

TOWN OF HALTON HILLS – GENERAL INFORMATION PACKAGE

COUNCIL MEETING – April 20, 2026

ADVISORY/SPECIAL COMMITTEES AND BOARD MEETING MINUTES

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Halton Hills Public Library Board Meeting

Wednesday, February 25, 2026

Georgetown Branch

7:00 – 9:00 p.m.

Minutes

Members Present: Betsy Cospers, Christina da Rocha-Feeley (Vice Chair), Councillor Alex Hilson, Keith Medenblik, Tamara Smith, Alice Strachan (Chair), Lisa Teggart

Staff Present: Clare Hanman, Beverley King, Lori Mazza Brenton (Recorder), Lee Puddephatt, Mary Querques

Regrets: Councillor Bob Inglis, Jane Marshall

1.0 Call to Order

A. Strachan declared that a quorum was present and called the meeting to order at 7:02 p.m.

2.0 Land Acknowledgement

L. Teggart read an Indigenous Land Acknowledgment.

3.0 Approval of Agenda

Moved By: Councillor A. Hilson

Seconded By: C. da Rocha-Feeley

THAT the agenda be approved.

CARRIED

4.0 Disclosure of Conflict of Interest

NIL

5.0 Minutes of Previous Library Board and Sub-Committees Meetings

Moved By: K. Medenblik

Seconded By: B. Cospers

THAT the following minutes are hereby approved:

5.1 Minutes of the Library Board meeting held on November 26, 2025

5.2 Minutes of the Advocacy Committee meeting held on October 6, 2025

CARRIED

6.0 Consent Agenda

- The Code of Conduct for Library Users Policy, which has been updated to include merged content from the rescinded Social Media Policy will be updated to reflect Board feedback.
- Discussion ensued about the 2025 Quarter 4 metrics, noting the impact of the downtime in October 2025 during the implementation of the new ILS and attendance trends for smaller versus larger programs.

Moved By: T. Smith

Seconded By: K. Medenblik

THAT the following Consent items from the February 25, 2026, Library Board meeting are hereby adopted:

6.1 Report No. LBD-2026-001 re: Policy Review: Social Media – Second Review

6.2 Report No. LBD-2026-002 re: Policy Review: Volunteer – Second Review

6.3 Report No. LBD-2026-003 re: Policy Review: Accessibility – Second Review

6.4 Report No. LBD-2026-004 re: 2025 Quarter 4 Metrics

CARRIED AS AMENDED

7.0 Correspondence

NIL

8.0 Presentation/Delegations

NIL

9.0 Business Arising

9.1 Report No. LBD-2026-005 re: Board Self-Evaluation

- Board members were asked to complete an online self-evaluation survey by March 5 to collectively reflect on the Board's effectiveness in fulfilling its governance responsibilities.
- Survey results will be shared with the Board in aggregate form as part of the March 2026 meeting package.

Moved By: T. Smith

Seconded By: Councillor A. Hilson

THAT Report No. LBD-2026-005 dated February 20, 2026, regarding the Board Self-Evaluation be received.

CARRIED

9.2 Memo No. LBM-2026-001 re: Access to Board Materials

- With the launch of a new HHPL website in March 2026, the Board Secure Portal will be replaced with a new Library Board SharePoint site.
- The SharePoint site will serve as the centralized location for all Board materials, support collaboration on shared documents, and be launched as a pilot.

- Town-issued Microsoft 365 accounts have been created to support Board access.
- Board members will continue to use their personal email accounts for Board correspondence.
- Support with Microsoft 365 account setup and SharePoint access will be provided to Board members as needed.

Moved By: Councillor A. Hilson

Seconded By: T. Smith

THAT Memo No. LBM-2026-001 dated February 20, 2026, regarding Access to Board Materials be received.

CARRIED

9.3 Report No. LBD-2026-006 re: Policy Review: Board Succession Planning – Second Review

- Additional information was included following the first review, and language was revised based on recommendations from the Ontario Library Service.
- The succession planning timeline was updated.
- A Succession Planning Working Group, consisting of C. da Rocha-Feeley, L. Teggart, and K. Medenblik, was formed to draft succession planning materials.

Moved By: T. Smith

Seconded By: B. Cospers

THAT Report No. LBD-2026-006 dated February 20, 2026, regarding the Policy Review: Board Succession Planning – Second Review be received;

AND FURTHER THAT the Board approves the Board Succession Planning Policy.

CARRIED

10.0 Updates – including Sub-committees

10.1 Advocacy Committee

- A. Strachan thanked Board members for submitting prospective donors or community influencers for the Advocacy Committee to review.
- Board members were encouraged to assist in identifying potential sponsors to support HHPL's signature programs and new initiatives.
- The upcoming municipal election was discussed.

10.2 Friends of the Library

- The Friends met on February 19.
- Book sales continue to perform well.
- The Annual General Meeting is scheduled for April 16, followed by distribution of the next Friends' newsletter.
- The Friends will support a refresh of the Georgetown Branch Children's Area.

10.3 Council

- Councillor A. Hilson provided an update on the public meeting about 9094 Regional Road 25, the approval of a single-source contract for election equipment, and the deferral of the Downtown Acton Secondary Plan.

10.4 Community Connections

- Several Board members attended *The Librarians* film screening at the John Elliott Theatre on February 24 as part of Freedom to Read Week.

10.5 Professional Associations

- A. Strachan announced that Councillor A. Hilson began his one-year term as president of the Ontario Library Board Association in January 2026.

Councillor A. Hilson reported on the Ontario Library Board Association (OLBA):

- He recently presented to North County Public Library as part of an OLBA initiative for council members to engage with library boards across Ontario.
- OLBA will host an ONLibChat webinar on March 23 from 4:00-5:00 pm on the topic of Power Shifts and Public Libraries: Elections, Trustees, and What It Means for Boards and Staff.

C. da Rocha-Feeley reported on the Ontario Library Service (OLS):

- The OLS Board has a meeting scheduled for February 28, during which professional development initiatives and the upcoming spring election will be discussed.

B. King reported:

- The Canadian Federation of Library Associations held its Annual General Meeting on February 25.
- The Federation of Ontario Public Libraries (FOPL) will hold its quarterly meeting on February 27.

11.0 Financial Report

11.1 Month End Report – November 2025 and Preliminary December 2025

As of December 2025:

- Total revenues are over budget due to the receipt of unbudgeted grant and donation revenue.
- Salaries, wages, and benefits are under budget by approximately 1.6%.
- Materials and supplies are over budget by approximately 27% mainly due to expenditures related to grant programs.
- Preliminary December year-end report shows the Library is approximately 1% under budget.

Moved By: Councillor A. Hilson

Seconded By: B. Cospier

THAT the financial month end report for November 2025 and Preliminary December 2025 be received.

CARRIED

12.0 New Business

12.1 Report No. LBD-2026-007 re: 2026 Personnel Policy Manual (PPM) Revisions

- The Personnel Policy Manual (PPM) is reviewed annually.
- The proposed amendments reflect changes in legislation, housekeeping corrections, and current best practices.
- Updates include new guidance on the use of Artificial Intelligence (AI), revisions to the workplace violence and harassment prevention schedule, and expanded scope and purpose to clarify Library Board Trustee applicability regarding access to Town technology.
- Approved changes will be incorporated into the 2026 PPM, effective January 1, 2026.

Moved By: L. Teggart

Seconded By: B. Cospers

THAT Report No. LBD-2026-007 dated February 20, 2026, regarding the 2026 Personnel Policy Manual (PPM) Revisions be received;

AND FURTHER THAT the Halton Hills Public Library Board approves the Halton Hills Public Library's 2026 Personnel Policy Manual.

CARRIED

12.2 Report No. LBD-2026-008 re: Award of Single Source Contract for Public Computer and Print Management Systems

- HHPL approached four vendors and received two quotes for public computer and print management systems.
- Only one vendor met HHPL's operational and resource requirements. The contract was awarded to Envisionware.

Moved By: K. Medenblik

Seconded By: C. da Rocha-Feeley

THAT Report No. LBD-2026-008 dated February 20, 2026 regarding the Award of Single Source Contract for Public Computer and Print Management Systems, prepared in accordance with HHPL's Purchasing Policy, be received;

AND FURTHER THAT the Board approves the award of the contract to Envisionware for the provision of public computer and print management systems at HHPL, based on the two quotes received.

CARRIED

12.3 Report No. LBD-2026-009 re: Halton Information Providers (HIP) Update

- B. King provided an overview of Halton Information Providers (HIP), a joint venture with the four Halton public libraries and the Halton Resource Connection that manages the Halton Community Services Directory, with Oakville Public Library serving as the lead agency.
- A 2025 Service Review confirmed HIP's continued value to the community.
- HIP is funded through Halton Region and grants, and partners are working with Halton Region to prepare a request for longer-term operating support.

Moved By: Councillor A. Hilson

Seconded By: T. Smith

THAT Report No. LBD-2026-009 dated February 20, 2026, regarding the Halton Information Providers (HIP) Update be received.

CARRIED

12.4 Memo No. LBM-2026-002 re: Provincial Changes to Blue Box Recycling Program

- As of January 1, 2026, Ontario's Blue Box recycling system transitioned to Circular Materials. This shift has resulted in residential books no longer being accepted in recycling.
- HHPL is monitoring developments and investigating alternative disposal methods.

Moved By: L. Teggart

Seconded By: B. Cospers

THAT Memo No. LBM-2026-002 dated February 20, 2026, regarding Provincial Changes to Blue Box Recycling Program be received.

CARRIED

12.5 Report No. LBD-2026-010 re: 2025 Halton Hills Public Library Annual Report

- B. King presented a draft of HHPL's 2025 Annual Report.
- Staff will make updates based on the Board's feedback.
- The final version, along with a presentation, will be shared with Council in late March or early April.

Moved By: Councillor A. Hilson

Seconded By: B. Cospers

THAT Report No. LBD-2026-010 dated February 20, 2026, regarding the 2025 Halton Hills Public Library Annual Report be received.

CARRIED

12.6 Report No. LBD-2026-011 re: Chief Librarian & CEO Report – February 2026

- Food drives for Acton Foodshare and Georgetown Bread Basket will run from February 13 to March 22
- On March 28, Community Development Halton will host the “In My Backyard” interactive workshop on supporting residents experiencing homelessness.
- Approximately 2,000 people visited HHPL during Family Day.
- March Break (March 16-20) will include a full week of specialized programming centered on creativity and technology.

Moved By: K. Medenblik

Seconded By: C. da Rocha-Feeley

THAT Report No. LBD-2026-011 dated February 20, 2026, regarding the Chief Librarian & CEO’s Report – February 2026 be received.

CARRIED

12.7 Report No. LBD-2026-012 re: 2024 Library Comparator Statistics

- An overview was provided on provincial public library statistics and the Annual Survey of Public Libraries, which informs operating grant eligibility.
- HHPL compares favourably with libraries in its comparator groups, ranking in the top half for most categories.
- Limitations associated with using comparative statistics for benchmarking were discussed, including issues related to data timeliness and consistency.

Moved By: Councillor A. Hilson

Seconded By: T. Smith

THAT Report No. LBD-2026-012 dated February 20, 2026, regarding the 2024 Library Comparator Statistics be received.

CARRIED

13.0 Health and Safety Report

NIL

14.0 Next Meeting

March 25, 2026

7:00 p.m.

Georgetown Branch

15.0 Adjournment

Moved By: Councillor A. Hilson

Seconded By: B. Cosper

THAT the meeting be adjourned.

CARRIED

The meeting adjourned at 8:54 p.m.

Signed: _____

Alice Strachan, Chair
Halton Hills Public Library Board

Signed: _____

Beverley King, Chief Librarian & CEO
Halton Hills Public Library

APPROVED: March 25, 2026

DATED: March 25, 2026

April 2, 2026

Dear CAO Mills,

I am pleased to provide an update and clarity on the recent changes to the *Conservation Authorities Act* (CA Act) introduced through *Bill 97, Plan to Protect Ontario Act (Budget Measures), 2026* (Schedule 3 Conservation Authorities Act includes amendments to the CA Act).

Under this legislation, Conservation Halton, Credit Valley, Hamilton, and Niagara Peninsula Conservation Authorities will merge to form the Western Lake Ontario Regional Conservation Authority (WLOORCA). A transition committee will be established within 90 days of approval, including representatives of the predecessor CA and a Project Executive appointed by the Ontario Provincial Conservation Agency (OPCA). A transition plan will be approved by the OPCA, and a copy will be provided to the participating municipalities. A transition date of February 1, 2027, is proposed.

All ongoing planning matters and services (including services offered to municipalities under Memoranda of Understanding (MOUs)) will continue under the new Authority without disruption. The new Authority will assume the rights, obligations, assets and liabilities of the predecessor Authority. Additional details related to governance, watershed councils, and other matters will be finalized through future regulations.

Governance

Participating municipalities are all single- and upper-tier municipalities within the jurisdiction of the new Authority. New Regulations are proposed upon Royal Assent of Bill 97 Schedule 3, including:

- Prescribing a transition date (February 1, 2027, or later)
- Prescribing Board member details appointed to an Authority by the participating municipality
- Criteria for the appointment of a citizen member who is not a member of the council
- Watershed Councils

The formal transfer and consolidation to WLOORCA is scheduled for February 2027 (or updated per new regulations), post municipal elections, and once the new CA Board members have been appointed by the upper-tier and single-tier participating municipalities. Participating municipalities appointing members will need to notify OPCA of the appointments in writing.

2027 Budget Process

No changes are proposed to the 2027 budget process or the Budget Regulation at this time. The Province has asked that all budgets be submitted to municipalities before December 2026. The Minister may issue directions on CA budgetary matters in future.

Plan Review Services

It is business as usual for our plan review services. Accordingly, planning applications should continue to be circulated to Conservation Halton for review. Plan review comments under the Mandatory Programs and Services Regulation (O.R. 686/21), including natural hazards and source water protection, will be unchanged.

We will continue to provide our usual plan review services in a timely manner to support your ability to meet the legislated deadlines under the *Planning Act*.

Permits

It is business as usual for Conservation Halton's permitting services, with the exception of the provisions for Minister's Zoning Orders and Community Infrastructure and Housing Accelerator Orders (CA Act, s. 28.0.1) under Sections 34.1 and 47 of the *Planning Act*. We will collaborate with you on the efficient delivery of such permits as they arise.

Updated Fee Schedule

Conservation Halton's fee schedule for 2026 was approved by the Conservation Halton Board on February 12, 2026, and is available on our website (conservationhalton.ca/permitting/). The fee schedule meets the requirements of the Minister's List of classes of programs and services for which conservation authorities may charge a fee.

Other Services Provided through MOUs/Agreements

The recent legislative changes do not affect other services provided to municipalities. Conservation Halton will continue to work under arrangements through the signed MOUs and agreements.

We value the strong relationship, collaboration, and support of our municipal partners. We will ensure that you receive timely updates through Conservation Halton as we advance through this process over the next six months. In the meantime, should you have any questions or concerns, please feel free to reach out to me directly or my office (Adriana Birza, Senior Advisor, abirza@hrca.on.ca).

Sincerely,



Chandra Sharma
President & Chief Executive Officer
Conservation Halton

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

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

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

Background

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

Protection of the Corridor and Request for Planning Applications

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

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

Pursuant to Ontario Regulations 543/06, 544/06, and 545/06, for development applications partially or fully within the Parkway Belt Transmission Corridor, we ask that electronic notice be provided to the following individuals:

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

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

Seeking Feedback

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

More Information

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

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

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

Sincerely,

The Parkway Belt Transmission Corridor Team

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

2026 Parkway Belt Transmission Corridor Study: Initial Study Area



March 20, 2026

Re: Project Introduction Letter - Upcoming Kitchener Corridor Halton Subdivision Expansion - Transit and Rail Project Assessment Process (TRPAP) Environmental Project Report

Metrolinx is planning for future expansion of infrastructure along the Halton Subdivision of the Kitchener GO Line Corridor between Bramalea GO Station and Georgetown GO Station.

We are writing to provide some preliminary information about the project and upcoming environmental assessment to be completed under the Transit and Rail Project Assessment Process (TRPAP).

Project Background

The Halton Subdivision of the Kitchener Corridor is owned by CN Railway (CN) and extends approximately from Bramalea GO Station to Georgetown GO Station (Mile 11.06 to Mile 24.1) of the Kitchener Corridor (refer to Figure 1 below).

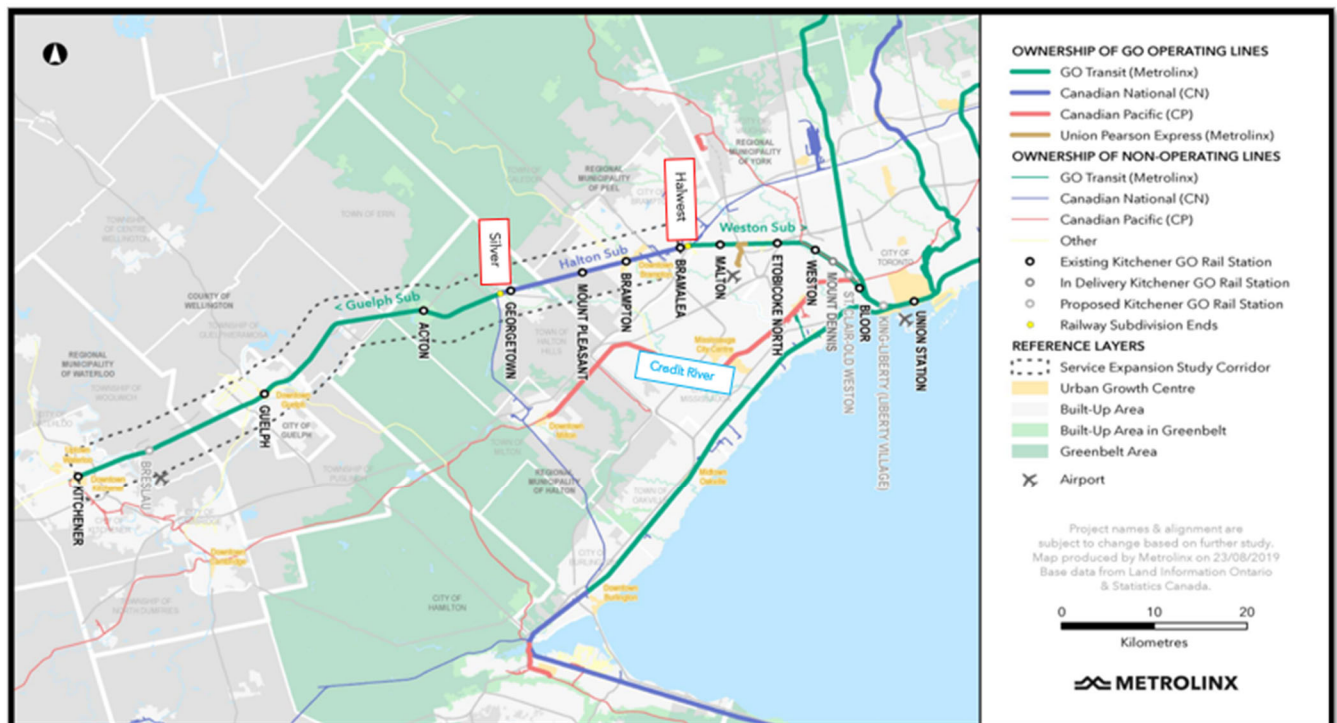


Figure 1: Kitchener Corridor Context Map

To support future expansion of infrastructure along the Kitchener GO Line Corridor, corridor widening is proposed between Weston Subdivision (Mile 16.46 to Mile 16.80) to Halton Subdivision (Mile 11.06 to Mile 23.70).

Additional tracks, new rail-to-rail grade separation and all associated works (grading, signals, culvert extensions, bridge expansions, affected crossings upgrades, Brampton GO Station modifications, Mount Pleasant GO Station modifications, etc.) will provide separation between freight and passenger trains. Once complete, Metrolinx will own two of the four tracks on the corridor. The expansion aims to enable two-way, all-day GO train service with increased frequency, improving connectivity and capacity for both commuters and interregional travelers.

Transit and Rail Project Assessment Process (TRPAP)

Metrolinx will be completing supporting environmental studies and undertaking consultation activities to assess potential impacts of the proposed Project and identify associated mitigation and future commitments and will document the planning and decision-making process of the TRPAP in an Environmental Project Report (EPR) completed in accordance with the requirements of Ontario Regulation (O. Reg) 231/08 and O. Reg 50/24.

The project is currently in the preplanning phase of the TRPAP, with studies and field work commencing in Spring 2026 and consultation continuing through Spring and into Fall 2026.

Preliminary Project Schedule (subject to change)

The schedule below provides a preliminary overview of the project timelines and public and stakeholder consultation.

Task	Anticipated Timing
Project pre-planning and Field Work	Winter and Spring 2026
Public Information Centre # 1	Late Spring/Early Summer 2026
Draft Environmental Project Report Review	Late Summer 2026
Notice of Commencement	Fall 2026
Public Information Centre # 2	Fall 2026
Notice of Completion	Fall 2026/Winter 2027
30-day Public Review of EPR	Fall 2026/Winter 2027
35-day Minister Review Period	Fall 2026/Winter 2027
Statement of Completion	Fall 2026/Winter 2027

Metrolinx understands that you may have an interest in the project, or jurisdiction within the project area. We would ask if you could confirm your interest in the project and if you would wish to continue to be included on the Project Contact List to receive notices about the project, if you require additional information, or if you wish to discuss this project in more detail.

Metrolinx would appreciate any feedback, comments or questions by April 15, 2026. However, if you are unable to provide feedback by this date, Metrolinx still welcomes input after this time at your earliest convenience to be considered as part of the next stages for the project.

Yours truly,

Kitchener Halton Expansion Team



The Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

March 25, 2026

Re: Time-Sensitive: Strengthening Municipal Accountability and Public Trust (Bill 9)

Dear Premier Ford,

When we met in Sarnia last August, we discussed Bill 9 and its intent to strengthen municipal accountability. At that time, I affirmed my support for the province's effort to move this legislation forward. The fundamental principles of Bill 9 are sound and provide an important foundation; however, the Bill requires a significant change before it becomes law.

The introduction of a standardized code of conduct and the proposed integrity commissioner reforms are positive and necessary steps forward. However, based on more than four decades of experience in municipal politics, I believe the Bill's greatest flaw lies in its mechanism for removing councillors in **serious cases of misconduct**. Requiring local councils to participate in the removal of a peer, particularly through unanimous agreement, places councils in an inappropriate and untenable position. On matters of serious contention, unanimity is rarely achievable, rendering the mechanism effectively futile. This approach undermines both fairness and public confidence and fails to provide municipalities with a meaningful ability to act in extreme cases.

In circumstances of this magnitude, decisions should not rest with a council. Instead, such matters should be heard and ruled upon by an independent, non-partisan authority, removed from local political dynamics and capable of making impartial determinations in the public's interest.

If the provincial government intends to maintain municipal councils' responsibility for adjudicating such decisions, the threshold for action must be revised. A two-thirds majority, or a simple majority of council excluding the subject member, would provide a more reasonable, fair, and workable standard.

This is a time-sensitive issue, and the need for action is becoming more urgent as municipalities continue to encounter situations they are powerless to address. Without meaningful change, the current conditions and lack of adequate protection will have a chilling effect on those considering public office at the municipal level. Capable, community-minded individuals may be discouraged from seeking election if there is no effective independent mechanism to address extreme misconduct, protect the integrity of council and the well-being of the community.

I am copying this letter to mayors and councils across Ontario in the hope that they will also raise their voices on this matter before the legislation is finalized, to ensure this serious flaw is addressed in what is otherwise an important and necessary piece of legislation for the Province of Ontario and its municipalities for the 2026-2030 council term of office.

Thank you for your consideration. I would welcome the opportunity to discuss these concerns and possible paths forward at your convenience.

Sincerely,



Mike Bradley
Mayor, City of Sarnia



Cc: The Honourable Rob Flack, Minister of Municipal Affairs and Housing
John Fraser, MPP, Interim Leader, Ontario Liberal Party
Marit Stiles, MPP, Leader of the Official Opposition, Ontario NDP Party
Bob Bailey, MPP for Sarnia-Lambton
Association of Municipalities of Ontario (AMO)
Mayor and Council for municipalities across Ontario
Sarnia City Council
Lambton County Council
City of Sarnia Senior Management

255 Christina St N
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April 09, 2026

In This Issue:

- AMO Board of Directors Elections.
- Building a Culture of Civility: AMO's Using Social Media and Online Platforms Handguide.
- Call for Nominations for the 2026 - 2028 OSUM Executive Committee Election.
- Explore AMO's one-of-its-kind candidate resource catalogue!
- Applications Open for EASE Grant.
- Northern Rideshare Framework.
- MMAH 2026 Election Guides.
- Ontario Webinar on Build Canada Homes.
- Mayor-Cao Relationship Series.
- OSUM 2026: The Small Urban Approach to Municipal Challenges.
- Preventing Escalated Behaviours Workshop: Practical Strategies for Safer Municipal Workplaces.
- Introducing AMO Conference 2026 Keynote: Curse of Politics.
- Indigenous Candidates Thinking of Running for Office – Join us April 9.
- Free Information Session for Youth Interested in Running for Municipal Council in October 2026.
- Is a Facility Lighting Upgrade in your budget?
- LAS Webinar: Introducing Road Patrol.
- Save on Your Employee Group Benefits Costs.
- Building Linkages in Emergency Management - June 2-3.
- Careers.

AMO Matters

Nominations for the AMO Board of Directors election will open on April 21st. [Click here for more election information](#) and timelines or email elections@amo.on.ca if you have any questions.

Through its Healthy Democracy and Workforce Development Projects, AMO has developed practical tools to help councils and staff manage conflict and foster a culture of civility. Our [Leading with Respect Handguides](#) offers resources over a series of seven key municipal areas of leadership. This week, we are profiling [Using Social Media and Online Platforms Handguide](#) that includes practical tools and guidance related to moderating online platforms, navigating personal and official accounts and social media policies.

The Call for OSUM Executive Nominations election is open. Those interested in running for the 2026-2028 OSUM Executive Committee term are required to [fill out the attached nomination form](#). Nomination form deadline for return is 4:00 p.m. on April 10, 2026.

Through its [Healthy Democracy Project](#), AMO has launched a candidate attraction and voter turnout campaign: If You Believe. They Believe. In the [Get Started section of the website](#) you can view a one-of-its-kind catalogue of candidate resources for every phase of the campaign journey. Please explore the resources and share with your networks!

Provincial Matters

The Enhancing Access to Spaces for Everyone (EASE) Grant awards up to \$60,000 for small capital projects for people with disabilities and older adults. Applications are open until May 7 at Ontario.ca/EaseGrant.

MTO is proposing a pilot to establish provincial requirements for rideshare operators, drivers, and vehicles operating along the Northlander passenger train corridor. [Provide feedback by April 10](#)

[Subscribe](#) to our email list.

The Ministry of Municipal Affairs and Housing have released their [guidance materials for the 2026 municipal elections](#) including the Voter's Guide, Candidate's Guide and Third-Party Advertiser's Guide.

Federal Matters

On April 24th, Housing, Infrastructure and Communities Canada will host a webinar explaining Build Canada Homes' portal and investment policy framework in Ontario. [Register now over Microsoft Teams](#).

Education Opportunities

AMO and OMAA present the next installment of the Mayor-CAO Relationship Series. This session focuses on upper-tier governance, featuring experienced CAO-Warden teams sharing practical leadership insights. [Register here](#).

Join your small urban colleagues in the Town of Parry Sound, April 29-May 1, for the 70th Ontario Small Urban Conference. We have built a program featuring key issues small urban municipal leaders are facing today from the impact of strong mayor powers, housing and homelessness, infrastructure challenges, incivility, weakened local journalism and more. [View program outline and register now](#).

In partnership with the Public Services Health & Safety Association, AMO is pleased to offer its members an interactive workshop focused on Preventing Escalated Behaviours. This session introduces practical, person-centred strategies to help recognize early signs of escalation, strengthen communication, and confidently and professionally respond to difficult situations. [Register for the two-part May 7 and May 28 workshop now](#).

AMO is pleased to announce the Curse of Politics podcast as the 2026 AMO Conference keynote speaker. Get ready for a commotion of insights, arguments, opinions and an impossibly loud laugh or two. If you haven't already, [register today for the AMO Conference](#).

AMO has expanded their Healthy Democracy campaign information workshops. We are now offering a series of workshops for urban Indigenous peoples interested in municipal office and running in the October 2026 elections. Facilitated by current and former elected officials, these sessions will provide insights and strategies to build your understanding and confidence around how to become a candidate and run a campaign. [Register here for one of three sessions](#).

Through AMO's Healthy Democracy Project, we are offering a series of free workshops for young people thinking about running for municipal office in the October 2026 elections. Facilitated by three current municipal leaders, these sessions will provide insights and strategies to build your understanding and confidence around how to become a candidate and running a campaign. [Register for the April 15 session here](#).

LAS

As budgets get approved, our [Facility Lighting Service](#) gets busy. Be sure to [let LAS know](#) if an LED Upgrade is in your future. We have a simple turn-key solution for that!

Building on our proven assessment program, LAS partner Citylogix is launching a [Road Patrol application](#) that delivers continuous visibility into road conditions — automatically, consistently, and in real time. Join our webinar on April 28th to learn how this new technology would work for your community. [Register Here](#).

The [LAS Group Benefits program](#) offered by Mosey & Mosey helps reduce your employee group benefit costs. The plan offerings are customizable to your municipality's needs. For more information, you can visit Mosey & Mosey at the OMHRA Conference, April 14 to 16 in Niagara Falls.

Municipal Wire*

[Building Linkages in Emergency Management](#) is an event that you won't want to miss, dedicated to advancing emergency management practices. It provides a unique opportunity to network with a diverse group of professionals, including emergency managers, first responders, municipal leaders, and others with a role in emergency management.

[Subscribe](#) to our email list.

[Senior Advisor - Association of Municipalities of Ontario \(AMO\)](#). Closing Date: April 14, 2026.

[Senior Planner \(Land Use Planning\) - Ministry of Municipal Affairs and Housing](#). Closing Date: April 24, 2026.

[Field Officer - City of Greater Sudbury](#). Closing Date: April 17, 2026.

[Waste Program Coordinator - Town of Newmarket](#). Closing Date: April 23, 2026.

About AMO

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April 02, 2026

In This Issue:

- Annual Report - Canada Community-Building Fund (CCBF).
- Call for Nominations for the 2026 - 2028 OSUM Executive Committee Election.
- AMO Launches Campaign to encourage participation in municipal elections.
- Help amplify AMO's candidate attraction and voter turnout campaign!
- Check out AMO's Using Social Media and Online Platforms Handguide.
- Ontario Heritage Framework Transformation: Archaeology Program changes.
- Applications Open for EASE Grant.
- Feedback Requested: Expanding the Canadian Navigable Waters Act.
- Ontario Webinar on Build Canada Homes.
- Introducing AMO Conference 2026 Keynote: Curse of Politics.
- New webinar: Mayor-CAO Relationship Series.
- Supporting your Run for Municipal Office in 2026: Resources and Workshops.
- Indigenous Candidates Thinking of Running for Office.
- Better Rural Data for Better Municipal Decisions - join ROMA TODAY at noon.
- OSUM 2026: The Small Urban Approach to Municipal Challenges.
- Preventing Escalated Behaviours Workshop: Practical Strategies for Safer Municipal Workplaces.
- Canoe JOC Event in Brantford.
- Stable natural gas rates all year long.
- Streamline Your Document Signing Process.
- Building Officials Training for Housing Permit Approvals.
- Careers.

AMO Matters

AMO released its [CCBF Annual Report](#) summarizing results from the investment of the Fund. Further details on CCBF activities, including progress on Asset Management, can be found in the [Outcomes Report](#).

[The Call for OSUM Executive Nominations](#) election is open. Those interested in running for the 2026-2028 OSUM Executive Committee term are required to fill out the attached [nomination form](#). Nomination form deadline for return is **4:00 p.m. on April 10, 2026**.

AMO has launched its province-wide campaign, When You Believe, They Believe, to showcase the everyday leadership of Ontarians and how it can translate into municipal office. Visit [whenyoubelieve.ca](#) to learn more.

Together, we can equip candidates and voters with the motivation and tools in preparation for the 2026 municipal election. By sparking participation now, we can build healthier local democracies for the future. Visit [AMO's Healthy Democracy Project public affairs campaign page](#) and download the toolkit to help amplify the reach and impact of this important campaign.

AMO's [Using Social Media and Online Platforms Handguide](#) includes practical tools and guidance related to moderating online platforms, navigating personal and official accounts and social media policies for consideration. This is one of seven guides included in AMO's Leading with Respect Handguides, which all provide practical tools to help councils and staff manage conflict and foster a culture of civility. These Handguides are the result of a joint initiative of AMO's Healthy Democracy and Workforce Development Projects

[Subscribe](#) to our email list.

Provincial Matters

The Ministry of Citizenship and Multiculturalism is proposing changes to Ontario's Heritage Framework to streamline archaeological assessments and set criteria for evaluating Licensed Consultant Archaeologists' compliance records. [Provide feedback by April 5.](#)

The Enhancing Access to Spaces for Everyone (EASE) Grant awards up to \$60,000 for small capital projects for people with disabilities and older adults. Applications are open until May 7 at Ontario.ca/EaseGrant.

Federal Matters

Transport Canada needs feedback from the public on their discussion paper on the proposed expansion of the Minor Works Order under the Canadian Navigable Waters Act. [Comments are due tomorrow, April 3rd.](#)

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AMO and OMAA present the next Mayor-CAO Webinar Series session on upper-tier governance, featuring experienced CAO-Warden teams sharing practical leadership insights. [Register here.](#)

Through our Healthy Democracy Project, we have designed a number of workshops and information sessions to support those considering a run for municipal office and those running again in the 2026 election. We are also offering a range of resources in addition to the workshops. [Register for workshops and access resources here.](#)

AMO has expanded their Healthy Democracy campaign information workshops. We are now offering a series of workshops for urban Indigenous peoples interested in municipal office and running in the October 2026 elections. These sessions will provide insights and strategies to build your understanding and confidence around how to become a candidate and run a campaign. [Register here.](#)

HEAR Initiative (Health, Economics, Adaptation in Rural Communities Initiative) is developing a new province-wide rural data platform designed to support more informed decision-making in rural communities. Join ROMA for an interactive information session **TODAY** at 12:00 p.m. to learn how household-level rural data can help strengthen municipal planning, funding applications, council decisions, advocacy efforts, and long-term community resilience across rural Ontario. [Register for the free session here.](#)

Join your colleagues in the Town of Parry Sound, April 29-May 1, for the 70th Ontario Small Urban Conference. In celebration of small urban leadership, we have built a program featuring key issues from housing and homelessness, infrastructure challenges, incivility, weakened journalism, and strong mayor powers from the unique small urban municipal perspective. [View program outline and register now.](#)

In partnership with the Public Services Health & Safety Association, AMO is pleased to offer its members an interactive workshop focused on Preventing Escalated Behaviours. This session introduces practical, person-centred strategies to help recognize early signs of escalation, strengthen communication, and confidently and professionally respond to difficult situations. [Register for the two-part May 7 and May 28 workshop now.](#)

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Join [Canoe](#) on April 8th in Brantford to learn more about Job Order Contracting (JOC), a new tool to modernize construction procurement. [Register Here](#).

LAS offers a [Natural Gas Program](#) that provides stable and predictable annual commodity pricing for municipal accounts through professional management and competitive supply arrangements. Over the last 5 years, a typical LAS client has saved more than 7% on their commodity costs.

Streamline your document signing process with secure and authentic online digital signatures through the Electronic Signature service offered by program partner, Notarius by Portage Cybertech. [Learn more](#).

Municipal Wire*

Help your building officials approve high-performance housing faster. Passivehouse Canada is coordinating a [12-hour online course](#) to provide the technical tools to review complex projects in-house, reducing delays and permit backlogs.

Careers

[Senior Advisor - Association of Municipalities of Ontario \(AMO\)](#). Closing Date: April 14, 2026.

[Team Lead - Ministry of Finance](#). Closing Date: April 16, 2026.

[Senior Data and Quality Analyst - Ministry of Finance](#). Closing Date: April 16, 2026.

[Data and Quality Analyst - Ministry of Finance](#). Closing Date: April 16, 2026.

[Manager of Capital Engineering - Town of Innisfil](#). Closing Date: April 19, 2026.

[Chief Financial Officer - City of Kawartha Lakes](#). Closing Date: April 12, 2026.

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March 26, 2026

In This Issue:

- AMO Launches Campaign to encourage participation in municipal elections.
- Annual Report - Canada Community-Building Fund (CCBF).
- Take a look at AMO's Fostering Civility at the Council Table Handguide.
- Proposed Harmonization of Municipal Road Construction Standards
- Ontario Heritage Framework Transformation: Archaeology Program changes
- Proposed Harmonization of Municipal Road Construction Standards
- Applications Open for EASE Grant
- Feedback Requested: Expanding the Canadian Navigable Waters Act.
- Supporting your Run for Municipal Office in 2026: Resources and Workshops
- Indigenous Candidates Thinking of Running for Office
- Better Rural Data for Better Municipal Decisions - join ROMA April 2.
- OSUM 2026: The Small Urban Approach to Municipal Challenges
- Preventing Escalated Behaviours Workshop: Practical Strategies for Safer Municipal Workplaces
- AMO Conference 2026: Registration is open!
- On the Road Again: LAS staff visit Ontario.
- Risk Management Grant - Apply by May 1.
- Apply now: AMCTO-Mitacs Municipal Innovation Internship Program.
- IPAC Emerging Leaders Conference.
- Careers.

AMO Matters

AMO has launched its province-wide campaign, [When You Believe, They Believe](#), to showcase the everyday leadership of Ontarians and how it can translate into municipal office. Visit whentheyoubelieve.ca to learn more.

AMO released its [CCBF Annual Report](#) summarizing results from investment of the Fund. Further detail on CCBF activities including progress on Asset Management can be found in the [Outcomes Report](#).

AMO's [Fostering Civility at the Council Table Handguide](#) provides principles, tips, and tools for managing conflict, being an active bystander, adopting civility pledges, and how to build effective working relationships with your council colleagues. This is one of seven guides found within AMO's Leading with Respect Handguides, which all provide practical tools to help councils and staff manage conflict and foster a culture of civility.

Provincial Matters

The Ministry of Transportation is seeking feedback on a proposed regulation that would set mandatory road construction standards for municipalities. [Provide feedback by March 30](#). The Ministry of Citizenship and Multiculturalism is proposing changes to Ontario's Heritage.

Framework to streamline archaeological assessments and set criteria for evaluating Licensed Consultant Archaeologists' compliance records. [Provide feedback by April 5](#).

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[Subscribe](#) to our email list.

The Enhancing Access to Spaces for Everyone (EASE) Grant awards up to \$60,000 for small capital projects for people with disabilities and older adults. Applications are open until May 7 at Ontario.ca/EaseGrant.

Federal Matters

Transport Canada needs feedback from the public on their discussion paper on the proposed expansion of the Minor Works Order under the Canadian Navigable Waters Act. [Submit your comments by April 3rd](#).

Education Opportunities

AMO is offering programs designed to support aspiring candidates and returning elected officials. Whether you are considering your first run for office, seeking re-election, representing an underrepresented community, or a youth, we have a program tailored for you. Resources range from helping you make the decision to run or run again, to building your team, crafting your message, and getting out the vote, and includes the Lead Where You Live guide for key steps in the process. [Register for workshops and access resources here](#).

AMO has expanded their Healthy Democracy Leadership Series. AMO is offering a series of workshops for urban Indigenous peoples thinking about running for municipal office in the October 2026 elections. These sessions will provide insights and strategies to build your understanding and confidence around how to become a candidate and run a campaign. [Register here](#).

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Municipalities carry significant responsibilities. The AMO Conference is your opportunity to gain a clear understanding of key issues and develop a support network for shared solutions to help you effectively lead in your community. [Don't miss it, register today](#).

LAS

LAS staff are on their spring roadtrips, learning how we can better help municipal staff and talking about our programs. Want to meet? [Contact us](#) to set up an in-person or virtual meeting.

The All Risk Municipal Grant recognizes and supports innovative risk management practices within municipalities. [Learn more and submit your proposal by May 1](#) for a chance to receive \$10,000 towards your project.

Municipal Wire*

Don't miss your chance to apply for the next intake of the AMCTO-Mitacs Municipal Innovation Internship Program. This program offers municipalities a cost-effective way to identify, advance, and address innovation or research challenges by partnering with a post-secondary student interested in a career in local government. To learn more or to submit an application, [Click Here](#).

The Institute of Public Administration of Canada is hosting a professional development event focused on

[Subscribe](#) to our email list.

Careers

[Program Advisor, Infrastructure Asset Management - Association of Municipalities of Ontario \(AMO\)](#).
Closing Tomorrow: March 27, 2026.

[Manager, Information, Privacy and Elections/Deputy City Clerk - City of Guelph](#). Closing Date: April 9, 2026.

[Director, External Relations - City of Thunder Bay](#). Closing Date: April 14, 2026.

[Intergovernmental Advisor - City of Guelph](#). Closing Date: April 12, 2026.

About AMO

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VIA EMAIL

March 25, 2026

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

Hon. Todd McCarthy, Minister of Environment, Conservation and Parks
Hasaan Basit, Ontario's Chief Conservation Executive
Hon. Stephen Crawford, MPP, Oakville
Hon. Zee Hamid, MPP, Milton
Natalie Pierre, MPP, Burlington
Joseph Racinsky, MPP, Wellington-Halton Hills
Effie Triantafilopoulos, MPP, Oakville North-Burlington
Chandra Sharma, President & CEO, Conservation Halton
Samantha Lawson, Grand River Conservation
Terri LeRoux, CAO, Credit Valley Conservation
Mike de Rond, Clerk, City of Burlington
Valerie Petryniak, Town Clerk & Director, Legislative Services, Town of Halton Hills
Meaghen Reid, Director, Legislative & Legal Services/Town Clerk, Town of Milton
William Short, Town Clerk, Town of Oakville
Association of Municipalities of Ontario

Please be advised that at its meeting held on Wednesday, March 25, 2026 the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: Preserving Local Input in Ontario's Conservation Authority System

WHEREAS Conservation Authorities play vital roles, including watershed management by protecting communities from natural hazards such as flooding; delivering programs and services that further the conservation, restoration and management of natural resources; and managing publicly owned assets, including greenspaces;

AND WHEREAS Halton Region works efficiently and collaboratively with its three conservation authorities (Conservation Halton, Credit Valley Conservation and Grand River Conservation), leveraging long-standing relationships and high-performance standards to advance key priorities for the Halton community, including Source Water Protection and supporting the delivery of the Region's infrastructure program;

AND WHEREAS in fall 2025, the Provincial Government announced proposed changes to Ontario's Conservation Authority system, including the creation of the Ontario Provincial Conservation Agency and consulted on the consolidation of Ontario's 36 Conservation Authorities;

AND WHEREAS on March 10, 2026, the Province announced plans to formally consolidate Ontario's Conservation Authorities into 9 new Regional Conservation Authorities, effective in 2027, along with details on the transition process and new governance framework;

AND WHEREAS while Halton Region supports the continued evolution of the Conservation Authority system and the Province's objectives to improve efficiency, coordination and service-delivery, additional and continuing consultation with municipalities is vital to ensure local input and interests are reflected and to support a clear and efficient transition process.

NOW THEREFORE BE IT RESOLVED:

THAT Halton Regional Council requests additional consultation with municipalities prior to the consolidation of the Conservation Authorities and continued consultation throughout the implementation process to ensure that local interests and assets such as greenspaces are preserved and existing high-performance standards are maintained;

AND THAT a copy of this resolution be sent to the Minister of the Environment, Conservation and Parks, Ontario's Chief Conservation Executive, Halton's MPPs, Halton's Local Municipalities, Conservation Halton, Credit Valley Conservation, Grand River Conservation and the Association of Municipalities of Ontario (AMO).

If you have any questions, please contact me at the email address below.

Sincerely,



Graham Milne
Regional Clerk
Graham.Milne@halton.ca



VIA EMAIL

Wednesday, March 25, 2026

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

Mike de Rond, Clerk, City of Burlington
Valerie Petryniak, Town Clerk & Director, Legislative Services, Town of Halton Hills
Meaghen Reid, Director, Legislative & Legal Services/Town Clerk, Town of Milton
William Short, Town Clerk, Town of Oakville

Please be advised that at its meeting held on Wednesday, March 25, 2026, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-08-26 – Active Transportation Grade-Separated Crossing Framework Study

THAT the Regional Clerk forward a copy of Report No. PW-08-26, re: “Active Transportation Grade-Separated Crossing Framework Study” to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for information.

Please find attached a copy of the above-noted report for your information. If you have any questions, please contact me at the email address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Milne".

Graham Milne
Regional Clerk
Graham.Milne@halton.ca



The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Lee Anne Jones, Commissioner, Public Works
Date:	March 25, 2026
Report No.:	PW-08-26
Re:	Active Transportation Grade-Separated Crossing Framework Study

Recommendation

THAT the Regional Clerk forward a copy of Report No. PW-08-26, re: “Active Transportation Grade-Separated Crossing Framework Study” to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for information.

Report

Executive Summary

- In response to Council’s July 9, 2025, Notice of Motion regarding Enhanced Connectivity and Safety at Intersections, the Active Transportation Grade-Separated Crossing Framework Study was undertaken to investigate options for separated crossings to enhance connectivity for communities (Executive Summary included in Attachment #1).
- The study specifically focussed on developing an assessment framework to consider opportunities for grade-separated active transportation crossings at Regional Roads, in consideration of the following:
 - under what conditions separated crossings would provide for connectivity to enhance usability;
 - principles and criteria where separated crossings could be beneficial to the community;
 - the approach to be used to further evaluate the feasibility of implementing separated crossings; and,
 - implementation opportunities.
- Grade-separated active transportation crossings enhance connectivity, safety and usability at mid-block locations by providing connections across a physical

barrier or to major destination, while at-grade protected intersections provide separate and dedicated space for pedestrians, cyclists and motorists navigating signalized intersections.

Background

The transportation system serving Halton consists of a multi-modal road network which includes walking and cycling infrastructure. Active transportation plays an important role in the provision of healthy and connected communities, supporting active lifestyles through walking and cycling.

As set out in Report No. PW-35-25, the Region is completing the Integrated Master Plan for Water, Wastewater and Transportation to update the Region's long-term infrastructure strategy to service growth to 2051. The preferred strategies, adopted by Council on November 12, 2025, through Report No. PW-35-25, include a transportation system that will be resilient and adaptable to support increasing travel demand and prioritizes active transportation, including protected intersections. The Integrated Master Plan transportation strategy includes walking and cycling networks to ensure the creation of a modern, efficient and connected network. Protected intersections create dedicated space for pedestrians, cyclists and motorists through for example, pavement markings and signage, cross rides, clearly designated refuge areas. Pedestrian and cyclist connectivity and network enhancements are considered through all stages of implementing a capital project, from planning to detailed design, to construction.

Through a July 9, 2025, Notice of Motion to Council re: Enhanced Connectivity and Safety at Intersections, staff was directed to undertake, as part of the Integrated Master Plan, an active transportation study to investigate options for separated crossings to enhance connectivity for communities, including:

- identifying under what conditions separated crossings may provide for connectivity to enhance usability;
- establishing the principles where separated crossings could be beneficial to the community;
- identifying the approach to be used to further evaluate the feasibility of implementing separated crossings as part of the planning and design phases of individual projects and development proposals; and,
- assessing costing, funding, financing and implementation opportunities.

Separated crossings provide connections for active transportation users across physical barriers (i.e. vertically separated from vehicles) or to key destinations (such as transit

stations), and staff have undertaken an Active Transportation Grade-Separated Crossing Framework Study to inform their implementation in the Region.

In completing the study, alternatives to facilitate crossing a fully developed six-lane major arterial were reviewed, and it is noted that a mid-block application offers a number of potential benefits, including:

- more available right-of-way;
- less utility and infrastructure conflicts;
- reduced travel delays for pedestrian and cyclists (i.e. do not have to detour to cross at an at-grade intersection); and
- allows the opportunity to take advantage of localized topography for improved usability (i.e. minimizes traversing steep grades).

This report provides an overview of the findings and describes the framework developed to assess their implementation in the Region to further support pedestrian and cyclist connectivity and network enhancements.

Discussion

Typically, separated crossings for pedestrians and cyclists allow travel across barriers such as highways, waterways and rail corridors to enhance overall connectivity for communities, safety and usability. The Active Transportation Grade-Separated Crossing Framework Study identifies a framework for assessing opportunities for grade-separated active transportation crossings at Regional Roads that can be applied in the review of development opportunities such as Secondary Plans and major development areas, Municipal Class Environmental Assessment Studies and detailed design.

The application of mid-block grade-separated active transportation crossings would be in addition to at-grade protected intersections and/or signalized pedestrian crossings recommended through the planning and design stages of corridor improvements.

The Active Transportation Grade-Separated Crossing Framework Study was undertaken in two phases, as described below:

- **Phase 1: Framework Development**
 - review of best practices and guidelines for grade-separated crossings.
 - review of select case studies to illustrate comparable practices implementing grade-separated crossings for active transportation.
 - develop guiding principles, key considerations as well as an assessment framework for grade-separated crossings.

- **Phase 2: Implementation Considerations**
 - develop conceptual designs for a grade-separation footprint.
 - consider high-level costing and implementation constraints.

The Local Municipalities were engaged through a series of three workshops at key milestones throughout the study to support implementation considerations, given the potential for significant land requirements beyond the road right-of-way for accessible crossing structures.

Identifying conditions where grade-separated crossings may provide for connectivity to enhance usability

To identify under what conditions grade-separated active transportation crossings may provide for connectivity to enhance usability, a review of best and comparable practices was undertaken, which considered guidelines and similar case studies within Ontario, Canada and internationally. Typically, a grade-separated active transportation crossing is located where there is no other alternative such as an at-grade intersection or signalized pedestrian crossing. Key benefits or conditions under which an active transportation grade-separation may be beneficial include, for example:

- provides opportunity to connect communities and destinations (for example, transit stations) and align with land use development; and
- coordinates with broader trail and active transportation networks for seamless integration.

In addition to connectivity and land use, site-specific considerations are key to identifying the feasibility of a grade-separated active transportation crossing, given grade-separated active transportation crossings typically have a significant footprint beyond the structure, depending on the area topography, in order to accommodate ramp connections between the approaching active transportation facilities and the structure. Within existing built-up areas, the footprint can extend well beyond the Regional right-of-way, creating limited opportunities for implementation without potential significant impacts in comparison to at-grade protected intersection improvements or signalized pedestrian crossings. This emphasizes the importance of all types of active transportation improvements to enhance safety and connectivity within the transportation network.

High-level conceptual designs for grade-separated active transportation crossings were developed based on the review of best and comparable practices and existing guidelines to provide an order of magnitude estimate of land requirements to comfortably accommodate people walking and cycling without being too steep or

challenging, as well as meet the requirements of *the Accessibility for Ontarians with Disabilities Act, 2005*.

Establishing the principles where separated crossings could be beneficial to the community

Based on the review of best and comparable practices and existing guidelines, the following guiding principles were developed to identify the conditions where a separated crossing may provide for enhanced connectivity and usability:

- 1) Grade-separated active transportation crossings are a supplement to, rather than a replacement for, at-grade crossing improvements.
- 2) Grade-separated active transportation crossings are best utilized as strategic tools in the network:
 - to cross major barriers where at-grade active transportation crossings are not feasible due to complexity or constraints.
 - to provide enhanced access to major destinations/attractions and to connect communities.
 - as part of a connected network, to prioritize active transportation users along significant trails or bikeway networks.

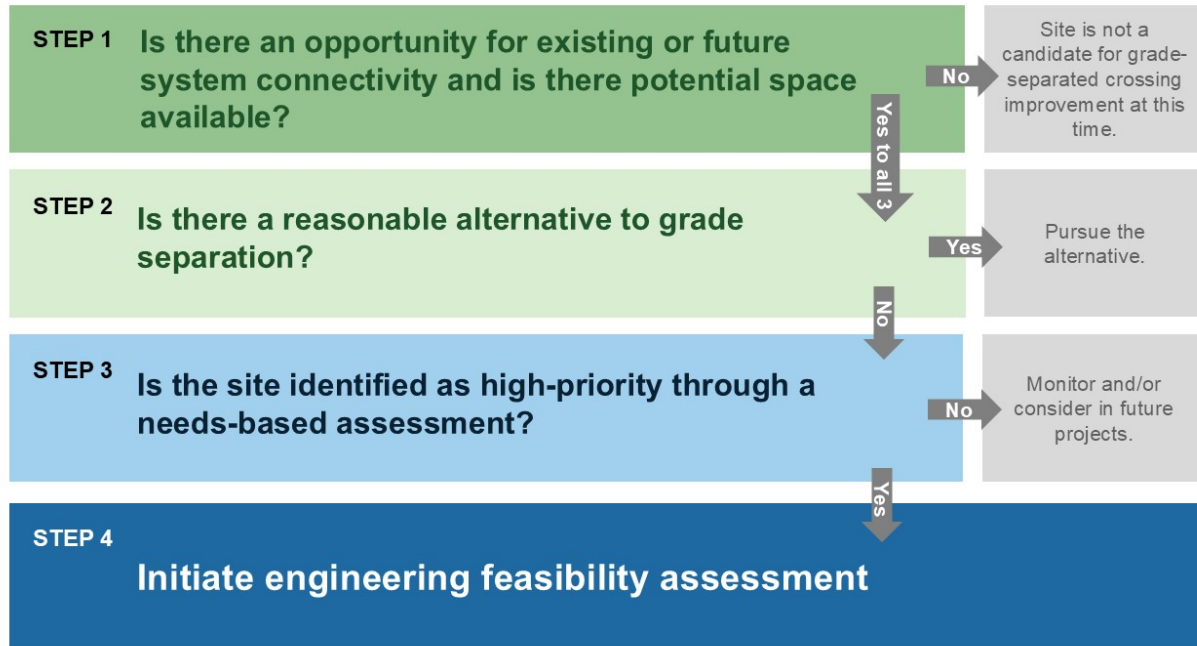
A high-level four-step framework was developed to assess grade-separated active transportation crossings that considers the following:

- existing or future system connectivity, for example: would the crossing be within the urban area, provide direct access to at least one major destination or trails on both sides of the road, and is land available?
- availability of alternatives (i.e. at-grade protected intersection or signalized pedestrian crossing) to grade separation, for example is there an existing or planned at-grade crossing less than 75m from the site?
- site-specific considerations, for example existing / planned land use, potential extent of connected trail segments (for example connects 1-2 kilometres of trail), potential to reduce detours for active transportation users, and site-specific topography supports a possible grade-separated active transportation crossing.

The high-level framework is shown below and the detailed framework is presented in Figure 8 of the Executive Summary in Attachment #1. The intent is to identify

opportunities that would warrant a more in-depth engineering feasibility assessment to assess the needs of the specific location.

Assessment Process for Grade-Separated Crossings for Regional Roads



Implementation Considerations

The framework will be used to assess the potential feasibility of grade-separated active transportation crossings as requests or opportunities arise. The intent is to determine whether a more in-depth engineering feasibility study is required. An engineering feasibility assessment would be initiated for those locations that were considered feasible through the four-step process, for example through a Municipal Class Environmental Assessment Study, detailed design or as a stand-alone project where there is an opportunity to connect the adjacent mid-block trail network, for example through the widening of Dundas Street, Regional Road 25 or other major corridors.

From a development perspective, active transportation grade-separations at Regional Roads could be considered as part of the early stages of planning, such as a Secondary Plans and major development area, such as Palermo Village Growth Area or the Southeast Georgetown Secondary Plan area, where key issues would be assessed including land requirements, connectivity to key destinations (such as a transit station or community park), development/landowner coordination and growth-related funding opportunities.

Implementation of grade-separated active transportation crossings requires the consideration of availability of right-of-way and/or property to accommodate accessibility requirements, existing utilities, construction staging, as well as maintenance considerations and indirect impacts on adjacent properties. The planning, design, delivery and maintenance of grade-separated active transportation crossings requires coordination with multiple stakeholders, including the Local Municipalities.

The costs of grade-separated active transportation crossings vary significantly depending on site context, topography, constructability, site access, style/type of bridge, urban design considerations, as well as overall span. Based on the typical design concepts developed for this project, costs in the range of \$5M to \$12M per structure are anticipated for the Halton context. These costs exclude site-specific items like utility relocations or property acquisition, as well as studies, detailed design, maintenance and operation costs.

Active transportation infrastructure is currently funded through the tax capital budget and development charges. When implemented as a stand-alone project to connect existing communities/trails, it is anticipated that active transportation grade-separations would generally be considered a benefit to the existing communities to be funded from the tax capital budget.

Financial/Program Implications

There are no financial implications associated with this report. This study was funded through R2314A and the framework will be applied through approved Municipal Class Environmental Assessment Studies, detailed design assignments or as stand-alone projects.

Respectfully submitted by,

Carolina Daza Ortiz, M.Eng., P.Eng.
Director, Infrastructure and Environmental
Services

Lee Anne Jones, P.Eng.
Commissioner, Public Works

Approved by,

Andrew Farr, P.Eng.
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Carolina Daza Ortiz, Director, Infrastructure and Environmental Services

Attachments:

Attachment #1 - Active Transportation Grade Separated Crossing Framework Study - Executive Summary

Additional Information:

None.

Halton Region

Active Transportation Grade-Separated Crossing Framework Study

Executive Summary

February 2026



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Acronyms and Abbreviations

AT	Active Transportation
DC	Development Charge
GS	Grade Separation
IMP	Integrated Master Plan
OTM	Ontario Traffic Manual
Region	Region of Halton

1.0 Introduction

Halton Region is completing an Integrated Master Plan (IMP) for Water, Wastewater and Transportation, to update the Region's long-term infrastructure strategy to service growth to 2051. The preferred strategies of the IMP, which were adopted by Council through PW-35-25, include a transportation system that will be resilient and adaptable to support increasing travel demand and that prioritizes active transportation, including protected intersections that create space for pedestrians, cyclists, and motorists. Key considerations for protected intersections include reducing motor vehicle speeds, separating high-risk conflicts, minimizing crossing distances, maximizing visibility, using clear and consistent design language, and the minimization of delay for all users. Protected intersections will be implemented through capital projects such as road widenings or stand-alone active transportation projects.

While the Region's IMP prioritizes walking and cycling crossings through intersection-based treatments, grade-separated active transportation crossings may provide the opportunity to enhance overall connectivity for communities if applied appropriately. Grade-separated active transportation crossings can take many forms depending on the barrier being crossed. These barriers include waterways, rail corridors, highways, or local roads, each of which present distinct planning, design, and feasibility considerations. This project is specifically focused on grade-separated active transportation crossings at Regional Roads in response to a Notice of Motion to Council on July 9, 2025.

1.1 Study Objectives

Based on Council's motion, the objectives of this study are to:

- Identify under what conditions separated crossings may provide for connectivity that enhances usability.
- Establish the principles where separated crossings could be beneficial to the community.
- Identify the approach to be used to further evaluate the feasibility of implementation of separated crossings as part of the planning and design phases of individual projects and development proposals; and,
- Assess the costing, funding, financing, and implementation opportunities.

2.0 Study Methodology

This study was undertaken in two phases, as described below:

- Phase 1: Framework Development
 - Review of best practices and guidelines for grade-separated crossings.
 - Review of select case studies to illustrate comparable practices implementing grade-separated crossings for active transportation.
 - Development of guiding principles, key considerations and an assessment framework for grade separated crossings.
- Phase 2: Implementation Considerations
 - Development of conceptual designs for a grade separation footprint
 - Discussion of high-level costing and implementation considerations within Halton Region.

Consultation was an important element of the study and was included in each project phase and included staff from the Region and the City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville. Further, Regional staff met with the City of Mississauga to gain insight into their approach to grade separations for active transportation.

3.0 Overview of Best and Comparable Practices

Through the best and comparable practices review, guidelines, standards, and case studies from Ontario, Canada, and internationally were reviewed to identify typical siting and locational factors suitable for active transportation grade separations, as well as design considerations for crossings of major arterials similar to Halton's Regional roads.

In total, 16 case studies were reviewed, which included examples in adjacent or similar municipalities. This review identified key considerations and drivers that lead to the successful implementation of a grade-separated crossing that could be considered in the context Halton's Regional Road network. For example, Lake Wabukayne Trail Pedestrian Bridge in the City of Mississauga is a key part of the trail system, connecting parks and trails, including linking to the Credit River area and providing access over Winston Churchill Boulevard. Region staff met with City of Mississauga staff to understand the City's process for identifying grade separated crossing locations. It was noted that there is no formal process and recent focus has been on at-grade protected intersections.

3.1 Best Practices & Existing Guidelines

Various guidelines and planning documents were reviewed to determine the best and comparable practices for the implementation of grade-separated crossings across roadways. These guidelines were selected based on the following considerations:

- **Locally relevant guidelines:** Within Ontario, the Ontario Traffic Manual (OTM) Book 15 and 18 are the primary guiding documents used to guide planning and design for pedestrians and cyclists respectively. Both documents include considerations for grade-separated crossings. Other relevant guidelines from across Ontario with references to considerations for grade separation include the City of Toronto Multi-use Trail Design Guidelines.
- **Canadian guidelines and best practices:** Relevant practices from other provinces and national guidelines were also considered, including the Transportation Association of Canada's Geometric Design Guide as well as design guidelines from BC and Québec.
- **International examples and best practices:** Examples from international best practices and jurisdictions with specific frameworks/guidance for grade-separated crossings for active transportation were also reviewed, including guidelines from The Netherlands, United States, United Kingdom, and Australia.

Table 1 provides a summary of common siting and suitability factors for grade separation identified across the various guidelines reviewed. Note additional guidelines were also reviewed for information related to design considerations (i.e. O. Reg. 191/11: Integrated Accessibility Standards, Brief Dutch Design Manual for Bicycle and Pedestrian Bridges, York Region Pedestrian and Cycling Planning and Design Guidelines).

Table 1 - Context/Siting - Common Suitability Factors Identified







Guidelines / Other Jurisdictions	At-grade crossing options	Volume (vehicles)	Volume (AT)	Roadway Speed	Delay	Presence of children / seniors	Safety performance / collisions	Feasibility / constructability	Land Use Context	Topography
<i>Ontario Traffic Manual Book 15</i>	■	■	■	+	+	+	■	■		
<i>Ontario Traffic Manual Book 18</i>	■	+	+	+			+			
<i>City of Toronto - Multi-use Trail Design Guidelines</i>	■	■		■						
Transportation Association of Canada - <i>Geometric Design Guide for Canadian Roads</i> , Chapters 5 & 6			■	■						■
British Columbia - <i>Active Transportation Design Guide</i>	■	■		■	■					■
<i>VeloQuebec - Aménager pour les piétons et les cyclistes</i>	■							■		■
American Association of State Highway and Transportation Officials - <i>Guide for the Development of Bicycle Facilities</i>	■	■			■		■		■	■
Texas Department of Transportation	■	■	■	■		■		■	■	■
Almere Mobility Vision		■		■					■	
CROW - <i>Design Manual for Bicycle Traffic</i>		■		■					■	
Sustrans Design Manual		■		■					■	

■ Primary Factor + Secondary Factor (or indirect reference)

3.1.1 Overall Considerations

Table 2 summarizes considerations for active transportation grade separations identified through the best and comparable practice review, including the consideration of other at-grade alternatives, road conditions such as speed, volume, and other contextual factors such as directness, connectivity, demand, safety, and overall feasibility. Moreover, the best and comparable practice scan suggested that facilities should meet or exceed accessibility requirements and be both enticing and inviting to attract active transportation users.

Table 2 - Summary of the key considerations for the location and siting of active transportation grade-separated crossings in the guidelines reviewed.

Category	Considerations
 At-grade	<ul style="list-style-type: none"> • Assess at-grade crossing /signalization opportunities first and use criteria similar to other traffic control devices (traffic and pedestrian volumes, delay). • At-grade crossings with protected intersection features providing separate space for cyclists and pedestrians are more cost effective and direct in most contexts.
 Road conditions	<ul style="list-style-type: none"> • Volume - thresholds vary, generally higher volume. • Speeds - thresholds vary, generally 60-80 km/h or higher.
 Directness / Connectivity	<ul style="list-style-type: none"> • Proximity of other crossings (e.g., signalized intersection). • Linkages to adjacent active transportation facilities, land use, and destinations.
 Demand	<ul style="list-style-type: none"> • Assess existing counts or anticipated demand (planned development or key destinations).
 Safety	<ul style="list-style-type: none"> • Review available safety data and information.
 High-level Feasibility	<ul style="list-style-type: none"> • Topography to determine feasibility and its effect on making a grade-separated crossing more direct than at-grade. • Constraints such as natural and cultural environmental impacts. • Available land - grade-separated crossings often require a considerable footprint.

3.2 Example Case Studies

Sixteen case studies were reviewed in more detail, including relevant examples from across Ontario, Canada, and around the world to better understand the potential success and limiting factors to implementing grade-separated crossings, in addition to the common contextual drivers and triggers for implementation.

Notable examples include:

Juno Beach Memorial Bridge in the City of Ottawa (Figure 1) provides a key connection between a residential neighbourhood to the west and the shopping centre and transitway hub to the east, as well as the adjacent trail network.



Figure 1 - Juno Beach Memorial Bridge, Ottawa

Lake Wabukayne Trail Pedestrian Bridge in the City of Mississauga (Figure 2) is one of various grade-separated crossings along the adjacent Meadowvale trail system, connecting parks and trails, as well as surrounding residential areas, schools, and other community destinations, and providing access over Winston Churchill Boulevard.



Figure 2 - Lake Wabukayne Trail Pedestrian Bridge, Mississauga

Maple GO Station Pedestrian Bridge in the City of Vaughan (Figure 3) runs adjacent to the GO Train corridor over Major Mackenzie Drive. The bridge, which was built in 2025 as part of the Metrolinx GO Expansion Program, improves safety and connectivity by linking the Maple GO Station with Vaughan City Hall and adjacent residences, services, and parkland on the south side of the street.



Figure 3 - Maple GO Station Pedestrian Bridge, Vaughan

The **Crescent Town Bridge in the City of Toronto (Figure 4)** also serves to connect transit with a nearby neighbourhood. Built in the 1970s and rehabilitated in 2020, the bridge connects Toronto's Victoria Park subway station with the neighbouring Crescent Town high-rise community.



Figure 4 - Crescent Town Bridge, Toronto

Highway 7 / 8 Pedestrian Bridge in the City of Kitchener (Figure 5) was built in 2025 to connect a low-density residential neighbourhood with shops and transit located across Highway 7/8 in Kitchener.



Figure 5 - Highway 7 / 8 Pedestrian Bridge, Kitchener

Overall, active transportation grade-separated crossings appear to be most common in locations where they complement existing conditions, enhance connectivity to the surrounding active transportation network, land uses, transit hubs, and destinations, integrate into new developments, at mid-block locations, and responded to potential or actual user demand or improved user experience.

However, there were several limiting factors or challenges that the case studies highlighted, including the significant land requirements of crossings, crossing length and complexity.

While each grade-separated crossing was developed for its own reasons, common drivers include a crossings' ability to improve connectivity or user experience, address user demand, or its location along a high demand route such along a school route, important trail, or to connect a significant destination.

However, factors that often drove implementation included the locations proximity to a major transit station or high-volume road, private developments, user safety, or road authority requirements.

Case studies additionally highlighted the various benefits as well as drawbacks to implementing grade separation for active transportation including the following as shown in **Table 3** below.

Table 3 - Summary of the key benefits and drawbacks of grade-separated crossings

Benefits	Drawbacks and Issues
<ul style="list-style-type: none"> • Provides opportunity to connect communities and destinations and align with land use development • Coordinates with broader trail and AT networks for a seamless integration • Eliminates conflicts between motor vehicles and active transportation users (pedestrians/cyclists) • Can reduce delay for all road users • Best when taking advantage of local topography and limits ramps or stairs • Responds to user movement patterns and potential demand such as near transit hubs, urban centres, and other high-traffic destinations to enhance usage 	<ul style="list-style-type: none"> • Feasibility - Very high costs, need for space/land • May not be used by pedestrians if inconvenient (due to poor location, distance, stairs, or steep ramps) – which can inhibit or even reduce safety benefits • May create accessibility issues • May create security and safety risks if not well-lit or monitored • Additional maintenance requirements

4.0 Guiding Principles and Key Considerations

Guiding principles and key considerations were developed to help guide decision-making, based on the findings from a review of best and comparable practices. The guiding principles include:

1. Grade-separated crossings are a supplement to, rather than a replacement for, at-grade crossing improvements.
2. Grade-separated crossings are best utilized as strategic tools in the network:
 - To cross major barriers where at-grade crossings are not feasible due to complexity or constraints.
 - To provide enhanced access to major destinations/attractions and to connect communities.
 - As part of a connected network to prioritize active transportation users along significant trails or bikeway networks.

Based on the outlined principles, **Figure 6** shows the project’s key considerations.

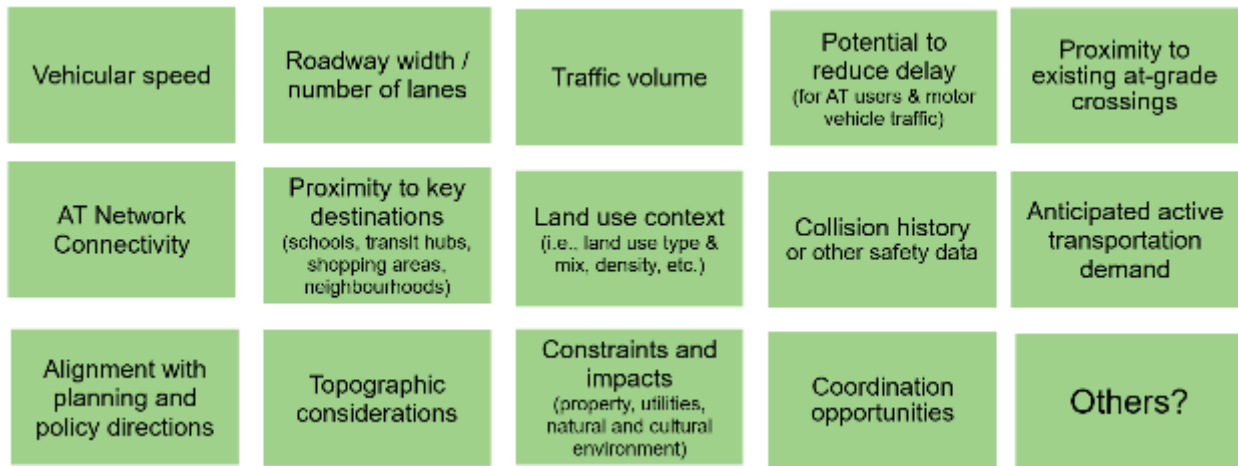


Figure 6 - Key Considerations for Grade-Separated Active Transportation Crossing Decision-Making

Together, the guiding principles and key considerations provided a foundation for establishing a framework for the consideration of active transportation grade-separated crossings.

5.0 Overview of the Needs-based Assessment Framework

A high-level framework was developed for requests to evaluate the need for grade-separated active transportation crossings at Regional roads, based on the findings from the best and comparable practices review, the guiding principles, and key considerations. This framework outlines a four-step approach to determine if a grade-separated active transportation crossing should be considered at a specific location. The intent is to determine whether a more in-depth engineering feasibility assessment is required, based on the needs of the specific location being evaluated. This framework follows the steps summarized by **Figure 7** below.

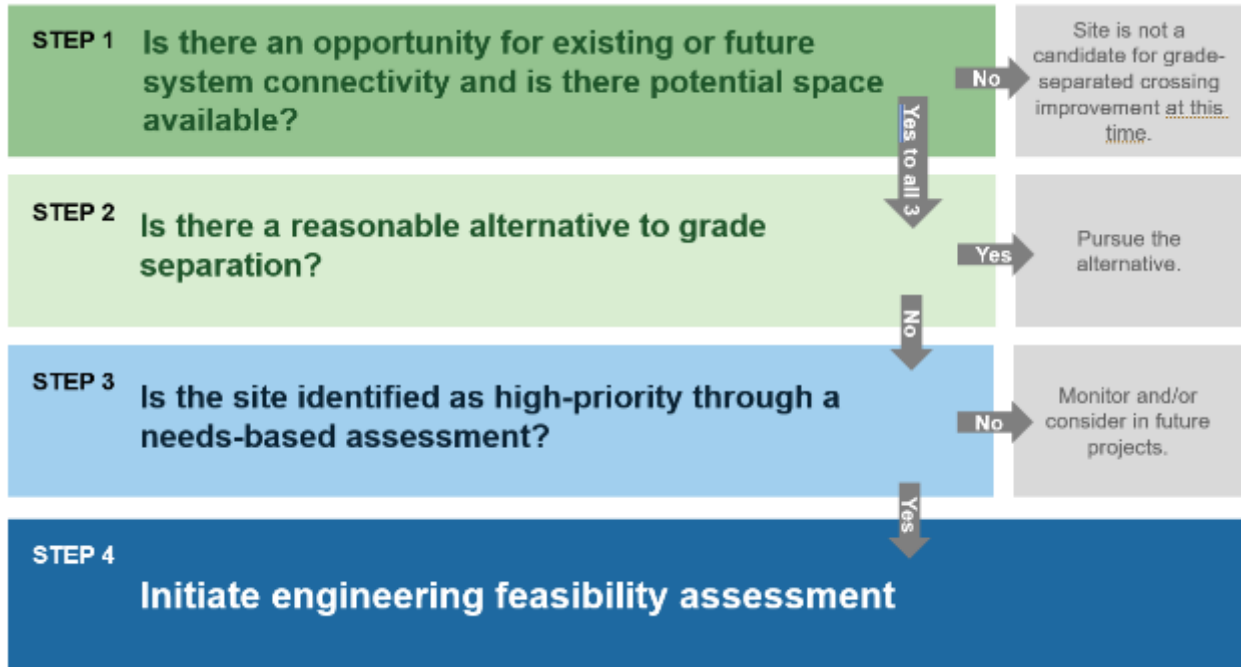


Figure 7 - Assessment Process for Grade-Separated Crossings for Regional Roads

The framework includes a number of questions to evaluate the specific location being assessed, as shown in **Table 4** below. Potential grade-separated crossing locations identified as high-priority based on the assessment would be recommended to advance to an Engineering Feasibility Assessment. Potential grade-separated crossing locations that do not move forward to an Engineering Feasibility Assessment would continue to be monitored.

Table 4 - Needs-based Assessment Framework Questions

Assessment Framework	Questions	Outcome
Step 1	<ul style="list-style-type: none"> • Would the crossing be across a Regional road within the urban area (either existing or planned)? • Would a crossing provide direct access to EITHER at least one major destination (existing or planned) OR trails (existing or planned) on both sides of the road? • Is there the potential for some land available to accommodate a grade-separated crossing? 	Yes / No
Step 2	<ul style="list-style-type: none"> • Is there a reasonable existing or planned alternative crossing less than 75m from the site, for example an at-grade intersection? 	Yes / No
Step 3	<ul style="list-style-type: none"> • What is the existing / planned land use in the area? • What is the potential extent of connected trail segments by the introduction of a new grade-separated crossing? • What is the potential for a grade-separated crossing to reduce detours for active transportation users? • How well does site topography support a possible grade separated crossing? 	Low / Medium / High
Step 4	Engineering Feasibility Assessment	

The detailed assessment framework (i.e. a collective representation of **Figure 7** and **Table 4** as shown above) can be seen in **Figure 8**.

Assessment Process for Grade-Separated Crossings for Regional Roads

STEP 1 **Is there an opportunity for existing or future system connectivity and is there potential space available?**

Y **N**
 Would the crossing be across a Regional road within the urban area (either existing or planned)?

Y **N**
 Would a crossing provide direct access to EITHER:
 • At least one major destination (existing or planned) OR
 • Trails (existing or planned) on both sides of the road

Y **N**
 Is there the potential for some land available to accommodate a grade-separated crossing?

If you answer **YES** to all questions, proceed to Step 2. If you answer no to any questions, this site is not a candidate for grade-separated crossing improvements at this time.

In the Urban Area a Regional road typically has:

- >35,000 cars/day
- 60km/h +
- More than 2 lanes per direction

Urban Area: existing or planned

Major destinations typically defined as one of the following:

- Mall or major commercial development
- Major transit station or hub
- School
- Major employment
- Hospital
- High-density mixed-use site
- Community centre

Trail in this context considers shared-use multi-use path or off-road trails, major cycling facilities or pedestrian pathways

Land Available in this context refers to land:

- Beyond the existing or planned Regional right-of-way where there is no existing or planned development
- Should ideally be public land
- Trails, parks or open space corridors adjacent to the right-of-way
- Consider topography

75m is based on a typically accepted pedestrian detour (see calculation below). In general, if it takes a person more than 3 minutes to walk to a crosswalk and wait to cross the street, the person may decide to cross along a more direct, but unsafe or unprotected, route.
 - Based on NACTO reference

3 minutes = 180s
 Considering 60s waiting at a crosswalk, with 120s of walk time to signal and back at 1.2m/s = 144m total / 2 = ~75m

STEP 2 **Is there a reasonable alternative to grade separation?**

Y **N**
 Is there a reasonable existing or planned alternative crossing less than 75m from the site, for example an at-grade intersection?

If **YES**, pursue the alternative, If **NO**, proceed to Step 3.

STEP 3 **Is the site identified as high-priority through a needs-based assessment?**

	LOW	MEDIUM	HIGH
What is the existing / planned land use in the area?	N/A	<input type="checkbox"/> Urban, non-growth area	<input type="checkbox"/> Intensification corridor, MTTSA, or growth centre
What is the potential extent of connected trail segments by the introduction of a new grade-separated crossing?	<input type="checkbox"/> Limited trails on only one side of the road, serving mainly the local neighbourhood (<1 km)	<input type="checkbox"/> Trails extend on one or both sides, providing connectivity beyond the immediate neighbourhood (1-2 km)	<input type="checkbox"/> Trails extend significantly, on both sides of the road, and provide inter-community connectivity (2 km+)
What is the potential for a grade-separated crossing to reduce detours for active transportation users?	<input type="checkbox"/> <300m	<input type="checkbox"/> 300-600m	<input type="checkbox"/> >600m
How well does site topography support a possible grade separated crossing?	<input type="checkbox"/> Approaching facilities would need to rise or drop significantly to cross the Regional Road	<input type="checkbox"/> Approaching facilities would need to rise or drop moderately to cross the Regional Road	<input type="checkbox"/> Approaching facilities would need only minimal rise or drop to cross the Regional Road.

If **less than 3 Highs**, location is a Low/Medium Priority - Monitor and/or consider in future projects.
 If **3 or more Highs**, location is a High Priority - **Initiate Step 4.**

STEP 4 **Initiate engineering feasibility assessment**

Figure 8 - Detailed Assessment Framework

6.0 Conceptual Design Development

This study included the development of high-level conceptual designs for grade-separated active transportation crossings. These conceptual designs are beneficial for investigating how these crossings fit within the Halton context and to visualize the physical footprint / construction envelope required. These high-level conceptual designs for grade-separated active transportation crossings were developed to inform Step 1 of the Needs-Based Assessment Framework - *Is There Potential Space available?* Key findings from the review of the best and comparable practices, as well as the conceptual design development, include:

- Grade-separated crossings typically have a significant footprint beyond the structure to accommodate ramp connections between the approaching active transportation facilities and the structure.
- Ramp connections can take up a significant amount of space as they need to be designed to comfortably accommodate people walking and cycling without being too steep or challenging, as well as meet the requirements of the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA).
- Grade-separated crossings typically require significant space beyond a typical Regional road right-of-way, subject to context-specific constraints and topographic conditions.
- The extent/shape of the impacted area will also vary depending on the configuration of the structure and would be subject to context-specific constraints and topographic conditions.

There are a wide range of design approaches and contextual site factors influencing the overall footprint and scale of grade-separated crossings for active transportation. The topography of the roadway and the type of active transportation facilities that would be connected have a significant impact on the total distance a trail must rise or fall to meet the crossing structure, and therefore the footprint of the overall grade-separated crossing facility. For example, if the road sits much lower than the surrounding land use and boulevard and the trail approaches from much higher than the roadway, modifications to the trail segment and ramps connecting to the bridge may be minimal. However, access to the active transportation facilities adjacent to the roadway would require ramps that meet all technical requirements including to meet AODA standards.



Figure 9 - Footprint of ramp connections for the Juno Beach Memorial Pedestrian Bridge in Ottawa, ON; Source: Enviri Energy Solutions

However, as demonstrated through many of the case study examples, where the road and approaching trail are at similar elevations, the grade-separated crossing requires a significant footprint to provide room for the trail approaches to rise to meet the structure. Examples of footprints for grade-separated crossings from the case studies in this context are illustrated in and **Figure 10**.



Figure 10 - Footprint of ramp connections for the new pedestrian and cycling bridge over Highway 7/8 in Waterloo Region, ON; Source: Region of Waterloo

As noted above, based on the typical concepts developed as part of this project, the impact of grade-separated crossings would extend significantly beyond a typical Regional road right-of-way, often extending over 100 metres on either side of a crossing. While the shape of the impacted area will vary depending on the configuration of the structure and local topography / constraints, an overall area in the range of 1,500 to 2,500 m² would typically be required on both sides of a Regional road to accommodate ramp connections.

Typical footprint examples developed as part of this study are highlighted in **Figure 11**.

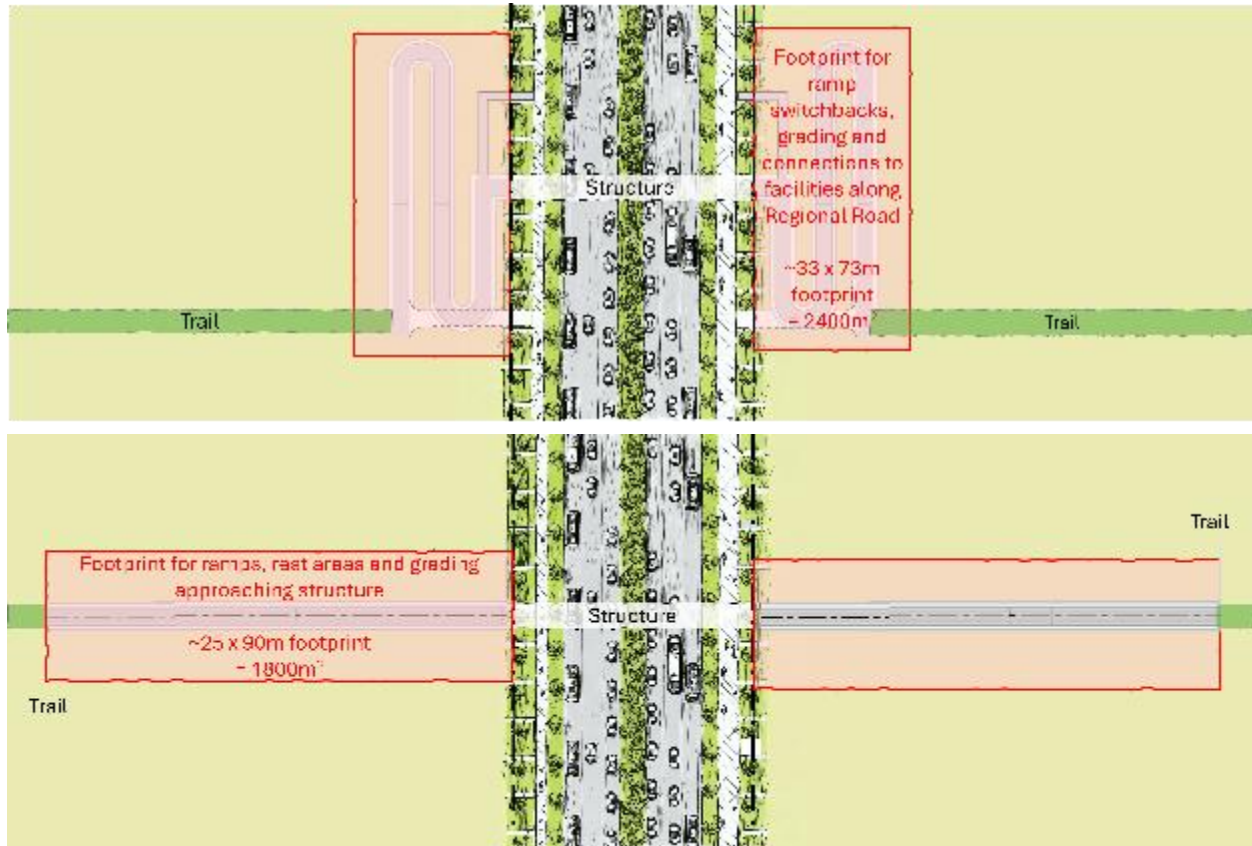


Figure 11 - Sample typical footprints beyond right-of-way for grade-separated active transportation crossings in a Regional Road context.

Pictured from the perspective of the Regional road, grade-separated active transportation crossings may look like the examples shown in **Figure 12**.



Figure 12 - Conceptual illustrations of grade-separated crossing generated using DALL- E

7.0 Implementation Opportunities

The implementation of grade-separated active transportation crossings is complex, requiring considerable right-of-way and/or property to accommodate accessibility requirements. Further complexities related to implementation include the consideration of other constraints such as utilities, construction staging, and indirect impacts on adjacent properties. The planning, design, delivery, and maintenance of grade-separated crossings requires coordination with multiple stakeholders, including Local Municipalities.

Grade-separated active transportation crossings do not replace at-grade intersections, which prioritize walking and cycling through intersection-based treatments to provide separate and dedicated space for pedestrians, cyclists, and motorists. As outlined in the Integrated Master Plan, the Region will continue to implement protected intersection enhancements with capital projects in consideration of the connecting facility types and most up to date design guidelines. Key considerations for protected intersections include reducing motor vehicle speeds, separating high-risk conflicts, minimizing crossing distances, maximizing visibility, using clear and consistent design language, and the minimization of delay for all users.

Opportunities to implement grade-separated active transportation crossings within Halton across Regional roads can provide the opportunity to enhance overall connectivity for communities, safety and usability, provided they are pursued in the appropriate contexts and are feasible.

7.1 Costs and Funding Opportunities

The cost of grade-separated active transportation crossings vary significantly depending on site context, topography, constructability, site access, style and type of bridge, urban design considerations, and overall span. Based on the case studies examined and typical design concepts developed for this project, costs in the range of \$5M to \$12M per structure are anticipated for the Halton context. These costs exclude site-specific items like utility relocations or property acquisition, as well as studies/detailed design, maintenance and operation costs, so additional funding for those items may be required depending on the context. Depending on the cost and context-specific impact, a Municipal Class Environmental Assessment Study may be required.

Funding opportunities were reviewed at a high level, as described below.

- When implemented as a standalone project to connect existing communities/trails, it is anticipated that active transportation grade separations would generally be considered a benefit to the existing communities.
- From a development perspective, active transportation grade separations at Regional roads would be best considered as part of the early stages of planning, such a Secondary Plan, where key issues can be considered including land requirements, connectivity, and cost-sharing opportunities.
- Some potential provincial and federal funding programs become available, these may provide financial support for planning, design, and construction of grade-separated active transportation crossings.



VIA EMAIL

Wednesday, March 25, 2026

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

Hon. Prabmeet Singh Sarkaria, Minister of Transportation
Matthew Trennum, Clerk, City of Hamilton
Mike de Rond, Clerk, City of Burlington
Valerie Petryniak, Town Clerk & Director, Legislative Services, Town of Halton Hills
Meaghen Reid, Director, Legislative & Legal Services/Town Clerk, Town of Milton
William Short, Town Clerk, Town of Oakville

Please be advised that at its meeting held on Wednesday, March 25, 2026, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-09-26 – Integrated Master Plan – Update to Report No. PW-35-25

THAT the Regional Clerk forward a copy of Report No. PW-09-26, re: “Integrated Master Plan – Update to Report No. PW-35-25”, to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the City of Hamilton and the Ministry of Transportation for information.

Please find attached a copy of the above-noted report for your information. If you have any questions, please contact me at the email address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Graham Milne".

Graham Milne
Regional Clerk
Graham.Milne@halton.ca



The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Lee Anne Jones, Commissioner, Public Works
Date:	March 25, 2026
Report No.:	PW-09-26
Re:	Integrated Master Plan – Update to Report No. PW-35-25

Recommendation

THAT the Regional Clerk forward a copy of Report No. PW-09-26, re: “Integrated Master Plan – Update to Report No. PW-35-25”, to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the City of Hamilton and the Ministry of Transportation for information.

Report

Executive Summary

- The Region has completed the Integrated Master Plan for Water, Wastewater and Transportation which is a comprehensive update to the Region’s long-term infrastructure strategies to support growth to 2051.
- Through Report No. PW-35-25 re: “Integrated Master Plan”, Regional Council adopted the recommended servicing strategies to support growth in Halton Region to 2051 as set out in the Integrated Master Plan and directed staff to report back with potential options and next steps regarding opportunities to advance key infrastructure.
- To inform the review of opportunities to advance the infrastructure projects approved by Council, staff have continued to engage with the Local Municipalities on the approach to deliver the referenced projects in support of their local growth priorities, as well as the Ministry of Transportation Ontario with respect to safety of the 400-series and Queen Elizabeth Way highway crossings, as described below:
 - Servicing is being advanced to support the Aldershot community through initiation of capital projects and continued coordination with the development community and the City of Hamilton.

- The Region is working with the Town of Oakville to advance the Midtown North-South Corridor and transit priority infrastructure on Trafalgar Road.
- Identified opportunities to improve coordination of delivery of infrastructure along Regional Road 25 through Oakville and Milton.
- Identified opportunities to advance active transportation infrastructure on Regional roads prior to road widenings.
- The Ministry of Transportation has advised on safety considerations for crossings for the 400-series highways and the Queen Elizabeth Way.

Background

The Region has completed the Integrated Master Plan for Water, Wastewater and Transportation. This is a comprehensive update to the Region's long-term infrastructure strategy and has been designed to support growth to 2051. The Integrated Master Plan provides the strategies and tools required to meet future water, wastewater and transportation infrastructure needs beyond 2031 while remaining adaptable to any changes to growth priorities across the City of Burlington and the Towns of Halton Hills, Milton and Oakville.

Through Report No. PW-35-25 re: "Integrated Master Plan", Council adopted the recommended servicing strategies to support growth in Halton Region to 2051 as set out in the Integrated Master Plan and directed staff to report back with potential options and next steps regarding the following:

- review of current timelines and identify opportunities to expedite the required infrastructure for the future Aldershot communities;
- options to advance the timing of the new North-South Corridor (Midtown to Trafalgar Road) in Oakville and to advance the timing of the transition to High Occupancy Vehicle and Bus Rapid Transit lanes along the Trafalgar Road corridor including what triggers would be required to determine the advancement of these projects and transitions;
- opportunities to expedite enhanced active transportation infrastructure on Regional Roads prior to road widenings, including associated costs, and for potential add-on to the Integrated Master Plan;
- advise on the issue of safety of the 400-series and Queen Elizabeth Way highway crossings;
- a review of the Bronte Road expansion and associated improvements within the forthcoming phasing and implementation strategy that assesses opportunities to accelerate and coordinate the timing of the Bronte Road widening with adjacent development activity so that construction may proceed

as early as practical to support growth, consistent with the Region's Enhanced Growth Monitoring and infrastructure staging approach.

This report outlines the proposed approach and identifies opportunities to advance the delivery of the infrastructure projects identified above.

Discussion

To inform the review of opportunities to advance the infrastructure projects approved by Council, staff have continued to engage with the Local Municipalities on the approach to deliver the referenced projects in support of their local growth priorities. Additionally, staff followed-up with the Ministry of Transportation Ontario with respect to safety of the 400-series and Queen Elizabeth Way highway crossings.

Aldershot Communities

There are three key development areas in the Community of Aldershot: Eagle Heights, Taylor, and 1200 King Road. A map has been included as Attachment #1 to illustrate these three areas and the new water infrastructure required to service them.

Staff have reviewed opportunities to expedite the delivery of water infrastructure originally planned for 2031 to service the future Aldershot communities and to support development readiness in these areas. The Aldershot and King Road applications are subject to long-standing appeals to the Ontario Land Tribunal. The owner and the City of Burlington are working to advance revised development submissions with the aim to resolve core matters such as the nature and scale of development and natural heritage system protections among others.

The Municipal Class Environmental Assessment for the North Aldershot reservoir and pumping station will commence in spring 2026 and the design of required watermain infrastructure along North Service Road will commence in summer 2026.

Should development approvals advance before the timelines for infrastructure delivery, staff are also working with the development community and the City of Burlington to identify opportunities to advance growth through phased development that can be supported by existing infrastructure. Discussions are also underway on opportunities to accelerate infrastructure delivery through project bundling or developer-constructed projects that could coordinate with development progress.

Halton Region is also exploring alternative water servicing strategies to support growth in North Aldershot, including the potential to work with the City of Hamilton to expand

the system currently servicing the existing North Aldershot communities (Bridgeview, Snake Road and communities north of Flatt Road) with City of Hamilton water supply. The City of Hamilton is currently completing a system analysis to determine its ability to increase their water supply to Halton Region and Region staff continue to work with City staff to complete this analysis.

Advancing the Midtown North-South Corridor in Oakville

The recommendations of the Integrated Master Plan are aligned with ongoing local studies and Master Plans, including the Town of Oakville's Transportation Master Plan, with the North-South Corridor from Cross Avenue to White Oaks Boulevard identified for 2035 from Cross Avenue to Iroquois Shore Road and 2041 from Iroquois Shore Road to White Oaks Boulevard.

The Town of Oakville will be undertaking an Addendum to the Midtown Oakville Transportation and Stormwater Municipal Class Environmental Assessment Study (June 2014), which is required to implement the improvements. The Addendum will commence in Q2 of 2026 with anticipated completion in Q3 of 2027.

The Environmental Assessment Addendum will include an updated schedule for the implementation of the North–South Corridor that will reflect timing required for approvals and permits from the Ministry of Transportation of Ontario for the Queen Elizabeth Way crossing, property acquisition, and utility relocation. Staff will continue to coordinate with the Town of Oakville to support the progress of this work and will update Regional Council at the completion of the Environmental Assessment Addendum on implementation timing which can be reflected in the upcoming Development Charges Background Study.

Options to Advance Trafalgar Road High Occupancy Vehicle and Bus Rapid Transit Implementation

The Trafalgar Road (Regional Road 3) Transportation Corridor Municipal Class Environmental Assessment Study from Cornwall Road to Highway 407 (2015) identified a widening of the corridor to six lanes and included protection for High Occupancy Vehicle and Bus Rapid Transit lanes in the long term. Through the Integrated Master Plan, Trafalgar Road, including the North-South Corridor, were identified as a Transit Priority Corridor with High Occupancy Vehicle lanes planned for 2032-2036, and Bus Rapid Transit lanes planned for 2042-2046.

With the completion of the Master Plans, Regional and Town of Oakville staff will complete an Operational Review to determine when and where High Occupancy Vehicle lanes are warranted (for example all-day or peak period), assess the anticipated overall operational impact for the corridor, and define signal timing and coordination opportunities, signage needs, and associated by-law requirements. This Operational Review will be initiated in 2026, in close coordination with the Town of Oakville, Oakville Transit and the Ministry of Transportation and Council will be updated at the completion of the review in 2027 on timing and staging of improvements.

To support travel along the corridor, the Region's Advanced Traffic Management System has been implemented throughout Oakville which enables real-time signal adjustments through the Traffic Monitoring Centre, and currently, a six-month pilot project is underway to implement adaptive signal technology on Trafalgar Road from Cornwall Road to Leighland Avenue which will end in May. The goal of using adaptive signal technology is to optimize traffic flow in real time by adjusting traffic signal timing based on actual, live traffic conditions rather than relying on fixed timing plans. This is being undertaken in coordination with the Town of Oakville, Metrolinx and the Ministry of Transportation. At completion of the pilot, the results will inform the potential for future implementation of adaptive signal technology in other corridor locations in the Region.

Opportunities to Expedite Active Transportation Infrastructure

Active transportation infrastructure is most effectively delivered through a capital project such as a road widening, reconstruction or resurfacing, which allows for implementation to be coordinated with land acquisition, utility relocation and traffic management considerations. This ensures walking and cycling facilities are located where their use will not be disrupted or require relocation as corridor improvements are delivered.

Preliminary construction phasing is being developed through the multiple Municipal Class Environmental Assessment studies currently underway, which include corridors across the Region such as Regional Road 25, Trafalgar Road, James Snow Parkway and Steeles Avenue. These studies are anticipated to be completed in 2026 and 2027. Through the ongoing Municipal Class Environmental Assessment studies, early opportunities will be identified to advance the implementation of active transportation infrastructure. These opportunities could include improvements at intersections and in-boulevard facilities such as sidewalks and multi-use paths/cycle tracks, in consideration of the availability of land and network connectivity. In addition, as development proceeds adjacent to the Regional Road network, opportunities to implement interim active transportation facilities, for example Multi Use Paths, in advance of construction

of corridor improvements can be pursued, in consultation with the development community.

Recommendations from the Active Transportation Gaps Study, as approved through Report No. PW-26-24 re: “Road Safety and Active Transportation Initiatives (R2314A) – Update”, will continue to be implemented. For example, through the Road Resurfacing Program, in 2026 new active transportation signage and pavement markings will be implemented at multiple intersections, a new Multi Use Path will be implemented on the north side of Dundas Street from Neyagawa Boulevard to Lions Valley Park Road and a new sidewalk on the north side of Upper Middle Road from Buckingham Road easterly.

An active transportation study that focused on developing a framework for grade-separated active transportation crossings over Regional Roads has been completed and is reported through Report No. PW-08-26 re: “Active Transportation Grade Separated Crossing Framework Study”.

Safety at Ministry of Transportation Highway Crossings

Staff engage with the Ministry of Transportation for all Region and Ministry capital projects that include a connection between a Regional Road and a 400-series highway/Queen Elizabeth Way. Engagement begins at the Municipal Class Environment Assessment stage and then continues through detail design permitting and construction.

The Region has a number of ongoing Municipal Class Environment Assessment studies that connect at interchanges, for example, Regional Road 25 from Speers Road to Derry Road (includes connections at Queen Elizabeth Way and Highway 407 ETR) and Trafalgar Road from Highway 407 to Steeles Avenue (includes connections at Highway 407 and Highway 401). The Ministry of Transportation Ontario has been engaged in both projects with respect to proposed active transportation improvements such as signage and pavement marking to improve overall operation and safety.

Staff also reached out to the Ministry to request additional information on their current initiatives, programs and practices with respect to safety at highway crossings as it relates to both vehicles and active transportation. The Ministry confirmed that it regularly undertakes network screening as part of its commitment to improving road safety across the province. Network screening is a proactive, data-driven process that helps the Ministry identify locations that may benefit from safety reviews or future improvements. Further, the Ministry noted that all controlled and uncontrolled crossings

at 400-series interchanges located within Halton are signed and pavement markings are provided in accordance with the Ontario Traffic Manuals.

With respect to active transportation, Ministry staff advised that they consider including active transportation infrastructure in its capital projects when, for example active transportation infrastructure currently exists or is identified on a municipal plan within the Ministry's right-of-way and can be accommodated within the scope of the proposed highway capital project.

Staff continue to engage and coordinate with the Ministry as capital improvements are delivered by the Region or the Ministry of Transportation.

In addition to the initiatives detailed above, as reported through the annual Transportation Progress Report, the Region continuously monitors the Regional Road Network to promote the safe and efficient movement of people and goods, regularly assessing road performance to enhance safety and reduce delays. In January 2026, the Region and City of Burlington formally requested approval from the Ministry for a pilot project which would provide the Region and City of Burlington, as appropriate, with delegated oversight of Queen Elizabeth Way off-ramp signal operations during planned Ministry construction-related closures. The authority would allow the Region or City to make temporary, real-time signal timing adjustments at specific Queen Elizabeth Way off-ramp intersections throughout 2026. The Region will continue to coordinate with the City of Burlington and Ministry on this initiative.

Regional Road 25 Staging Opportunities

Halton works closely with the development industry and Local Municipalities to coordinate capital projects with ongoing development applications and Local Municipal growth objectives, as demonstrated by the Trafalgar Road widening (Dundas Street to Highway 407), where the construction of wastewater and storm infrastructure required for the longer-term development of the area will be included in the road widening project in advance of development proceeding.

Coordination with development is a top priority in the delivery of infrastructure. However, to support Local growth priorities there are exceptions when development construction proceeds well in advance of the Region's capital works.

Opportunities to minimize construction impacts on the community in the delivery of the Regional Road 25 corridor improvements from Speers Road to Derry Road are currently being explored through the on-going Municipal Class Environmental Assessment

process. The delivery of upgrades for the corridor will be complex and multi-jurisdictional and given the length of the corridor (approximately 16.5 kilometres), the improvements will be delivered in stages.

Preliminary high-level construction staging opportunities will consider key constraints in the study area, for example, existing structures, utilities, Sixteen Mile Creek, and cultural heritage features, to coordinate construction with adjacent development and to identify works that can be accelerated to be delivered in conjunction with the road widening to minimize future disruption to the community. These works could include development-required site works, such as grading, structures, intersection improvements, and active transportation facilities.

The opportunities will be documented in the Environmental Study Report to be completed later in 2026 and working closely with the Town of Oakville and the Town of Milton on development timing, can be refined in more detail through subsequent detailed design for coordinated delivery.

Next Steps

Council will continue to receive updates on Municipal Class Environmental Assessment studies through regular Memorandums to Council at key milestones. Council will also be updated as other related initiatives progress, including the Road Rationalization Study, the Development Charges Background Study, and the Enhanced Growth Monitoring Report. Staff will continue to work collaboratively with Local Municipalities, adjacent municipalities, the Ministry of Transportation and the development community to advance the delivery of the identified infrastructure projects in support of local growth priorities.

Financial/Program Implications

There are no financial implications associated with this report.

Respectfully submitted by,

Carolina Daza Ortiz, M.Eng., P.Eng.
Director, Infrastructure & Environmental Services

Lee Anne Jones, P.Eng.
Commissioner, Public Works

Approved by,

Andrew Farr, P.Eng.
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Carolina Daza Ortiz, Director Infrastructure & Environmental Services

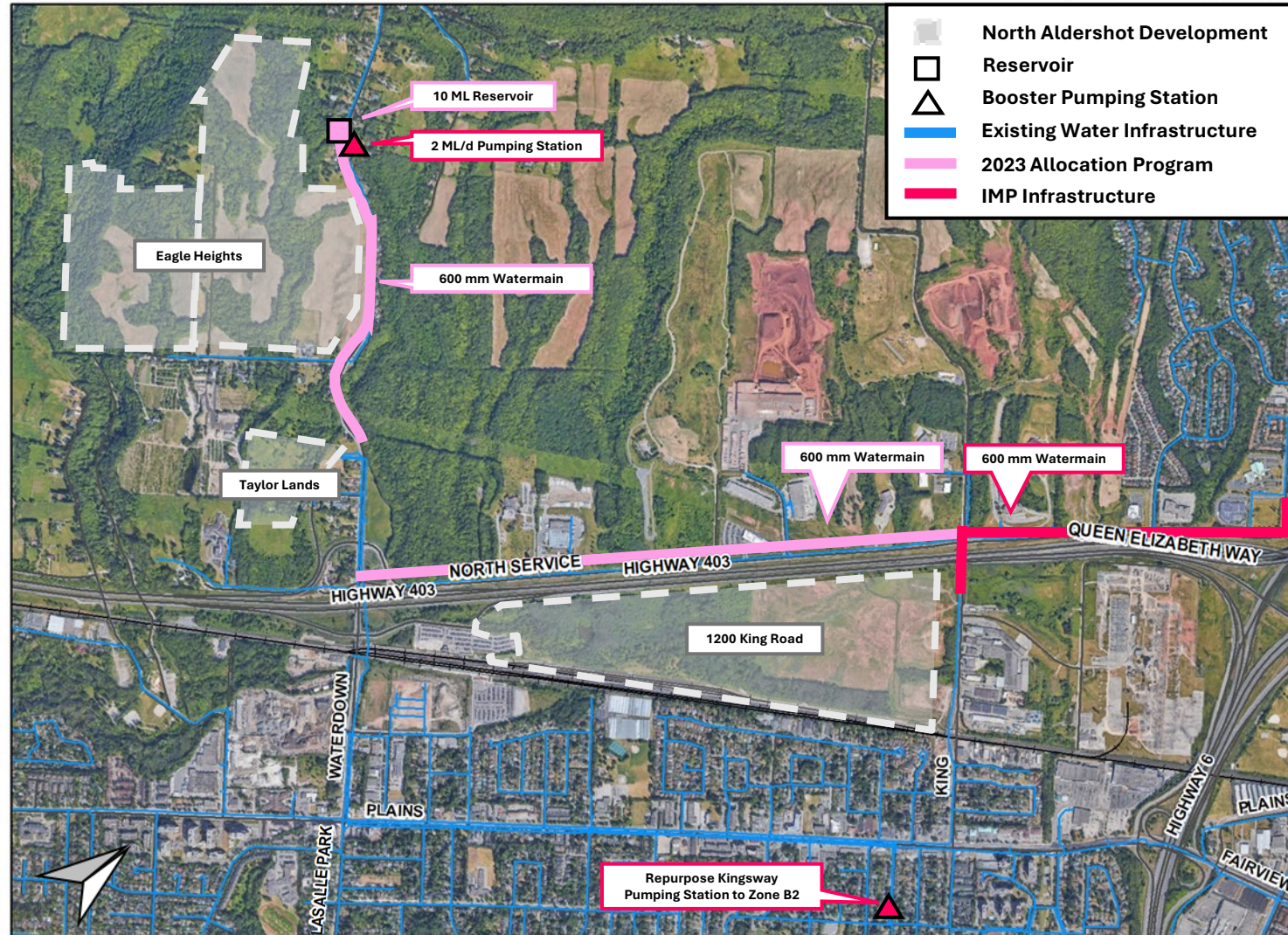
Attachments:

Attachment #1 - North Aldershot Proposed Water Infrastructure Program

Additional Information:

None.

North Aldershot Proposed Water Infrastructure Program





VIA EMAIL

Wednesday, March 25, 2026

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

Chandra Sharma, President & CEO, Conservation Halton
Samantha Lawson, Grand River Conservation
Terri LeRoux, CAO, Credit Valley Conservation
Mike de Rond, Clerk, City of Burlington
Valerie Petryniak, Town Clerk & Director, Legislative Services, Town of Halton Hills
Meaghen Reid, Director, Legislative & Legal Services/Town Clerk, Town of Milton
William Short, Town Clerk, Town of Oakville

Please be advised that at its meeting held on Wednesday, March 25, 2026, the Council of The Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-10-26 – March 2026 Basement Flooding Mitigation Program Update

1. THAT Regional Council approve the recommended changes to the Basement Flooding Prevention Subsidy Program as outlined in Report No. PW-10-26 re: "March 2026 Basement Flooding Mitigation Program Update".
2. THAT the Regional Clerk forward a copy of Report No. PW-10-26 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, Credit Valley Conservation, and the Grand River Conservation Authority for information

Please find attached a copy of the above-noted report for your information. If you have any questions, please contact me at the email address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Milne".

Graham Milne
Regional Clerk
Graham.Milne@halton.ca



The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Lee Anne Jones, Commissioner, Public Works
Date:	March 25, 2026
Report No.:	PW-10-26
Re:	March 2026 Basement Flooding Mitigation Program Update

Recommendation

1. THAT Regional Council approve the recommended changes to the Basement Flooding Prevention Subsidy Program as outlined in Report No. PW-10-26 re: "March 2026 Basement Flooding Mitigation Program Update".
2. THAT the Regional Clerk forward a copy of Report No. PW-10-26 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, Credit Valley Conservation, and the Grand River Conservation Authority for information.

Report

Executive Summary

- Significant progress has been made implementing the Basement Flooding Mitigation Program Enhancements approved through Report Nos. PW-21-25 and PW-27-25/FN-20-25.
- Field investigations are underway across 268 km of wastewater mains to identify homes contributing stormwater inflow to the wastewater system within 11 priority areas, where 90 per cent of surcharge related flooding occurred.
- Targeted outreach activities began in 2025 and are increasing homeowner participation in household drainage surveys.
- Further program recommendations include refining household drainage survey eligibility, discontinuing the authorized contractors list, and making water-powered sump pump backup systems ineligible for subsidy funding.

Background

As outlined in Report No. PW-21-25, re: “July 2024 Flood Response Action Update and Recommended Enhancements to the Region-Wide Basement Flooding Mitigation Program” the primary cause of wastewater system surcharging was excessive stormwater inflow and infiltration, primarily from private side sources, such as weeping tile, downspouts and exterior storm drain connections to wastewater system. In response Council approved several measures through Report Nos. PW-21-25 and PW-27-25/FN-20-25 re: “Basement Flooding Prevention Subsidy Program Enhancements and Financial Analysis” to strengthen private-side inflow and infiltration detection and improve program participation.

The enhancements broadly fall into four themes:

1. Enhance the Basement Flooding Prevention Subsidy Program
2. Expand education, outreach and disconnection support to the public
3. Conduct wastewater system investigations, including private-side household drainage surveys, and proceed with repairs where noted
4. Increase coordination with Local Municipalities and Conservation Authorities

This report provides an update to Regional Council on the implementation of program changes to the Basement Flooding Mitigation Program and outlines further adjustments identified to improve the program.

Discussion

Basement Flooding Prevention Subsidy Program

The Basement Flooding Prevention Subsidy Program helps homeowners complete private-side mitigation measures that reduce stormwater from entering the wastewater system and lower the risk of surcharge-related basement flooding during severe wet weather. As outlined through Report No. PW-25-24 re: “July 15 and 16, 2024 Flood Response Update”, Halton Region has provided \$10.4 million in subsidies between 2015 and July 2024.

From the July 2024 storms to the end of December 2025, the Region approved 600 subsidies, resulting in an additional \$1.8 million invested in private-side mitigation work, including retroactive payments for enhance subsidy amounts for applications approved following the July 2024 storm events (see Table 1).

Table 1: Subsidy Uptake by Municipality Following the July 2024 Storm Events to December 31, 2025

	Weeping Tile	Downspout	Lateral Repair	Backwater Valve
Burlington	143	46	53	186
Halton Hills	18	7	49	32
Milton	24	5	7	21
Oakville	3	3	1	2
Across Halton	188	61	110	241

Expanded Education, Outreach, and Disconnection Support to the Public

Effective homeowner education and engagement are essential to supporting private-side inflow and infiltration reduction efforts. A targeted outreach model focuses on homes within priority areas to ensure homeowners understand the need for, and the benefits of, recommended private side mitigation measures.

In 2025, targeted outreach, including door-to-door canvassing, follow-up phone calls and community drop-in sessions, reached 1,289 homeowners in priority areas, and resulted in 161 scheduled household drainage surveys. Community drop-in sessions are scheduled to allow homeowners to speak directly with staff from Halton Region, Local Municipalities, and Conservation Halton, and provide information on private side drainage systems, the household drainage survey, the subsidy program, along with related building permit and inspection requirements.

To support homeowners to undertake private side mitigation work, a new homeowner guide and contractor guide will be published in March 2026, which includes installation guidelines developed by the Local Building Departments. These guides will be provided with household drainage survey reports, at building permit issuance for subsidy-related mitigation work, and at community drop-in sessions.

Wastewater System Investigation and Remediation

Wastewater System Investigation – Private Side Connections

Wastewater system field investigations to detect inflow and infiltration from private side connections are underway across 268 km of wastewater main within the 11 priority areas identified through Report No. PW-21-25. Refer to Attachment #1 for details on

the 268 km of field investigations, summarized by municipality and priority area. Field investigations completed in 2025 include:

- 10.2 km of Closed-Circuit Television (CCTV) inspection of the wastewater system during light rainstorms, identifying 120 properties with direct stormwater inflow into the wastewater system.
- 48.2 km of smoke testing and drone surveys, identifying 50 properties with direct stormwater connections or private side wastewater lateral defects that allow stormwater to enter the wastewater system.

The properties identified through these system investigations will receive follow-up through the outreach program to offer free, household drainage surveys and information about the Region's Basement Flooding Prevention Subsidy Program.

Household Drainage Surveys

Household drainage surveys remain a key component of Halton Region's private-side inflow and infiltration detection and subsidy programs. These surveys confirm how stormwater enters the wastewater system through direct connections, improper plumbing configurations, or defective laterals, and determine the appropriate subsidy-eligible work.

Since the July 2024 flooding event, 182 surveys have been completed, of which 156 (86 per cent) were located within the priority areas.

Wastewater System Investigation – Remediation of Regional Infrastructure

In addition to the work mitigating the impacts of inflow and infiltration from the private-side, Halton Region continues to identify and address sources within the public wastewater system. In 2025, five additional flow monitors were installed to improve wastewater system data collection and analysis. The Region also upgraded 155 low-lying maintenance holes, rehabilitated 10 others, and spot-repaired or lined 94 wastewater main segments (7 km total).

Inter-Jurisdictional Collaboration

In 2025, to support increased inter-jurisdictional coordination, the Region participated in three meetings of the joint Stormwater Management Committee which included Local Municipalities and Conservation Authorities to share flood data, identify high-risk areas,

and coordinate response and mitigation efforts. In addition, the Region also hosted three meetings with the Local Chief Building Officials working group.

Through these efforts, all four Local Municipalities agreed to waive permit fees for subsidy-eligible work and contributed to the development of standardized installation guidelines and inspections protocols aligned with the Ontario Building Code, which will be included in the new homeowner and contractor guides. This coordinated approach provides homeowners and contractors with clear expectations and supports successful completion of private-side remediation work that complies with the Building Code and remains eligible for subsidy funding.

Basement Flooding Prevention Subsidy Program Enhancements

To ensure program resources are directed to homes with the greatest likelihood of contributing private-side stormwater inflow, several refinements are being proposed to further strengthen the subsidy program's effectiveness and reduce administrative burden.

- **Prioritize requests for household drainage surveys to priority areas** – To ensure resources are focused where they will have the greatest impact, the program will prioritize household drainage survey requests within designated priority areas. Requests submitted from homes outside these areas will only be accepted if the property has a documented history of basement flooding due to wet-weather wastewater system surcharge or homes constructed between 1958 and 1978, which have a higher likelihood to contribute direct stormwater inflow.
- **Reimburse homeowners for plumbing assessments upon completion of subsidy-eligible work** – To ensure homeowners remain eligible for the subsidy program when a Region-provided household drainage survey is not offered, the program will reimburse the cost of a plumbing assessment completed by a licensed plumber or drainage contractor. This allows homeowners outside the priority areas to confirm the appropriate mitigation work and continue to access subsidy funding. Homeowners undertaking subsidy-eligible work will obtain their own plumbing assessment, and the cost will be reimbursed through the subsidy program once the eligible work is completed.
- **Discontinue Halton Region's Authorized Contractors List for Weeping Tiles** – With new homeowner and contractor guides to provide homeowners the information needed to select their own contractor, the Region-maintained contractor list for weeping tile disconnection subsidy eligibility is no longer required. Contractors are mandated to follow municipal requirements, including obtaining permits and inspections for subsidy-eligible work covered under the

Ontario Building Code. Local Municipalities are supporting this transition through standardized installation guides and inspection protocols. There are a limited number of applications for subsidies received since the 2024 storm that were considered ineligible for subsidy due to this requirement and it is recommended that these applications now be accepted retroactively, back to the July 2024 storm events, resulting in an additional investment of approximately \$6,500 in private-side upgrades based on received applications.

- **Make water-powered sump pump backup systems ineligible for subsidy funding** – Although only a small number of water-powered backup systems are in use, they could pose risks to the municipal drinking water supply if not properly installed and maintained as required by Drinking Water System By-law 71-19. As a result, it is recommended that any further applications be ineligible for subsidy funding.

Next Steps

In addition to the reported progress since the last update to Council, and recommended program refinements and enhancements, the following steps will be undertaken in 2026:

- An additional 40 flow monitors will be installed; 40 km of wet weather CCTV inspections will be completed along with 70 km of smoke testing/drone surveys.
- Targeted outreach will continue as outlined in Report No. PW-21-25, with a goal of completing 500 household drainage surveys and hosting two additional community drop-in sessions.
- Continue to evolve the communication and marketing plan; using print, digital, and community-based channels to increase resident understanding of flood preparedness, the role of inflow and infiltration in basement flooding, steps homeowners can take to reduce their risks, and the supports available during flood response and recovery.
- The Region will continue to look for opportunities to complete private-side lateral repairs when undertaking wastewater capital projects, helping to improve efficiency, reduce costs, and minimize disruption for homeowners and the broader community.

The next program update will be presented to Council in March 2027, allowing results to reflect a fully implemented program and an additional year of data collection and analysis.

Financial/Program Implications

The 2026 Operating Budget includes \$2.1 million to fund the Basement Flooding Mitigation Program, including a total of \$960,000 for basement flooding prevention subsidies. Participation in the subsidy program will be monitored throughout the year, and any projected variances will be reported through the operating variance reports. The 2026 Budget also includes capital project funding of \$4.1 million for various state-of-good-repair projects across the Region directly targeting wastewater system performance and basement flooding. Any future requirements for the program will be brought forward through the annual budget process.

The Region processed retroactive subsidy payments in accordance with Report No. PW-27-25/FN-20-25. In early December 2025, a total of 304 cheques were issued, representing \$388,194.57 in retroactive reimbursements. The overall impact of the flood subsidies including the retroactive payments and subsidy enhancements will be reported to Council through the Year-End Variance report.

Respectfully submitted by,

Eric Boere, RPP, C.E.T.
Acting Director, Water and Wastewater System
Services

Lee Anne Jones, P.Eng.
Commissioner, Public Works

Approved by,

Andrew Farr, P.Eng.
Chief Administrative Officer

If you have any questions about the content of this report, please contact:
Eric Boere, Acting Director, Water and Wastewater System Services

Attachments:

Attachment #1 – Summary of Homes & Infrastructure within July 2024 Priority Areas

Additional Information:

The sources listed below are for supplemental information and reference only. Halton Region is not responsible for the currency, accuracy, or legality of the content from any external links.

[PW-25-24](#) - July 15 and 16, 2024 Flood Response Update

[PW-21-25](#) - July 2024 Flood Response Action Update and Recommended Enhancements to the Region-Wide Basement Flooding Mitigation Program

[PW-27-25/FN-20-25](#) - Basement Flooding Prevention Subsidy Program Enhancements and Financial Analysis

Summary of Homes and Infrastructure within the 11 Priority Areas

Municipality	July 2024 Priority Area	Priority Area Location Description	Total Residential Properties	Total Homes Built 1958 - 1978	Total Homes Reporting Basement Flooding in 2024	Planned Wastewater Main Investigations (km)
North-West Burlington	Area 1	Bonnie-Leighland-Glendor	414	65	137	7
	Area 2	Cavendish-Tyandaga	6,402	3,572	327	52
	Area 3	Fisher-Mountainside	1,743	1,350	252	31
	Area 4	Homewood-Mainway-Guelph	3,680	2,334	389	42
South-East Burlington	Area 7	Elizabeth Gardens	4,755	2,405	113	38
	Area 8	Pinedale	2,012	1,422	93	12
	Area 9	Paletta Gardens	1,754	1,097	54	26
	Area 10	Bromley	972	817	38	14
Burlington Sub-Total			21,732	13,062	1,403	222
Milton	Area 5	Oak Street	432	59	17	5
Oakville	Area 6	Belvedere	227	176	13	2
Halton Hills	Area 11	Delrex-Duncan	2,803	2,074	114	39
Total			25,194	15,371	1,547	268

Please Note: Outside of the 11 Priority Areas, there are an additional 19,391 residential properties built between 1958 and 1978, including 5,173 in Burlington, 2,768 in Milton, 8,741 in Oakville, and 2,709 in Halton Hills



CORPORATION OF THE MUNICIPALITY OF SOUTH HURON

322 Main Street South P.O. Box 759

Exeter Ontario

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Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

www.southhuron.ca

April 9, 2026

Via email: david.piccini@pc.ola.org

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

Dear Hon. David Piccini,

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

Please be advised that South Huron Council passed the following resolution at their April 7, 2026, Regular Council Meeting:

160-2026

Moved By: Ted Oke

Seconded by: Jim Dietrich

That South Huron Council supports the March 13, 2026, correspondence of the Township of Oro Medonte regarding a Request for Provincial Legislation Amendments, Health and Safety Concerns; and

That this supporting resolution and the originating correspondence be circulated to the Minister of Labour, Immigration, Training and Skills Development, the Minister of Transportation, the Minister of Infrastructure, MPP Lisa Thompson, AORS, AMO, and all Municipalities in Ontario.

Result: Carried

Please find attached the originating correspondence for your reference.

Respectfully,

Kendra Webster, Legislative & Licensing Coordinator
Municipality of South Huron

kwebster@southhuron.ca

519-235-0310 x. 232

Encl.

cc: Minister of Transportation, Hon. Prabmeet Singh Sarkaria, prabmeet.sarkaria@pc.ola.org; the Minister of Infrastructure, Hon. Kinga Surma, kinga.surma@pc.ola.org; MPP Lisa Thompson, lisa.thompson@pc.ola.org; AORS, admin@aors.on.ca; AMO, resolutions@amo.on.ca; and all municipalities in Ontario.

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



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



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



Council Resolution Form

Date: 19 Mar 2026 No: Resolution No.59-26
 Moved By: Councillor Thomson Disposition: CARRIED.
 Seconded By: Councillor Popkie
 Item No: 13.2

Description: Ontario Community Infrastructure Fund (OCIF) Extension - Motion brought forward by Councillor Thomson

RESOLUTION:

That Council support Resolution #7 carried by the Council of the Township of North Glengarry on February 23, 2026, calling for an extension and review of the Ontario Community Infrastructure Fund (OCIF), and;

That a copy of this resolution be forwarded to the Township of North Glengarry, the Premiere of Ontario Doug Ford, the Minister of Infrastructure Kinga Surma, the Minister of Municipal Affairs and Housing Rob Flack, the Association of Municipalities of Ontario, and all Ontario Municipalities.

MAYOR

Recorded Vote Requested by:		
.....NA.....		
	Yea	Nay
J. Levesque	___	___
T. Popkie	___	___
L. Thomson	___	___
R. Tripp	___	___
R. Weir	___	___

Declaration of Pecuniary Interest:
.....NA.....
Disclosed his/her/their interest(s), vacated he/her/their seat(s), abstained from discussion and did not vote

**CORPORATION OF THE
TOWNSHIP OF NORTH GLENGARRY
Council Meeting**

Resolution # 7

Date: Monday February 23, 2026

Moved by: Michael Madden

Seconded by: Carma Williams

WHEREAS the Township of North Glengarry acknowledges that municipal infrastructure—including roads, bridges, and water and wastewater systems—underpins public safety, economic vitality, and quality of life in Ontario’s rural and small urban communities; and

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED THAT:

1. The Township of North Glengarry calls upon the Government of Ontario to extend the annual OCIF envelope at not less than \$400 million beyond its current five-year term ending in 2026, with no reductions in subsequent provincial budgets.
2. The Province be requested to index the total annual OCIF envelope—and each individual municipal allocation—to the Ontario Consumer Price Index (CPI), calculated on a calendar-year basis and disbursed in the first quarter of each fiscal year.
3. The Ministry of Infrastructure establish a new five-year OCIF funding framework that guarantees annual envelopes and allocation percentages by municipality, enabling long-term capital planning and stable cash-flow management.
4. The Province undertake a formal review of the OCIF allocation formula at least once every four years, incorporating current municipal asset management data, demographic projections, climate resilience metrics, and rural equity considerations.

**CORPORATION OF THE
TOWNSHIP OF NORTH GLENGARRY
Council Meeting**

Resolution #

Date: Monday February 23, 2026

5. A dedicated contingency reserve equal to 5 percent of the annual OCIF envelope be created within the fund to address extraordinary cost escalations, emergency repairs, or project overruns without reallocating core funding.
6. The Ministry of Infrastructure publish an annual OCIF performance report—including program disbursements, allocation adjustments, and reserve expenditures—in a transparent, publicly accessible online dashboard.

FURTHER THAT the Council of the Township of North Glengarry supports the September 29, 2025 resolution of the Township of Edwardsburgh Cardinal, the October 20, 2025 resolution of the Municipality of South Huron, and the November 19, 2025 resolution of the Township of Pulsinch regarding the Ontario Community Infrastructure Fund (OCIF); and

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

CARRIED

DEFEATED

DEFERRED



MAYOR / DEPUTY MAYOR

	YEA	NEA
Deputy Mayor: Carma Williams	—	—
Councillor: Jacques Massie	—	—
Councillor: Brian Caddell	—	—
Councillor: Jeff Manley	—	—
Councillor: Michael Madden	—	—
Councillor: Gary Martin	—	—
Mayor: Jamie MacDonald	—	—



Council Resolution Form

Date: 19 Mar 2026 No: Resolution No.58-26
 Moved By: Councillor Thomson Disposition: CARRIED.
 Seconded By: Councillor Tripp
 Item No: 13.1

Description: Canada Post Rate Reductions for Libraries - Motion brought forward by Councillor Thomson

RESOLUTION:

That Council support Resolution #2026-078 carried by the Council of the Township of Perry on February 18, 2026, calling upon the Government of Canada to maintain and protect reduced-rate postal distribution for library materials, and;

That a copy of this resolution be forwarded to the Township of Perry, Minister of Government Transformation, Public Services and Procurement Joel Lightbound, MP Cheryl Gallant, MPP Billy Denault, and all Ontario Municipalities for support.

MAYOR

Recorded Vote Requested by:		
.....NA.....		
	Yea	Nay
J. Levesque	___	___
T. Popkie	___	___
L. Thomson	___	___
R. Tripp	___	___
R. Weir	___	___

Declaration of Pecuniary Interest:
NA.....
 Disclosed his/her/their interest(s), vacated he/her/their seat(s),
 abstained from discussion and did not vote



**The Corporation of the
Township of Perry**

Box 70 1695 Emsdale Road Emsdale, Ontario P0A 1J0

Date: February 18, 2026

Resolution No.: 2026- 078

Moved By: Joe Lumley **Seconded By:** Paul Sowrey

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

And whereas interlibrary loan services are an essential component of public library operations, particularly for small and rural communities with limited local collections;

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

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

Now therefore be it resolved that the Council of the Corporation of the Township of Perry calls upon the Government of Canada to maintain and protect reduced-rate postal distribution for library materials through legislation;

And that Council requests that the Minister responsible for Canada Post ensure continued, affordable postal access for libraries and interlibrary loan services;



TOWNSHIP OF
McNab/Braeside

Regular Council Meeting Resolution Form

Date: February 17, 2026 No: RESOLUTION - 56-2026
 Moved by Councillor Kevin Rosien Disposition: CARRIED
 Seconded by Deputy Mayor Scott Brum Item No: 14.2

Description: Ontario Heritage Organization Development Grant Advocacy

RESOLUTION:

WHEREAS Ontario municipalities are legislated to preserve records of enduring and historical value, and community archives play a critical role in fulfilling this responsibility, particularly in rural and smaller municipalities; and

WHEREAS The Heritage Organization Development Grant (HODG) is the only provincial operating grant available to grassroots, non-profit heritage organizations, including community archives and historical societies across Ontario; and

WHEREAS The maximum annual HODG grant of \$1,545 per organization has remained effectively unchanged for more than 15 years, resulting in a significant erosion of its real value due to inflation, such that its current purchasing power is approximately two-thirds of what it was in 2010; and

WHEREAS Rising operating costs related to insurance, utilities, records preservation, digitization, accessibility, and volunteer coordination have increased financial pressure on heritage organizations, often requiring municipalities to absorb additional costs to ensure continuity of service; and

WHEREAS Strengthening HODG would represent a modest but high-impact provincial investment that would help stabilize community archives, reduce pressure on municipal budgets, and safeguard Ontario's public records and local heritage for future generations;

NOW THEREFORE BE IT RESOLVED THAT Council formally support a review and modernization of the Heritage Organization Development Grant, including restoring its real purchasing power through inflationary adjustment and exploring options for increased or multi-year operating stability; and

BE IT FURTHER RESOLVED THAT This resolution be forwarded to the Minister of Tourism, Culture and Gaming, local Members of Provincial Parliament, AMO, and Ontario municipalities for consideration and support.

MAYOR

Recorded Vote Requested by:	_____		
		Yea	Nay
Mayor Lori Hoddinott	_____	_____	_____
Deputy Mayor Scott Brum	_____	_____	_____
Councillor Kevin Rosien	_____	_____	_____
Councillor Robert Campbell	_____	_____	_____
Councillor Jill Campbell	_____	_____	_____

Declaration of Pecuniary Interest: _____
 Disclosed his/her/their interest(s), vacated he/her/their seat(s),
 abstained from discussion and did not vote



VIA EMAIL

Thursday, April 16, 2026

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

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

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

RESOLUTION: Call for Continued Election of the Regional Chair

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

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

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED:

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

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

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

Sincerely,



Graham Milne
Regional Clerk
Graham.Milne@halton.ca



PROCLAMATION

DIG SAFE MONTH

APRIL 2026

WHEREAS April marks Dig Safe Month in the Town of Halton Hills, Ontario, and across North America;

AND WHEREAS contractors and homeowners have a legal obligation to “Click Before You Dig”, for any size project;

AND WHEREAS Landscape Ontario, in partnership with Ontario One Call and the Ontario Regional Common Ground Alliance, works to protect public safety, the environment, and underground infrastructure by promoting safe digging;

AND WHEREAS Ontario One Call is a Public Safety Administrative Authority that provides the “Click Before You Dig” service free of charge, connecting individuals with underground infrastructure owners who supply locates;

AND WHEREAS Dig Safe Month raises awareness about safe digging practices to prevent injuries, protect essential services, and reduce property damage;

AND WHEREAS By clicking before you dig, waiting for locates, respecting the marks, and digging with care, everyone involved in outdoor projects can help keep our community safe;

THEREFORE, I, Ann Lawlor, Mayor, of the Town of Halton Hills do hereby proclaim April, 2026 as **Dig Safe Month**.

A handwritten signature in black ink that reads "Ann Lawlor".

Ann Lawlor
Mayor, Town of Halton Hills



PROCLAMATION

HALTON LEARNING FOUNDATION MONTH

APRIL 2026

WHEREAS Thousands of children in the community of Halton need some financial support to fully participate in school and be successful in learning;

AND WHEREAS the Halton Learning Foundation provides more than 3,700 students across the Halton District School Board annually with funding for food, clothing, school supplies, transportation, and learning opportunities that help them explore possibilities for their future;

AND WHEREAS a child with a full tummy, clean clothing, proper learning tools, and the same opportunities as their peers has an equitable chance to succeed in school;

AND WHEREAS Halton Learning Foundation Month is an opportunity to raise awareness that there are elementary and secondary students in our community for whom basic financial assistance can help them reach their potential;

THEREFORE, I, Ann Lawlor, Mayor, of the Town of Halton Hills do hereby proclaim April, 2026 as **Halton Learning Foundation Month**.

A handwritten signature in black ink that reads "Ann Lawlor".

Ann Lawlor
Mayor, Town of Halton Hills



PROCLAMATION

SIKH HERITAGE MONTH

APRIL 2026

WHEREAS the month of April was proclaimed as Sikh Heritage Month by the legislature of Ontario in 2013 (Bill 52);

AND WHEREAS the Town of Halton Hills recognizes the important contributions that Sikh Canadians have made to Ontario's social, economic, political and cultural fabric;

AND WHEREAS Sikh Heritage Month is an opportunity to remember, celebrate and educate future generations about Sikh Canadians and the important role that they have played and continue to play in communities across Ontario;

THEREFORE, I, Ann Lawlor, Mayor, of the Town of Halton Hills do hereby proclaim April, 2026 as **Sikh Heritage Month**.

A handwritten signature in black ink that reads "Ann Lawlor".

Ann Lawlor
Mayor, Town of Halton Hills