflicting signal indications.
 2. The angle of a traffic control signal or pedestrian control indication has been changed in such a way that the traffic or pedestrian facing it does not have clear visibility of the information conveyed or that it conveys confusing information to traffic or pedestrians facing other directions.
 3. A phase required to allow a pedestrian or vehicle to safely travel through an intersection fails to occur.
 4. There are phase or cycle timing errors interfering with the ability of a pedestrian or vehicle to safely travel through an intersection.

5. There is a power failure in the traffic control signal system.
 6. The traffic control signal system cabinet has been displaced from its proper position.
 7. There is a failure of any of the traffic control signal support structures.
 8. A signal lamp or a pedestrian control indication is not functioning.
 9. Signals are flashing when flashing mode is not a part of the normal signal operation. O. Reg. 239/02, s. 13 (2).
- (3) Despite subsection (1) and paragraph 8 of subsection (2), if the posted speed of all approaches to the intersection or location of the non-functioning signal lamp or pedestrian control indication is less than 80 kilometres per hour and the signal that is not functioning is a green or a pedestrian “walk” signal, the standard is to repair or replace the defective component by the end of the next business day. O. Reg. 239/02, s. 13 (3); O. Reg. 366/18, s. 13.
- (4) In this section and section 14,
- “cycle” means a complete sequence of traffic control indications at a location;
- “display” means the illuminated and non-illuminated signals facing the traffic;
- “indication” has the same meaning as in the Highway Traffic Act;
- “phase” means a part of a cycle from the time where one or more traffic directions receive a green indication to the time where one or more different traffic directions receive a green indication;
- “power failure” means a reduction in power or a loss in power preventing the traffic control signal system from operating as intended;
- “traffic control signal” has the same meaning as in the Highway Traffic Act;
- “traffic control signal system” has the same meaning as in the Highway Traffic Act. O. Reg. 239/02, s. 13 (4).

Traffic control signal system sub-systems

14. (1) The standard is to inspect, test and maintain the following traffic control signal system sub-systems once per calendar year, with each inspection taking place not more than 16 months from the previous inspection:
1. The display sub-system, consisting of traffic signal and pedestrian crossing heads, physical support structures and support cables.
 2. The traffic control sub-system, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors.
 3. The external detection sub-system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push-buttons. O. Reg. 239/02, s. 14 (1); O. Reg. 47/13, s. 13 (1); O. Reg. 366/18, s. 13.
- (1.1) A traffic control signal system sub-system that has been inspected, tested and maintained in accordance with subsection (1) is deemed to be in a state of repair until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the traffic control signal system sub-system has ceased to be in a state of repair. O. Reg. 47/13, s. 13 (2).

(2) The standard is to inspect, test and maintain conflict monitors every five to seven months and at least twice per calendar year. O. Reg. 239/02, s. 14 (2); O. Reg. 47/13, s. 13 (3); O. Reg. 366/18, s. 13.(2.1) A conflict monitor that has been inspected, tested and maintained in accordance with subsection (2) is deemed to be in a state of repair until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the conflict monitor has ceased to be in a state of repair. O. Reg. 47/13, s. 13 (4).

(3) In this section,
 “conflict monitor” means a device that continually checks for conflicting signal indications and responds to a conflict by emitting a signal. O. Reg. 239/02, s. 14 (3).

Bridge deck spalls

15. (1) If a bridge deck spall exceeds both the surface area and depth set out in the Table to this section, the standard is to repair the bridge deck spall within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 15 (1); O. Reg. 366/18, s. 13.

(2) A bridge deck spall is deemed to be in a state of repair if its surface area or depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 15 (2); O. Reg. 47/13, s. 14.

(3) In this section,
 “bridge deck spall” means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge. O. Reg. 239/02, s. 15 (3).

**TABLE
 BRIDGE DECK SPALLS**

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1,000 cm ²	8 cm	7 days
4	1,000 cm ²	8 cm	7 days
5	1,000 cm ²	8 cm	7 days

O. Reg. 239/02, s. 15, Table.

Roadway surface discontinuities

16. (1) If a surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Table to this section, the standard is to repair the surface discontinuity within the time set out in the Table after becoming aware of the fact. O. Reg. 23/10, s. 9; O. Reg. 366/18, s. 13.

(1.1) A surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, is deemed to be in a state of repair if its height is less than or equal to the height set out in the Table to this section. O. Reg. 47/13, s. 15.

(2) If a surface discontinuity on a bridge deck exceeds five centimetres, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the surface discontinuity on the bridge deck. O. Reg. 23/10, s. 9; O. Reg. 366/18, s. 13.

(2.1) A surface discontinuity on a bridge deck is deemed to be in a state of repair if its height is less than or equal to five centimetres. O. Reg. 47/13, s. 15.

(3) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at joints or cracks in the paved surface of the roadway, including bridge deck joints, expansion joints and approach slabs to a bridge. O. Reg. 23/10, s. 9.

**TABLE
SURFACE DISCONTINUITIES**

Class of Highway	Height	Time
1	5 cm	2 days
2	5 cm	2 days
3	5 cm	7 days
4	5 cm	21 days
5	5 cm	21 days

O. Reg. 239/02, s. 16, Table.

Sidewalk surface discontinuities

16.1 (1) The standard for the frequency of inspecting sidewalks to check for surface discontinuity is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 23/10, s. 10; O. Reg. 47/13, s. 16 (1); O. Reg. 366/18, s. 13.

(1.1) A sidewalk that has been inspected in accordance with subsection (1) is deemed to be in a state of repair with respect to any surface discontinuity until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge of the presence of a surface discontinuity in excess of two centimetres. O. Reg. 47/13, s. 16 (2).

(2) If a surface discontinuity on or within a sidewalk exceeds two centimetres, the standard is to treat the surface discontinuity within 14 days after acquiring actual knowledge of the fact. O. Reg. 366/18, s. 14.

(2.1) Revoked: O. Reg. 366/18, s. 14.

(3) A surface discontinuity on or within a sidewalk is deemed to be in a state of repair if it is less than or equal to two centimetres. O. Reg. 366/18, s. 14.

(4) For the purpose of subsection (2), treating a surface discontinuity on or within a sidewalk means taking reasonable measures to protect users of the sidewalk from the discontinuity, including making permanent or temporary repairs, alerting users' attention to the discontinuity or preventing access to the area of discontinuity. O. Reg. 366/18, s. 14.

(5) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at any joint or crack in the surface of the sidewalk or any vertical height difference between a utility appurtenance found on or within the sidewalk and the surface of the sidewalk. O. Reg. 366/18, s. 14.

Encroachments, area adjacent to sidewalk

- 16.2** (1) The standard for the frequency of inspecting an area adjacent to a sidewalk to check for encroachments is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 366/18, s. 15.
- (2) The area adjacent to a sidewalk that has been inspected in accordance with subsection (1) is deemed to be in a state of repair in respect of any encroachment present. O. Reg. 366/18, s. 15.
- (3) For greater certainty, the area adjacent to a sidewalk begins at the outer edges of a sidewalk and ends at the lesser of the limit of the highway, the back edge of a curb if there is a curb and a maximum of 45 cm. O. Reg. 366/18, s. 15.
- (4) The area adjacent to a sidewalk is deemed to be in a state of repair in respect of any encroachment present unless the encroachment is determined by a municipality to be highly unusual given its character and location or to constitute a significant hazard to pedestrians. O. Reg. 366/18, s. 15.
- (5) If a municipality determines that an encroachment is highly unusual given its character and location or constitutes a significant hazard to pedestrians, the standard is to treat the encroachment within 28 days after making such a determination, and the encroachment is deemed in a state of repair for 28 days from the time of the determination by the municipality. O. Reg. 366/18, s. 15.
- (6) For the purpose of subsection (4), treating an encroachment means taking reasonable measures to protect users, including making permanent or temporary repairs, alerting users’ attention to the encroachment or preventing access to the area of the encroachment. O. Reg. 366/18, s. 15.

Snow accumulation on sidewalks

- 16.3** (1) Subject to section 16.4, the standard for addressing snow accumulation on a sidewalk after the snow accumulation has ended is,
- a) to reduce the snow to a depth less than or equal to 8 centimetres within 48 hours; and
- b) to provide a minimum sidewalk width of 1 metre. O. Reg. 366/18, s. 15.
- (2) If the depth of snow accumulation on a sidewalk is less than or equal to 8 centimetres, the sidewalk is deemed to be in a state of repair in respect of snow accumulation. O. Reg. 366/18, s. 15.
- (3) If the depth of snow accumulation on a sidewalk exceeds 8 centimetres while the snow continues to accumulate, the sidewalk is deemed to be in a state of repair with respect to snow accumulation, until 48 hours after the snow accumulation ends. O. Reg. 366/18, s. 15.
- (4) For the purposes of this section, the depth of snow accumulation on a sidewalk may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3) with necessary modifications. O. Reg. 366/18, s. 15.
- (5) For the purposes of this section, addressing snow accumulation on a sidewalk includes,
- (a) plowing the sidewalk;

- (b) salting the sidewalk;
- (c) applying abrasive materials to the sidewalk;
- (d) applying other chemical or organic agents to the sidewalk; or
- (e) any combination of the methods described in clauses (a) to (d). O. Reg. 366/18, s. 15.

Snow accumulation on sidewalks, significant weather event

16.4 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on sidewalks until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on sidewalks starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 15.

(2) If the municipality complies with subsection (1), all sidewalks within the municipality are deemed to be in a state of repair with respect to any snow present until 48 hours following the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 15.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) address snow accumulation on sidewalks in accordance with section 16.3. O. Reg. 366/18, s. 15.

Ice formation on sidewalks and icy sidewalks

16.5 (1) Subject to section 16.6, the standard for the prevention of ice formation on sidewalks is to,

- (a) monitor the weather in accordance with section 3.1 in the 24-hour period preceding an alleged formation of ice on a sidewalk; and
- (b) treat the sidewalk if practicable to prevent ice formation or improve traction within 48 hours if the municipality determines that there is a substantial probability of ice forming on a sidewalk, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. O. Reg. 366/18, s. 15.

(2) If ice forms on a sidewalk even though the municipality meets the standard set out in subsection (1), the sidewalk is deemed to be in a state of repair in respect of ice until 48 hours after the municipality first becomes aware of the fact that the sidewalk is icy. O. Reg. 366/18, s. 15.

(3) The standard for treating icy sidewalks after the municipality becomes aware of the fact that a sidewalk is icy is to treat the icy sidewalk within 48 hours, and an icy sidewalk is deemed to be in a state of repair for 48 hours after it has been treated. O. Reg. 366/18, s. 15.

- (4) For the purposes of this section, treating a sidewalk means applying materials including salt, sand or any combination of salt and sand to the sidewalk. O. Reg. 366/18, s. 15.

Icy sidewalks, significant weather event

- 16.6** (1) If a municipality declares a significant weather event relating to ice, the standard for addressing ice formation or ice on sidewalks until the declaration of the end of the significant weather event is,
- (a) to monitor the weather in accordance with section 3.1; and
 - (b) if deemed practicable by the municipality, to deploy resources to treat the sidewalks to prevent ice formation or improve traction, or treat the icy sidewalks, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 15.
- (2) If the municipality complies with subsection (1), all sidewalks within the municipality are deemed to be in a state of repair with respect to any ice which forms or is present until 48 hours after the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 15.
- (3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,
- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
 - (b) address the prevention of ice formation on sidewalks or treat icy sidewalks in accordance with section 16.5. O. Reg. 366/18, s. 15.

Winter sidewalk patrol

- 16.7** (1) If it is determined by the municipality that the weather monitoring referred to in section 3.1 indicates that there is a substantial probability of snow accumulation on sidewalks in excess of 8 cm, ice formation on sidewalks or icy sidewalks, the standard for patrolling sidewalks is to patrol sidewalks that the municipality selects as representative of its sidewalks at intervals deemed necessary by the municipality. O. Reg. 366/18, s. 15.
- (2) Patrolling a sidewalk consists of visually observing the sidewalk, either by driving by the sidewalk on the adjacent roadway or by driving or walking on the sidewalk or by electronically monitoring the sidewalk, and may be performed by persons responsible for patrolling roadways or sidewalks or by persons responsible for or performing roadway or sidewalk maintenance activities. O. Reg. 366/18, s. 15.

Closure of a highway

- 16.8** (1) When a municipality closes a highway or part of a highway pursuant to its powers under the Act, the highway is deemed to be in a state of repair in respect of all conditions described in this Regulation from the time of the closure until the highway is re-opened by the municipality. O. Reg. 366/18, s. 15.
- (2) For the purposes of subsection (1), a highway or part of a highway is closed on the earlier of,
- (a) when a municipality passes a by-law to close the highway or part of the highway; and
 - (b) when a municipality has taken such steps as it determines necessary to temporarily close the highway or part of a highway. O. Reg. 366/18, s. 15.

Declaration of significant weather event

16.9. A municipality declaring the beginning of a significant weather event or declaring the end of a significant weather event under this Regulation shall do so in one or more of the following ways:

1. By posting a notice on the municipality's website.
2. By making an announcement on a social media platform, such as Facebook or Twitter.
3. By sending a press release or similar communication to internet, newspaper, radio or television media.
4. By notification through the municipality's police service.
5. By any other notification method required in a by-law of the municipality. O. Reg. 366/18, s. 15.

REVIEW OF REGULATION

Review

- 17.** (1) The Minister of Transportation shall conduct a review of this Regulation and Ontario Regulation 612/06 (Minimum Maintenance Standards for Highways in the City of Toronto) made under the City of Toronto Act, 2006 every five years. O. Reg. 613/06, s. 2.
- (2) Despite subsection (1), the first review after the completion of the review started before the end of 2007 shall be started five years after the day Ontario Regulation 23/10 is filed. O. Reg. 23/10, s. 11.
- 18.** Omitted (provides for coming into force of provisions of this Regulation). O. Reg. 239/02, s. 18.

Apr 7
2026
10.2

THE CORPORATION OF THE TOWNSHIP OF McMURRICH/MONTEITH

BY-LAW 21-2026

Being a by-law to set and levy the Rates of Taxation
in the Township of McMurrich/Monteith for the year 2026

WHEREAS Section 290(1) of the Municipal Act, S.O. 2001, c.25, requires a local municipality to prepare and adopt a budget including estimates of all sums required during the year for the purposes of the municipality;

AND WHEREAS Section 307(2) of the Municipal Act, S.O. 2001, c.25, as amended, requires the tax rates and the rates to raise the fees or charges shall be in the same proportion to each other as the tax ratios established under Section 308 for the property classes are to each other;

AND WHEREAS the tax ratios on the aforementioned property for the 2026 taxation year have been set out in Bylaw 03-2026 of the Township of McMurrich/Monteith;

AND WHEREAS under Section 312 (2) of the Municipal Act, S.O. 2001, c.25, as amended, provides that for the purposes of raising the general local municipal levy, the council of a local municipality shall after the adoption of estimates for the year, pass a by-law levying a separate tax rate, as specified in the by-law, on the assessment in each property class in the local municipality rateable for the local municipality purposes;

AND WHEREAS Section 345(1) of the Municipal Act S.O. 2001, c.25, as amended, a municipality may pass by-laws to impose late payment charges for the non-payment of taxes or any instalment by the due date;

AND WHEREAS Section 355 (1) of the Municipal Act S.O. 2001, c.25, as amended, a municipality may pass a by-law that in any year the total amount of taxes to be imposed on a property would be less than the tax amount specified by the municipality in the by-law, the amount of actual taxes payable shall be zero or an amount not exceeding the specified amount;

AND WHEREAS certain education rates are provided in various regulations, and commercial and industrial education amounts have been requisitioned by the Province;

NOW THEREFORE be it resolved that the Council of the Corporation of the Township of McMurrich/Monteith enacts the following:

- 1. That the 2026 current municipal budget be adopted in the following amounts;

Expenditures	(Municipal)	\$	5,467,984.00
Public/Separate	(Education)	\$	<u>415,950.00</u>
Total		\$	5,883,934.00
Revenue	(Municipal)	\$	3,142,001.00
Taxation	(General Portion)	\$	2,325,983.00
Taxation	(School Portion)	\$	<u>415,950.00</u>
Total		\$	5,883,934.00

2. For the year 2026, the Township of McMurrich/Monteith shall levy upon the following the rates of taxation per current value assessment for general purposes;

Residential/Farm Assessment:	Education:	0.00153000
	General:	<u>0.00893139</u>
		0.01046139

Commercial Occupied Assessment:	Education:	0.00880000
	General:	<u>0.01026395</u>
		0.01906395

Industrial Occupied Assessment:	Education:	0.00425628
	General:	<u>0.00699328</u>
		0.01124956

Pipeline Assessment:	Education:	0.00206841
	General:	<u>0.00592062</u>
		0.00798903

Managed Forest Assessment:	Education:	0.00038250
	General:	<u>0.00223285</u>
		0.00261535

Aggregate Extraction:	Education:	0.00511000
	General:	<u>0.00569055</u>
		0.01080055

3. The balance of the Current Taxes shall become due and payable in 2 installments as follows: 50 percent of the final levy shall become due and payable on the 28th day of August, 2026; and the balance of the final levy shall become due and payable on the 28th day of October, 2026. Nonpayment of the amount on the date stated in accordance with this section shall constitute default.

A penalty shall be charged as follows;
1.25% on the first day of default plus an additional
1.25% on the first day of every calendar month thereafter in which the taxes remain unpaid.

4. For payments in lieu of taxes due to the Township of McMurrich/Monteith under the Municipal Act, 2001, actual amounts will be based on the assessment rolls and the municipal rates of taxation for the year 2026.
5. This By-law shall come into force and take effect immediately following third reading.

READ A FIRST time this 7th day of April, 2026.

READ A SECOND and THIRD time, PASSED, SIGNED and SEALED this 7th day of April, 2026.

Mayor

Clerk/Treasurer

Apr 7
2026
10.3

THE CORPORATION OF THE TOWNSHIP OF MCMURRICH/MONTEITH

BY-LAW 22 - 2026

Being a By-Law to confirm the proceedings of Council
Meeting: March 17 and 24, 2026

WHEREAS Section 5(3) of the Municipal Act, 2001, S.O. 2001, Chapter 24, as amended, requires a municipal Council to exercise a municipal power, including a municipality's capacity, rights powers and privileges under Section 9, by by-law unless the municipality is specifically authorized to do otherwise;

AND WHEREAS the Council of the Township of McMurrich/Monteith deems it desirable to confirm the proceedings of Council at its meeting hereinafter set out.

NOW THEREFORE THE CORPORATION OF THE TOWNSHIP OF MCMURRICH/MONTEITH HEREBY ENACTS AS FOLLOWS:

1. Ratification and Confirmation

That the action of this Council of the Township of McMurrich/Monteith at its meetings set out below with respect to each motion, resolution and other action passed and taken by this Council at its meetings, except where otherwise required, is hereby adopted, ratified and confirmed as if such proceedings and actions were expressly adopted and confirmed by its separate By-law.

Meeting held: March 17 and 24, 2026

2. Execution of all Documents

That the Mayor of the Council of the Township of McMurrich/Monteith and the proper officers of the Township of McMurrich/Monteith are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required and except where otherwise provided, the Mayor and Clerk are hereby authorized and directed to execute all necessary documents and to affix the Corporate Seal of the Township to such documents.

Read a first, second and third time, signed and the Seal of the Corporation affixed thereto and finally passed this 7th day of April, 2026.

Mayor
Glynn Robinson

Clerk-Treasurer
Cheryl Marshall

Apr 7
2026
10.4

THE CORPORATION OF THE TOWNSHIP OF MCMURRICH/MONTEITH

BY-LAW 23 - 2026

Being a By-Law to appoint a Chief Administrative Officer

WHEREAS Section 229 of the Municipal Act, S.O. 2001, Chapter M.25, as amended, states that a municipal Council may appoint a Chief Administrative Officer;

NOW THEREFORE the Council of the Township of McMurrich/Monteith enacts as follows:

1. THAT Terry Sararas is hereby appointed as Chief Administrative Officer for the Township of McMurrich/Monteith;
2. THAT the Chief Administrative Officer shall have the responsibilities and authority as described in the position description attached as Schedule "A" to this by-law;
3. AND THAT this by-law shall come into force and effect upon its passing and Bylaw 15-2024 be repealed.

READ a first, second and third time and finally passed this 7th day of April, 2026

Mayor
Glynn Robinson

Clerk-Treasurer
Cheryl Marshall

To Council
From Craig White

Apr 7, 2026
11.1

Recommendation

That Council:

1. Approve the implementation of an AI-Enhanced Council Meeting System Pilot;
 2. Direct staff to deploy transcription, captioning, and recording tools using the existing chamber audio system;
 3. Authorize the introduction of an AI decision-support tool on a pilot basis; and
 4. Direct staff to report back within six (6) months on outcomes, costs, and future opportunities.
-

Purpose

The purpose of this report is to present an opportunity to leverage the municipality's newly installed audio system to:

- Improve meeting documentation and accessibility
 - Enhance transparency and public engagement
 - Introduce AI-assisted decision-support tools for council
-

Background

Municipal governments are facing increasing expectations to:

- Provide transparent and accessible governance
- Manage complex decisions with limited staff resources
- Maintain accurate and searchable records

Recent advancements in artificial intelligence (AI) now make it feasible to introduce low-cost, high-value tools that support:

- Meeting transcription
- Real-time captioning
- Structured analysis of agenda items

The municipality's new audio system creates a strong foundation for implementing these tools.

Discussion

1. Recording & Archiving Improvements

- High-quality digital recordings of all meetings
 - Centralized and organized archive
 - Optional future video integration
-

2. Automated Transcription

- Full meeting transcripts generated automatically
 - Searchable by keyword, topic, or speaker
 - Offers staff additional options for minutes preparation
-

3. Real-Time Captioning

- Live captions displayed on chamber TV screen
 - Improves accessibility and inclusivity
 - Supports compliance with accessibility standards
-

4. AI Decision-Support Pilot

The proposed AI tool would:

- Analyze meeting transcripts in real time
- Provide structured outputs such as:
 - Risks to the municipality
 - Strategic advantages
 - Financial or operational considerations
 - Questions requiring clarification
 - Suggested next steps

Important:

The AI tool is strictly **advisory** and does not replace council or staff decision-making.

5. Additional Benefits

- Improved institutional memory
 - Faster retrieval of historical decisions
 - Enhanced public transparency
 - Better media and communications capability
 - Enhanced foundation for future use of technology
-

Financial Considerations

Item	Estimated Cost (CAD)
Transcription software	\$200 – \$600 annually
AI tools / subscriptions	\$300 – \$1,500 annually
Setup / configuration (one-time)	\$500 – \$2,000

Total Estimated Annual Cost: \$1000 – \$3,000

Funding Opportunities

Potential funding sources include:

- Regional Artificial Intelligence Initiative (RAII) for Northern Ontario
 - Ontario Community Infrastructure Fund (OCIF)
 - Ontario Municipal Partnership Fund (OMPF)
 - Northern Ontario Heritage Fund Corporation (NOHFC)
 - Accessibility-related grants (captioning and inclusion)
-

Risk Considerations

Risk	Mitigation
AI accuracy limitations	Human oversight maintained
Public perception concerns	Clear communication (advisory role only)
Data/privacy concerns	Use secure, approved platforms. All public meeting data is already public facing
Over-reliance on automation	Staff and council retain full control

Implementation Timeline

- **Months 1–2:** System setup and testing. POC testing with committees
 - **Months 2–3:** Transcription and captioning rollout
 - **Months 2–4:** AI pilot implementation
 - **Month 6:** Evaluation and report back
-

Conclusion

This initiative represents a low-cost, low-risk opportunity to significantly improve:

- Council operations
 - Public accessibility
 - Decision-making support
-

Addendum

As municipalities begin adopting artificial intelligence tools, it is important to establish a clear **AI Use Policy** to ensure these technologies are used responsibly, transparently, and in alignment with public expectations. An AI policy helps define appropriate use, protects privacy, ensures human oversight, and clarifies that decision-making authority remains with Council and staff. It also builds public trust by demonstrating that the municipality is proactively managing risks while embracing innovation.

Sample Municipal AI Use Policy (Concise Draft)

Policy Title:

Artificial Intelligence (AI) Use Policy

Purpose

To establish guidelines for the responsible, secure, and transparent use of artificial intelligence tools within the municipality.

Scope

This policy applies to all municipal staff, contractors, and elected officials using AI tools in the course of municipal business.

Guiding Principles

1. Human Oversight

AI tools are used to support—not replace—human judgment. All decisions remain the responsibility of Council and staff.

2. Transparency

Use of AI in municipal processes will be disclosed where appropriate, particularly where it informs reports, analysis, or public-facing materials.

3. Privacy & Data Protection

Confidential, personal, or sensitive municipal information shall not be entered into AI systems unless approved and compliant with applicable privacy legislation.

4. Accuracy & Verification

Outputs generated by AI must be reviewed and verified by staff prior to use in decision-making or public communication.

5. Accountability

Staff remain accountable for all work products, including those supported by AI tools.

6. Appropriate Use

AI may be used for tasks such as:

- Drafting and summarizing documents
- Research support
- Transcription and meeting analysis
- Identifying risks and considerations

AI shall not be used for:

- Making autonomous decisions
 - Replacing statutory responsibilities
 - Generating official records without review
-

Implementation

- The CAO (or designate) will oversee implementation of this policy
- Staff will receive guidance on approved tools and acceptable use
- This policy will be reviewed periodically as technology evolves

Apr 7
2026
12-1



March 5, 2026

SENT ELECTRONICALLY

Dear Member Municipalities,

Re: Discontinuation of Routine Beach Sampling

This letter is to inform you that the North Bay Parry Sound District Health Unit (Health Unit) will be discontinuing monitoring (conducting routine sampling) of recreational water at public beaches throughout the district, effective summer 2026. Follow-up will continue to occur for complaints. All municipalities will be supplied with updated public beach signage to support public awareness of water quality risks, health precautions, and safe swimming practices.

The decision to discontinue beach water sampling was presented to the Board of Health on February 27, 2026, along with the attached briefing note. The decision was informed by a review of the effectiveness of the program in terms of protecting the public’s health. The review identified several factors that limit the effectiveness and sustainability of routine beach water sampling, including:

- Provincial expectations to conduct weekly sampling is resource challenging given that the Health Unit has approximately 60 public beaches located across an expansive geography.
- Overall, illness risk from recreational water in the Health Unit region is low.
- Notification from the lab to the Health Unit of adverse sample results typically occurs approximately 3-4 days after collection due to shipping and laboratory processing times. The reduced ability to provide current risk information is problematic as it could result in a beach remaining closed even though it is no longer impacted.
- Beach sampling provides only a single point-in-time snapshot of water quality while it is known that conditions can change rapidly. Regardless of sampling results, individuals should always take certain precautions when visiting a beach to reduce the risk of enteric illnesses.
- Current signage does not address potential risks with public beach use in between the sampling dates or for beaches not routinely sampled.

Your lifetime partner in healthy living.
Votre partenaire à vie pour vivre en santé.

myhealthunit.ca

📍 345 Oak Street West,
North Bay, ON P1B 2T2

☎ 1-800-563-2808
705-474-1400

📠 705-474-8252

📍 90 Bowes Street, Suite 201,
Parry Sound, ON P2A 2L7

☎ 1-800-563-2808
705-746-5801

📠 705-746-2711

To help answer questions, the Health Unit will be hosting virtual information sessions for municipal representatives on the following dates and times:

1. **Thursday, March 26, 2026** – 10:00 a.m. to 11:15 a.m.
2. **Tuesday, March 31, 2026** – 4:30 p.m. to 5:45 p.m.
3. **Wednesday, April 1, 2026** – 1:00 p.m. to 2:15 p.m.

To register please complete the [information session form](#) or contact us at environmental.health@healthunit.ca or 705-474-1400 ext. 5400.

Sincerely,

Carol Zimbalatti

Dr. Carol Zimbalatti, M.D., CCFP, MPH
Medical Officer of Health/Executive Officer

Beach Sampling Discontinuation 2026 03 05

Final Audit Report


2026-03-05

Created:	2026-03-05
By:	Ashley Lecappelain (ashley.lecappelain@healthunit.ca)
Status:	Signed
Transaction ID:	CBJCHBCAABAASeuPRCxH9qIDknC-Hx_JSCYgCKhkWYnl

"Beach Sampling Discontinuation 2026 03 05" History

-  Document created by Ashley Lecappelain (ashley.lecappelain@healthunit.ca)
2026-03-05 - 6:26:36 PM GMT
-  Document emailed to Dr. Carol Zimbalatti (carol.zimbalatti@healthunit.ca) for signature
2026-03-05 - 6:26:40 PM GMT
-  Email viewed by Dr. Carol Zimbalatti (carol.zimbalatti@healthunit.ca)
2026-03-05 - 7:36:59 PM GMT
-  Document e-signed by Dr. Carol Zimbalatti (carol.zimbalatti@healthunit.ca)
Signature Date: 2026-03-05 - 7:37:29 PM GMT - Time Source: server
-  Agreement completed.
2026-03-05 - 7:37:29 PM GMT



North Bay Parry Sound District
Health Unit

Bureau de santé
du district de North Bay-Parry Sound

Environmental Health summer beach program

Brent Allen, Acting Program Manager for
Environmental Health

Our District and Historical Beach Monitoring Approach


Our District


- Large, predominantly rural geography with dispersed municipalities
- Most municipalities will have a public beach
- Approximately 60 public beaches meet the provincial definition

Historical Monitoring Approach


- 28–31 beaches sampled annually (approximately 50% coverage)
- Monthly sampling during the swimming season
- Beach selection based on capacity, historical results, and use
- Recognition that overall illness risk from recreational water is low

Program Limitations

 Sampling results are not timely for public protection. Results indicate a single point in time potentially creating a misinformed sense of safety.

 Re-sampling delays public warnings

 Water quality can change rapidly

 High levels of recreational water use occur outside of designated beach areas, where sampling is not conducted

 Current signage does not address potential risks with public beach use in between the sampling dates



Program Limitations (cont'd)



Inconsistent coverage raised equity concerns



Operational realities limit effectiveness



Laboratory and transport delays are unavoidable

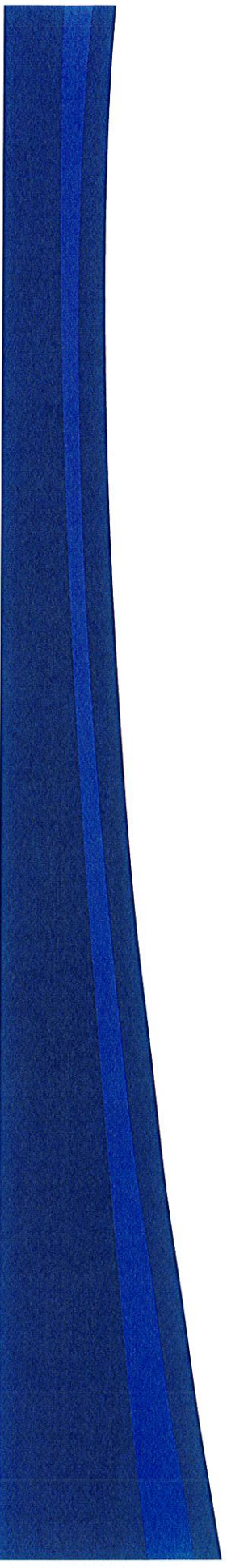


Beach season coincides with peak summer demand



Beach Program Assessment

- Included illness risk, program limitations, geographic realities, in addition to financial resources (staff time, mileage, courier costs)
- Reviewed provincial standards/guidance along with the Recreational Water Protocol, 2019
 - Evaluated criteria for 'unduly challenging' based on geography and resources
- Any decision made had to bring us into alignment and have support with the Recreational Water Protocol
- Determined permanent signage has benefits in our district
- Based on the assessment, the decision has been made to discontinue routine sampling, shift to complaint-based monitoring and move to posting of signs.

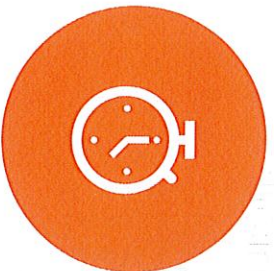


Why Individual Beach Posting

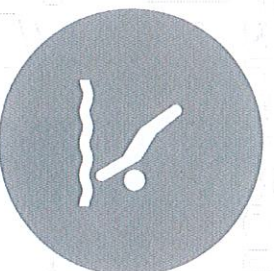
- The Recreational water protocol supports postings where weekly sampling is unduly challenging
- Immediate and visible risk communication
- Consistent messaging at every public beach
- Aligned with known risk factors such as rainfall
- Sampling results are not timely for public protection.
- Operations
 - Less reliance on couriers
 - Staffing challenges - beach sampling during peak summer demand
 - Reduced reoccurring annual costs



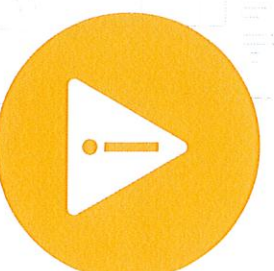
Next Steps



COMMUNICATION WITH
MUNICIPALITIES



SIGNS WILL BE PROVIDED TO
MUNICIPALITIES TO POST.



HEALTH UNIT WILL STILL BE
INVOLVED WITH COMPLAINT-
BASED INVESTIGATIONS

Questions?



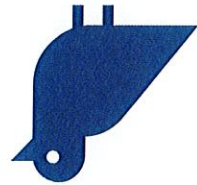
Beach Water Awareness

The following conditions can increase your risk of getting sick when swimming:

Heavy rainfall or high wind in the last two days.



Lots of birds in the water.



Visible algae, pond scum, or murky water.



To protect yourself:

Check for physical hazards.



Avoid getting beach water in your mouth.



Wash or sanitize your hands before eating.



Towel off well to help prevent swimmer's itch.



Questions?

1-800-563-2808



North Bay Sound District
Health Unit
Bureau de santé
du district de Nord-Est de la Baie



Environmental Health
Santé environnementale
myhealthunit.ca



March 13, 2026

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

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

Dear Minister Piccini,

At its meeting of Council on March 11, 2026, the Council of the Township of Oro-Medonte received correspondence from Association of Ontario Road Supervisors (AORS) regarding the above-mentioned request for support.

The Township of Oro-Medonte fully supports AORS in their request, as our staff have, on numerous occasions, been subjected to abusive and aggressive behaviour from members of the public. We respectfully request your support in advancing measures that will strengthen protections for municipal workers and contractors. With provincial partnership, municipalities can better safeguard the individuals who work tirelessly to maintain critical services and keep our communities functioning safely.

Sincerely,

Mayor Randy Greenlaw

Cc: Premier Doug Ford
Hon. Michael Kerzner, Solicitor General of Ontario
Hon. Jill Dunlop, Minister of Emergency Preparedness and Response
Hon. Rob Flack, Minister of Municipal Affairs and Housing

Hon. Prabmeet Sakaria, Minister of Transportation
Hon. Todd McCarthy, Acting Minister of Infrastructure
Doug Downey, MPP Barrie – Springwater - Oro-Medonte
Association of Municipalities of Ontario (AMO)
Association of Ontario Roads Supervisors (AORS)
Ontario Municipalities
Members of Oro-Medonte Council



AORS
PROMOTING KNOWLEDGE. PURSUING EXCELLENCE.

Minister of Labour, Immigration, Training and Skills Development David Piccini
14th Floor, 400 University Avenue
Toronto, ON M7A 1T7

February 5, 2026

Dear Minister Piccini,

On behalf of Ontario's municipal public works professionals, we are writing to raise an urgent health and safety concern that is increasingly placing municipal workers and subcontractors at risk while they maintain the critical infrastructure our communities rely on every day.

While the Occupational Health and Safety Act establishes important protections against workplace hazards, it does not adequately address a growing and very real threat: unsafe working conditions created by interference, harassment, and dangerous actions from members of the public.

Through consultations with AORS members across the province, we are hearing consistent and deeply troubling examples of escalating behaviour directed at municipal workers - particularly winter maintenance operators. These are not isolated incidents, but a pattern that is becoming increasingly normalized during significant weather events. Examples reported to AORS include:

- An individual throwing a large chunk of ice at an active piece of municipal equipment while it was operating.
- A resident threatening to kill a sidewalk plow operator.
- A man climbing onto a snow plow and refusing to get off until the operator agreed to plow his road next.
- Two municipal staff members being confronted, accosted, and aggressively yelled at in public - one at a gas station and another while simply standing in line for coffee - by individuals angry about road conditions that were not even under that municipality's jurisdiction, as well as a mailbox that had been struck.
- A voicemail left by a resident threatening to shoot a municipal plow driver with a shotgun the next time the street was plowed.
- A resident angry about snow at the end of their driveway jumping in front of an active plow and refusing to move. The plow was delayed for over an hour during a major snow event, placing service levels and the municipality's overall emergency response at risk. The situation was only resolved once supervisors and by-law officers arrived on scene.

These incidents represent only a small sample of what municipal plow drivers and winter maintenance crews are experiencing across Ontario. What was once limited to disgruntled complaints has escalated into direct threats, physical interference, and dangerous confrontations that place workers, subcontractors, and the public at risk. This issue is becoming a systematic threat to municipal service delivery and is only amplified during significant weather events.

Municipal workers and their contracted partners are responsible for maintaining roads, bridges, sidewalks, and other essential services - often in extreme weather and high-risk environments. When these workers are threatened or obstructed, it becomes not only a workplace safety issue, but a broader public safety concern. In some cases, conditions have become so unsafe that

municipal staff and subcontractors have walked off job sites, jeopardizing timely service delivery during critical events.

We respectfully ask the Province to consider the following changes:

- Under the Emergency Management and Civil Protection Act, when a municipality declares a Significant Weather Event, municipal winter maintenance vehicles and operators - including subcontractors working on behalf of municipalities - should be afforded enhanced protection, with interference or obstruction treated with the same severity as interference with police, fire, or paramedic services.
- Establish clear public-safety interference provisions, similar in intent to Ontario's Slow Down, Move Over legislation, that recognize the essential role of municipal roadside workers.
- Consider adopting provisions similar to Manitoba's recently passed Bill 38, an amendment to their Highway Traffic Act effective January 1, 2026, which requires motorists to maintain a minimum distance of 30 metres behind snowplows where speed limits are 80 km/h or lower, and 100 metres where speed limits exceed 80 km/h.

These changes would provide clarity, deterrence, and enforceability—sending a strong message that interference with municipal workers performing essential services will not be tolerated. Just as Ontario protects first responders from obstruction during emergencies, we must extend similar protections to the public works professionals who keep our communities safe, connected, and functioning.

AORS would welcome the opportunity to meet with you and your staff to discuss these concerns further and to collaborate on legislative solutions that better protect municipal workers and subcontractors while strengthening public safety across the province.

Thank you for your consideration of this critical issue.

Sincerely,



Karla Musso-Garcia, CRS-I
President, Association of Ontario Road Supervisors
Operations Manager, Township of Oro-Medonte



Kelly Elliott
Interim Executive Director
Association of Ontario Road Supervisors

Cc (via e-mail)

Premier Doug Ford

Minister of Emergency Preparedness and Response Jill Dunlop

Minister of Municipal Affairs and Housing Rob Flack

Minister of Transportation Prabmeet Sarkaria

Acting Minister of Infrastructure Todd McCarthy

Scott Butler, Good Roads Executive Director

Walid Abou-Hamde, Ontario Road Builders' Association Chief Executive Officer



AORS
PROMOTING KNOWLEDGE. PURSUING EXCELLENCE.

Solicitor General of Ontario Michael Kerzner
George Drew Building, 25 Grosvenor Street
Toronto, ON M7A 1Y6

February 5, 2026

Dear Solicitor General Kerzner,

On behalf of Ontario's municipal public works professionals, we are writing to raise serious concerns regarding the safety of municipal workers and subcontractors who are increasingly facing harassment, threats, and dangerous interference from members of the public while delivering essential municipal services - particularly during winter maintenance and emergency operations.

Across Ontario, municipal public works teams are responsible for maintaining critical infrastructure that residents depend on every day, including roads, sidewalks, bridges, and drainage systems. During significant weather events, these workers are frontline responders, ensuring emergency vehicles can travel safely and that communities remain connected and accessible. However, the behaviour directed at them has escalated well beyond routine complaints and has become a direct threat to both worker safety and public safety.

Through consultations with AORS members province-wide, we continue to receive troubling reports that illustrate the seriousness of this issue. These include:

- An individual throwing a large chunk of ice at an active piece of municipal equipment while it was operating.
- A resident threatening to kill a sidewalk plow operator.
- A man climbing onto a snowplow and refusing to get off until the driver agreed to plow his road next.
- Two staff members confronted and aggressively accosted in public - one at a gas station and another while simply waiting in line for coffee - by individuals angry about road conditions and a mailbox strike that were not even related to that municipality.
- A voicemail threatening to shoot a plow driver with a shotgun the next time the street was plowed.
- A resident jumping in front of an active plow during a major snow event and refusing to move, delaying operations for over an hour and jeopardizing service levels and overall emergency response.

These examples represent only a small sample of the experiences municipal plow drivers and winter maintenance crews are facing across the province. What was once occasional frustration has escalated into intimidation, threats of violence, and direct interference with equipment and operations.

Equally concerning is that municipalities do not always receive consistent enforcement support when these incidents occur. We have heard directly from members who contacted the Ontario Provincial Police for assistance and were advised that, unless a physical assault had already taken place, the situation was "not a police matter." Waiting until a worker has been physically harmed before intervention is neither preventative nor acceptable.

This gap leaves municipalities and workers vulnerable and sends an unintended message that threatening or obstructive behaviour toward municipal staff carries little consequence. It also places supervisors and by-law officers in situations that may exceed their authority or capacity to manage safely.

We believe a proactive and coordinated response is needed. Municipal workers and their subcontractors should not have to choose between their personal safety and providing critical services during storms and emergencies.

We respectfully ask that the Province of Ontario and the Ontario Provincial Police take a clear and strong stance that interference, threats, and harassment directed at municipal public works staff will not be tolerated. Specifically, we would welcome:

- Clear direction and guidance to police services, including the OPP, that threats, intimidation, and obstruction of municipal workers performing essential duties warrant timely enforcement and support.
- Recognition that interference with winter maintenance and emergency public works operations presents a broader public safety risk, not merely a municipal operational issue.
- Enhanced coordination between municipalities and local police services during significant weather events and emergency responses to ensure worker safety and continuity of service.
- Consideration of legislative or policy tools that provide stronger deterrence and consequences for those who threaten or obstruct municipal staff and contractors.

Municipal public works professionals are essential workers. They keep roads open for ambulances, fire trucks, school buses, and the travelling public. Their safety should be treated with the same seriousness as that of other frontline responders.

AORS would welcome the opportunity to meet with you and your staff to discuss these concerns and explore practical steps to ensure consistent enforcement support and stronger protections for municipal workers across Ontario.

Thank you for your attention to this important matter and for your continued leadership in public safety.

Sincerely,



Karla Musso-Garcia, CRS-I
President, Association of Ontario Road Supervisors
Operations Manager, Township of Oro-Medonte



Kelly Elliott
Interim Executive Director
Association of Ontario Road Supervisors

Cc (via e-mail)
Premier Doug Ford

April 2026
12-3



Board Meeting Agenda

Date: Thursday, March 26, 2026

Time: 6:00PM

Location: Strong Township Office – 28 Municipal Ln, Sundridge

Zoom Meeting Details to Follow.

AGENDA

1. Call to Order
2. Acceptance of the February 26, 2026 ACED Meeting Minutes (Resolution 2026-12)
3. Round Table Introductions (if required)
4. Staff Report
 - a. Discussion Items
 - i. AHSS Student Engagement
 - ii. RED Strategic Plan Update
 - iii. Tourism and Marketing Update
5. Round table comments or updates from Board Members
6. FedNor Updates
7. MND Updates
8. Next Meeting Date: April 23, 2026
9. Adjournment (Resolution 2026-13)

**ALMAGUIN COMMUNITY ECONOMIC DEVELOPMENT
(ACED)**

**MINUTES
February 26, 2026**

A regular meeting of the ACED Board was held at the Armour Township and virtually on February 26, 2026 at 6:00 pm.

Present: Vicky Roeder-Martin, Township of McMurrich/Monteith
Sheri Norman, AHCC Representative
Margaret Ann MacPhail, Township of Perry
Sharon Smith, Village of Sundridge
Rod Ward, Township of Armour
Tim Bryson, Township of Strong
Wendy Whitwell, Township of Armour
Joe Lumley, Township of Perry

Regrets: Courtney Metcalf, Director of Economic Development
Dan Robertson, Ryerson Township
Sheri Norman, AHCC Representative
Trista Porter, MND
Noel Walker, FedNor

Staff: Megan Yemm, Communications and Marketing Officer
Dave Gray, CAO Armour Township

Call to Order

The meeting was called to order at 6:00 pm.

Video Recording Disclaimer:

Participants were informed that the meeting will be recorded to provide a record of discussions and agreements held within the meeting. By staying in the meeting, virtually or in-person, participants consented to being recorded.

Minutes

The minutes of the meeting of Thursday, January 22nd, 2026 were adopted as presented.

Round table introductions took place.

Director's Report

ACED Staff covered the following items from the report:

1. Sub-committee meeting regarding municipal buy-in packages was discussed. The proposed cost was too low, and that any buy-in options should be limited to tourism and marketing to ensure value for paying member municipalities.

The board discussed the importance of regional marketing to external audiences without highlighting municipal distinctions. It was decided not to proceed with buy-in packages. ACED will continue regional marketing, including non-member municipalities where appropriate, while prioritizing members. Staff will track non-member requests and interactions for value reporting.

2. An update on the signage plan was given. FedNor funding was declined. A second application to ROD was submitted for a higher percentage cost-share. The project scope has been refined and is now shovel-ready. Gateway signage was deemed ineligible under the criteria and would require an encroachment permit from MTO. If the project does not proceed, funds may be reallocated as seed funding for a trade show or other initiatives in 2026.
3. Trades/Home Show Update was given. A survey has been developed and distributed and will also be used at the April 8 QuickBooks workshop. Participation in a trades/home show was discussed to engage trades and retail sectors.
4. ACED staff provided an update on the Strategic Plan. The Board discussed the value of updating the now-outdated RED Strategic Plan to provide clearer guidance to staff. The potential to engage a consultant was further considered to support this work, with funding to be drawn from ACED reserves.

FedNor Update

No update at this time.

MND Update

No update at this time.

Resolutions

1. 2026-08– Moved by Vicki Roeder-Martin; Seconded by Wendy Whitwell
Be it resolved that the Almaguin Community Economic Development Board approved January 22, 2026, meeting minutes, as amended. Carried
2. 2026-09 – Moved by Wendy Whitwell; Seconded by Vicki Roeder-Martin
Be it resolved that the Almaguin Community Economic Development Board approve the allocation of up to \$25,000 from ACED reserves for the purpose of retaining a consultant to support the development of the Regional Economic Development Plan Update. Carried
3. 2026-10 – Moved by Wendy Whitwell Seconded by Sharon Smith
Be it resolved that the Almaguin Community Economic Development Board has received the amended Municipal Fees for Service Staff Report, inclusive of feedback provided by the sub-committee; approves the report as presented Carried.

Adjournment

4. 2026 - 11 – Moved by Tim Bryson; Seconded by Margaret Ann McPhail
Be it resolved that the Almaguin Community Economic Development Board adjourn the February 26, 2026 ACED Meeting at 7:55PM. Carried.

The next meeting will be March 26th, 2026, at 6:00 p.m. at the Strong Township Office. If this changes, members will be advised.



Director of Economic Development (DoED) Report
March 26, 2026

Core Activity Tracking – (Since last report)

Activity:	Interactions	Description
Business Assistance		
Start Up Files	2	Armour, M/M
Expansion Files	1	Sundridge
Developer Files		
General Support	1	Perry
Brand Ambassador		
High Priority		
Business Visits		
Program Referrals		
Non-Member Support Requests	4	(2) SR, Machar, Burk's Falls
Marketing*		
ACED Website Updates	25	Events, Tourism & Lifestyle News, Business News, Lease & Investment Properties
Social Media Posting	20	(EXPLORE) 9 (ACED) 11
Facebook/Instagram Reach	13,625	(EXPLORE) 12173 (ACED) 4579
Facebook/Instagram Views	57410	(EXPLORE) 39,802 (ACED) 17,608
Facebook/Instagram Likes/Followers	6455	(EXPLORE Facebook) 2956 (EXPLORE Instagram) 1119 (EXPLORE TikTok) 508 (ACED Facebook) 1872
Website Tracking		
Total Users / Views	2,800	
Most viewed pages (besides landing page)		Events, Business Directory, ACED
Communications		
Email Blasts	2	ACED Business monthly, QuickBooks Workshop
Organization Meetings	4	RCIP, NECO, SFEP, AHHC
Partnership Projects		
Municipal Visits	3	Sundridge, Strong, McMurrich/Monteith
Member Interactions / Support Requests		
Media Comment Requests		

Current Files & Projects

Project 1A – Business Support

Contractors and Trades Support

Carried from last report: A QuickBooks Workshop will be held on April 8 in partnership with the AHCC and The Business Centre. This introductory session is designed to support self-employed

trades and contractors and will also serve as an initial engagement opportunity with the local trades sector. Participants will be invited to complete a survey to help identify industry needs, desired support, and interest in an Almaguin Trades Show, including preferred timing and format.

Almaguin Trade Show

Initial research is underway to assess the viability of hosting a local trades-focused trade show. This work will explore key considerations such as estimated hosting costs, potential venue options, and overall feasibility within the region. In addition, efforts will be made to better understand the level of interest from businesses operating within the trades sector, as their participation will be critical to the success of the event.

To support this, a survey has been developed to gauge interest, preferred format, and potential participation from local trades businesses. The survey will be distributed to attendees at the upcoming QuickBooks event, as well as shared through existing networks, including connections with Home Hardware and the Almaguin Highlands Chamber of Commerce. The feedback collected will help determine whether to proceed with further planning and, if so, how best to structure the event to meet industry needs.

Project 1C – AHCC Partnerships

ACED staff will be attending the upcoming AHCC Business Social on Tuesday, March 24th, hosted at Bethel Church in Sundridge.

As part of the agenda, ACED has been invited to speak and will be providing a brief overview of current services, as well as highlighting upcoming initiatives and opportunities for engagement. This will allow staff to raise awareness of available supports, share updates on ongoing projects, and encourage feedback and collaboration from attendees.

International Women's Day

ACED Staff attended the Women's Own Resource Centre's annual International Women's Day Gala in South River. The event featured a keynote address by Avery Swartz and provided valuable networking opportunities with women from across the Almaguin region.

The CMO developed an International Women's Day campaign highlighting five influential women from the Almaguin community. The campaign generated 2,551 views and sparked meaningful engagement, including thoughtful comments and discussions recognizing additional influential women within the community.

Project 2A- Community Organization Support

The CMO created an events listicle and accompanying social media post highlighting activities taking place during March Break at member municipality libraries. Additionally, the CMO attended the magic show featuring Peter Mennie at the Perry Library and created a social media post promoting the event, with a link to the website article titled "*How Almaguin Libraries Serve Rural Communities*," which highlights the important role libraries play in rural communities like Almaguin.

Project 2B – Regional Recreation & Municipal Support

Village of Sundridge Support

The DoED met with the subcommittee and the private business to further discuss the proposed development opportunity, with a focus on clarifying priorities, identifying potential constraints, and outlining next steps in the process. The discussion was productive and helped ensure alignment between all parties as the project moves forward.

Following this meeting, ACED staff will be working closely with the business to develop two separate concept plan options for Council's consideration. These options will aim to present

different approaches to the development, allowing Council to review and provide direction based on feasibility, community fit, and overall strategic alignment.

McMurrich/Monteith Support

The DoED developed a business survey targeting McMurrich/Monteith businesses. The intent of the survey is twofold: to gather up-to-date business information for inclusion in both the ACED and Municipal business directories, and to better understand the types of supports and resources currently being requested by the local business community. The information collected will help ensure that directories remain accurate and useful, while also informing future programming and service delivery to better align with identified needs. At this time, the survey has received 12 responses from local businesses, and staff will continue to promote participation to strengthen the overall dataset and ensure broad representation.

Project 3A – Almaguin Housing Task Force

No updates at this time.

Project 3B – Transportation

Almaguin Community Transportation Committee

No updates at this time.

The Return of Passenger Rail Service

Following the call with Ontario Northland in February to discuss potential first mile/last-mile transportation solutions, there have been no further updates or follow-up at this time.

During the initial discussion, Ontario Northland indicated a willingness to support local initiatives such as a Community Bus Pilot and potential ride-share programs. They also shared information on relevant resources and funding programs that could help advance these types of projects. ACED staff will continue to monitor updates and explore these opportunities further as part of ongoing efforts to improve local transportation options.

Project 3C AHSS Student Engagement

The DoED delivered presentations to four classes at Almaguin Highlands Secondary School, with a focus on encouraging student participation in this year's youth survey. In addition to promoting the survey, the presentation highlighted the broader challenges associated with youth outmigration and emphasized ACED's ongoing efforts to help build a community that young people feel motivated to return to after pursuing education or employment opportunities elsewhere. To date, 34 survey responses have been collected, and staff will continue to encourage additional participation to further strengthen the dataset.

Building on this momentum, the DoED has a follow-up meeting scheduled for Friday, March 27th with Student Council representatives. This meeting will focus on planning the next round of Life Skills Workshops, which were first introduced in 2024. ACED is aiming to host these workshops again in April or May, with proposed topics including managing credit, budgeting as a student, interview skills, goal setting, and developing healthy living and meal planning habits. These sessions are intended to provide practical, real-world knowledge that supports students as they prepare for greater independence.

Project 3D Almaguin RED Strategic Plan Update

The DoED has completed the Request for Proposals (RFP) for the 2026 Strategic Plan Update. This document outlines the scope of work, project expectations, and submission requirements, and has been developed to guide the selection of a qualified consultant to support the update process.

The RFP will be circulated directly to consultants operating within the region, in addition to being publicly promoted from March 27th through to the submission deadline of April 17th. This approach is intended to encourage a broad and competitive response.

Pending the outcome of the procurement process, the anticipated project start date is early May, allowing sufficient time to complete the Strategic Plan Update within the desired timeframe.

Project 4A – Brand Strategy Implementation

Phase 2 – Physical Brand Roll Out

No updates at this time.

Social Media/Explore Almaguin Website/Email Marketing/Content

With Ontario Maple Weekend approaching next month, the CMO created a maple season events roundup website article, along with a complementary social media post highlighting local syrup producers and events, including the Almaguin Maple Syrup Festival, which generated over 2,800 views and 73 clicks to the website.

The CMO refreshed and re-filmed a new “We’re from Almaguin” reel highlighting four local businesses. The reel was an immediate online success, generating over 17,000 views across social media platforms. Due to strong interest from additional local businesses and available content, a second reel is currently in development, with a further installment planned for summer.

The CMO refreshed the Brand Ambassador Spotlight, posting 4 features on local businesses that received 1844 total views.

The Almaguin Business monthly email blast was distributed, achieving 273 opens and 124 total clicks. An additional email was sent to the ACED business subscriber list promoting the QuickBooks workshop on April 8, including a direct link encouraging subscribers to complete the trades survey.

Project 4B – Tourism Promotion

Meeting with Explorers’ Edge

The CMO and DoED met with Explorers’ Edge to continue strengthening the partnership and to ensure ongoing collaboration throughout the 2026 marketing year. Discussions included opportunities for content sharing and coordinated social media efforts to expand reach. The 2026 Star Party partnership opportunity was also discussed, including the possibility of Explorers’ Edge hosting ticket sales. Additional topics included sharing information on local trail systems and identifying businesses to be featured in upcoming Explorers’ Edge social media content.

Almaguin End-Of-Summer Star Party

Building on the success of last year’s event, planning is now underway for the 2026 Almaguin Star Party. This includes continued partnership with the North Bay Astronomy Club and ongoing discussions with Screaming Heads regarding the event location. In addition, a Dark Sky Preservation and Dark Sky Tourism resource page will be added to the website, accompanied by a supporting social media campaign, with assistance from Stéphane Picard of Cliff Valley Astronomy.



RESOLUTION

2026-12

Be it resolved that the Almaguin Community Economic Development Board approve the February 26, 2026 ACED meeting minutes as: (please circle).

CIRCULATED

AMENDED

MOVED BY: _____

SECONDED BY: _____

CARRIED: Yes No

Comments:



RESOLUTION

2026-13

Be it resolved that the Almaguin Community Economic Development Board adjourn the March 26th, 2026, ACED Meeting at _____ P.M.

MOVED BY: _____

SECONDED BY: _____

CARRIED: Yes No

Comments:

For Immediate Release

March 26, 2026

FONOM Welcomes Key Northern Investments in Ontario Budget and NORDS Extension

NORTHERN ONTARIO – The Federation of Northern Ontario Municipalities (FONOM) acknowledges the Province of Ontario’s 2026 Budget and welcomes several measures that will support communities, economic growth, and quality of life across Northern Ontario.

FONOM is encouraged to see the continued commitment to the Northern Ontario Resource Development Support (NORDS) program, which has been extended for an additional three years at \$15 million annually.

FONOM has consistently advocated for the continuation of NORDS, recognizing its importance in supporting municipalities experiencing growth and pressures related to resource development.

“FONOM appreciates the Province’s decision to extend the NORDS program for an additional three years,” said **Dave Plourde, President of FONOM**. “This program provides important support to Northern municipalities, helping to address infrastructure pressures and enabling communities to plan for growth and respond to development opportunities.”

“The ability to stack funding over multiple years remains a key strength of the program,” added Plourde. “It allows municipalities to move forward with larger infrastructure projects and provides greater certainty for municipal financial planning.”

FONOM will continue to advocate for the program to be made permanent and to expand eligibility to include agriculture alongside mining and forestry as recognized sectors within NORDS.

Supporting Northern Communities and Economic Growth

FONOM also highlighted several additional budget measures that will have positive impacts across Northern Ontario:

- A historic reduction in the small business corporate income tax rate from 3.2 per cent to 2.2 per cent, supporting local businesses and economic activity
- An additional \$300 million over six years through the Community Sport and Recreation Infrastructure Fund, supporting youth development and community infrastructure
- Continued investment through the \$20 million Fire Protection Grant for 2026–2027, supporting forest fire preparedness and response in Northern Ontario
- \$1.1 billion in additional funding for home and community care services, helping seniors remain in their communities
- \$284 million over four years to support small, rural, and Northern post-secondary institutions, addressing higher costs and French-language service needs

“These investments reflect an understanding of the unique needs of Northern Ontario communities,” said **Maggie Horsfield, First Vice-President of FONOM**. “From supporting local businesses and youth development to strengthening health care and education, these measures will help build stronger and more resilient communities across the North.”

Supporting Growth and Housing Affordability

FONOM also welcomes the Province’s continued efforts to improve housing affordability, including measures to remove the provincial portion of the HST on eligible new homes. These changes are expected to reduce costs for families and help stimulate new housing development across Ontario.

“These housing measures are positive and will help make new home construction more attainable,” added **Dave Plourde, President of FONOM**. “This is particularly important in Northern Ontario, where communities are working to attract and retain residents and support workforce growth.”

Continued Advocacy on Northern Highways

FONOM reiterated that improving the safety and capacity of Highways 11 and 17 remains a top priority.

“Highways 11 and 17 are critical to our communities, our economy, and Canada’s supply chains,” said Plourde. “We will continue to work with both the Province and the federal government to advance long-term solutions that improve safety, reliability, and capacity along this corridor.”

FONOM noted that continued progress will require coordinated action between both levels of government and reaffirmed its commitment to advancing this issue as a national priority.

Looking Ahead

FONOM remains committed to working collaboratively with all levels of government to support economic development, improve infrastructure, and strengthen Northern communities.

“Today’s budget includes several positive steps for Northern Ontario,” said Plourde. “We look forward to continuing to work with the Province and federal partners to build on this momentum and ensure our communities have the tools they need to grow and succeed.”

Media Availability

Dave Plourde, President,
Federation of Northern Ontario Municipalities
705-335-1615 | fonom.info@gmail.com



ADR
CHAMBERS

Integrity Commissioner Office
for The Township of McMurrich Monteith

Apr 7
2026
12.5

MICHAEL MAYNARD
Integrity Commissioner
E-mail: integrity@adr.ca

March 30, 2026

SENT BY E-MAIL TO:

Cheryl Marshall, Clerk/Treasurer
clerk@mcmurrichmonteith.com

**Re: File No.: IC-35894-0326: Township of McMurrich/Monteith Integrity Commissioner
Annual Report for the operating period of December 19, 2024 to December 18, 2025**

Dear Ms. Marshall,

Thank you for the opportunity to act as the Integrity Commissioner (the "IC") for the Township of McMurrich/Monteith (the "Township") over the past year. In accordance with the terms of the agreement with the Township, and pursuant to section 223.6(1) of the *Municipal Act, 2001*, we are providing our annual report for the operating period of December 19, 2024 to December 18, 2025.

As you know, the IC's role is to help Members of Council ("Members") ensure that they are performing their functions in accordance with the Township's Code of Conduct (the "Code"), and the *Municipal Conflict of Interest Act* ("MCIA"). Upon request, I am available to educate and provide advice to Members on matters governing their ethical behaviour and compliance with those requirements. My office and I are also responsible for assessing and investigating complaints received from Council, staff, and members of the public respecting alleged breaches of the Code or the MCIA.

Requests for Advice

During this operating period, there were no requests for advice.

Complaints

During this operating period, no Code of Conduct or MCIA complaints were received.

Billing

In accordance with our contract with the Township, the billings for the operating period, commencing December 19, 2024, and ending December 18, 2025, totaled \$18,693.03. The current billing reflects work completed during the previous operating period and invoiced during the current operating period.

Final Comments

We look forward to assisting the Township and its Members of Council in contending with the issues that may arise in connection with the administration of its Code of Conduct in the coming year.

Yours truly,

A handwritten signature in black ink, appearing to read 'M. Maynard', with a long horizontal stroke extending to the right.

Michael Maynard,
Office of the Integrity Commissioner, Township of McMurrich/Monteith

Apr 7
2026
12:6



The proposed Sudbury Barrie Transmission Line

Join us at a community open house to learn more about this project

Ontario's long-term demand for electricity is increasing. To meet this demand, Hydro One will invest in a new priority transmission line between Sudbury and Barrie.

The proposed priority project is a new single-circuit, 500-kilovolt (kV) transmission line that will span approximately 300 kilometres from the Hanmer Transformer Station (TS) in Sudbury to the Essa TS near Barrie, including associated station facility expansions. The line is expected to be in service in 2032.

The project includes the direction from the Ontario government to complete development work for a second new single-circuit, 500-kV transmission line. The proposed transmission line will be developed in partnership with First Nations and help support new generation opportunities in northern Ontario, strengthen reliability and prepare the system for future growth. A recommended in-service date for the second line will be determined by the Independent Electricity System Operator.

This critical infrastructure will support reliability, foster economic growth and investments and ensure a dependable power supply for the significant increase in electricity use anticipated in northern Ontario.

Next steps

Join us in person or online in April to learn more about the project.

This project will be subject to the Class Environmental Assessment (Class EA) for Transmission Facilities (2024), a planning process that includes opportunities for public and community input. Later this year, Hydro One will issue a Notice of Commencement to formally start the Class EA. At that time, we will also invite you to a second round of community open houses where we will share a project update, including route alternatives for the proposed lines.

If you'd like to be added to the project contact list, share comments or ask questions, please reach out to us anytime.

Community Relations

 1-877-345-6799

 Community.Relations@HydroOne.com

 See reverse for map

Join us at a drop-in community open house to meet the team, ask questions and share your input.

Monday, April 13

4 to 7 p.m.
East Bayfield
Community Centre
80 Livingstone St. E.
Barrie

Tuesday, April 14

4 to 7 p.m.
Royal Canadian Legion
Branch 117
30 Mary St.
Parry Sound

Wednesday, April 15

4 to 7 p.m.
Centennial Arena
4333 Centennial Dr.
Hanmer

Thursday, April 16

4 to 7 p.m.
Bracebridge Sportsplex
110 Clearbrook Trail
Bracebridge

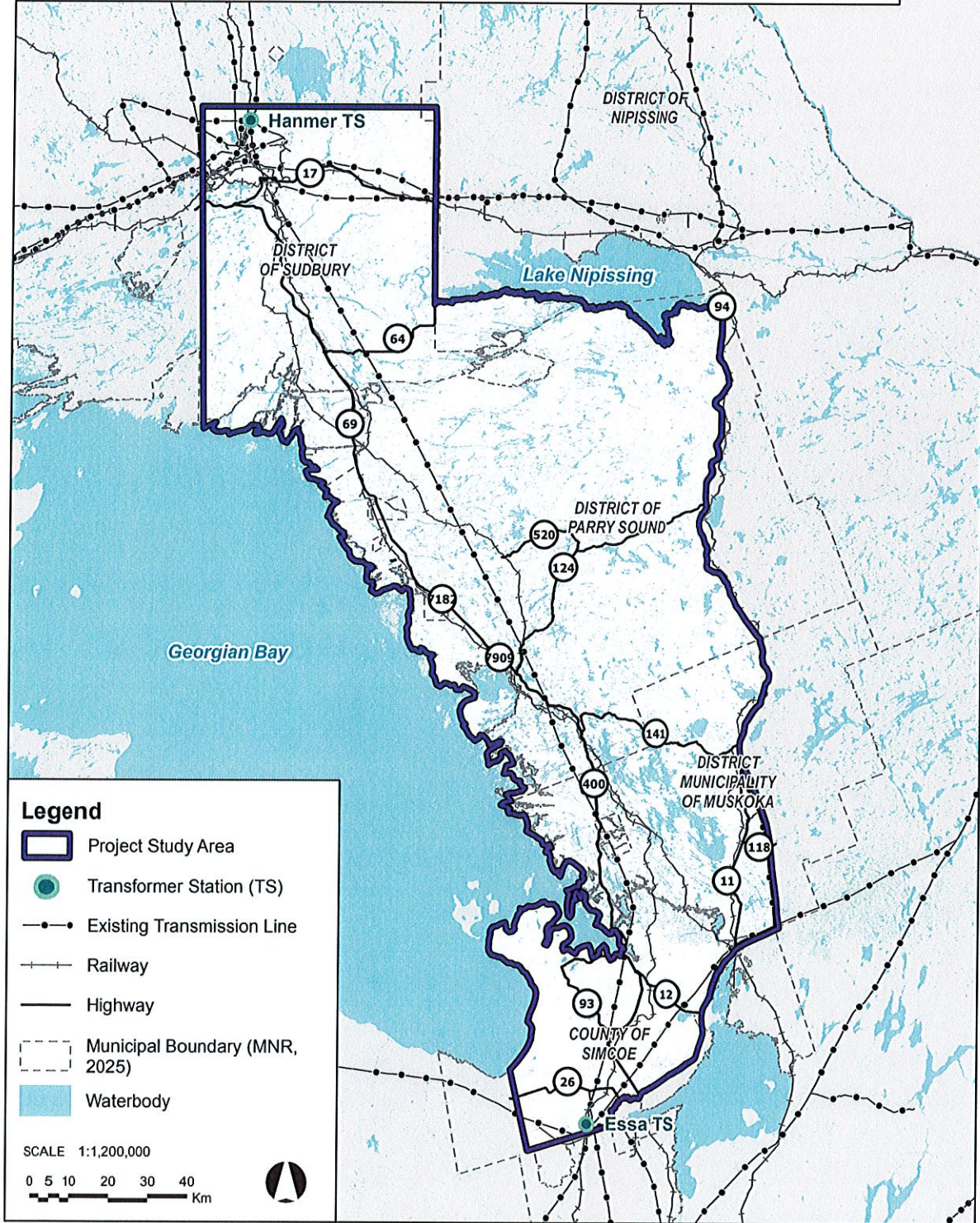
You can also attend an online community open house:

Please register at HydroOne.com/SBTL

Tuesday, April 21

6 to 7 p.m.
Platform: Microsoft Teams

Sudbury Barrie Transmission Line Project Study Area



Project study area – the area in which we are evaluating route alternatives and the final routes for the lines.

Freedom of Information and Protection of Privacy Act

All personal information included in your request – such as name, address, telephone number and property location – is collected, under the authority of Section 30 of the *Environmental Assessment Act* and is collected and maintained for the purpose of creating a record that is available to the general public. As this information is collected for the purpose of a public record, the protection of personal information provided in the *Freedom of Information and Protection of Privacy Act* (FIPPA) does not apply (s.37). Personal information you submit will become part of the available public record unless you request that your personal information remain confidential. If you have any accessibility requirements in order to participate in this Study, please contact Community Relations listed above.