

***** AGENDA *****
Amended August 6, 2025
Tuesday, August 12, 2025
****START TIME 6:30 p.m.****

1. Disclosure of pecuniary interest.
2. Staff and Committee Reports.
3. Resolution: Adopt the Minutes of the July 15, 2025 Council Meeting.
4. Resolution: Authorize the submission of a Grant Application to the Enhancing Access to Spaces for Everyone (EASE) Grant, Ontario Government.
5. Resolution: Authorize the submission of a Grant Application to the Government of Canada Commemorative Funding Programs – Community Engagement Stream.
6. Discussion: Distribution of Volunteer Appreciation gifts.
7. Correspondence.
8. Accounts to pay.
9. Closed Session:
239.(i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization.
Purpose of the closed session:
i) Update regarding contract negotiations and implementation of a budgeted project.
10. By-Law: Confirming Proceedings of Council at its meeting held August 12, 2025.
11. Adjournment.

Council meetings will be held in person at 2381 Highway 654, Township of Nipissing Community Centre and virtually utilizing the Zoom platform; and will be livestreamed to the Township of Nipissing YouTube channel.

<https://www.youtube.com/channel/UC2XSMZqRNHbwVppelfKcEXw>

MINUTES
TOWNSHIP OF NIPISSING
Tuesday, July 15, 2025

A regular meeting of the Township of Nipissing Council was held on Tuesday, July 15, 2025, starting at 6:45 p.m. The meeting was held in person at the Township of Nipissing Community Centre, and livestreamed to the Township of Nipissing YouTube Channel.

Present: Mayor Dave Yemm and Councillors Lisa Chalapenko, Stephen Kirkey, and James Scott.

Regrets: Councillor Shelly Foote.

Staff: Fire Chief-MLEO-CEMC Will Bateman; Operations Superintendent Dan MacInnis; Land Planning and Technology Administrator John-Paul Negrinotti; Deputy Clerk-Administrative Assistant Kristin Linklater; Deputy Treasurer-Office Assistant Kim Turnbull; and Municipal Administrator-Clerk-Treasurer Kris Croskery-Hodgins.

Guests: Patrick Townes, MHBC Planning Consultants.

Disclosure of pecuniary interest: None.

Staff Reports:

Fire Chief-MLEO-CEMC Will Bateman: Written report.

Committee Reports:

Councillor Stephen Kirkey: Nipissing Township Museum Board, Powassan & District Union Public Library Board.

R2025-126 L. Chalapenko, J. Scott:

That the minutes of the regular Council Meeting held June 24, 2025, be adopted as published.

Carried.

R2025-127 S. Kirkey, J. Scott:

THAT we confirm the appointment of Firefighters to the Township of Nipissing Fire Department as listed on Appendix A, attached to this Resolution. **Carried.**

R2025-128 J. Scott, L. Chalapenko:

THAT we approve the 2025-2026 Insurance renewal provided by Intact Public Entities for the Township of Nipissing. **Carried.**

R2025-129 S. Kirkey, J. Scott:

That we receive the Staff Report provided regarding required repairs on Ruth Haven Drive;
And that we support staff recommendation A to repair the road base and prepare the site for surface treatment at an estimated cost of \$20,000, not included in the 2025 Budget. **Carried.**

Mayor Yemm read:

This part of our meeting is declared a public meeting pursuant to the provisions of Section 34 (12) of the Planning Act, R.S.O., 1990, to discuss an application for a change to Zoning By-Law 2020-20 by the Township of Nipissing.

R2025-130 L. Chalapenko, J. Scott:

That we pass By-Law Number 2025-21, being a By-Law to amend Zoning By-Law 2020-20, as amended;

Read a first, second and third time and passed this 15th day of July, 2025. **Carried.**

Patrick Townes and John-Paul Negrinotti left the meeting.

R2025-131 S. Kirkey, J. Scott:

That we receive the correspondence report as presented. **Carried.**

R2025-132 S. Kirkey, J. Scott:

That the statement of accounts dated: June 21, 24, 26, 27, 28, July 2, 5, 8, and 10, 2025. Totaling \$520,884.91 be approved. **Carried.**

R2025-133 L. Chalapenko, S. Kirkey:

That this part of our meeting will be closed to the public as authorized by Section 239(2)(b) of the Municipal Act, 2001, c. 25, for consideration of the following subject matter:

- (b) personal matters about an identifiable individual, including municipal or local board employees.
 - 1. Council to receive an update regarding a staff member.
 - 2. Council to receive an update regarding a formal complaint regarding public safety concerns.

Time: 7:10 p.m. **Carried.**

Kim Turnbull, Dan MacInnis, and Kristin Linklater left the meeting.

R2025-134 J. Scott, L. Chalapenko:

That we resume to an open public meeting. Time: 7:49 p.m. **Carried.**

R2025-135 S. Kirkey, J. Scott:

THAT we accept the proposal from Urban RE for the Development of an updated Asset Management Plan;

AND THAT the work be financed through the Canada Community Building Fund budget line for 2025.

Carried.

R2025-136 L. Chalapenko, J. Scott:

That we pass By-Law 2025-22, being a By-Law to confirm the proceedings of Council at its meeting held on July 15, 2025.

Read the first, second and third time and passed this 15th day of July, 2025. **Carried.**

R2025-137 S. Kirkey, J. Scott:

That the meeting be adjourned. Time: 7:52 p.m. Next regular meeting to be held August 12, 2025.

Carried.

Mayor:

Municipal Administrator:

Minutes prepared as per Section 228 (1)(a) of the Municipal Act, S.O. 2001, c. 25.

Clerk to record, without note or comment, all resolutions, decisions and other proceedings of the council.

Minutes to be approved by Council at the next regular Council Meeting.



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: August 12, 2025

NUMBER: R2025-

Moved by

Seconded by

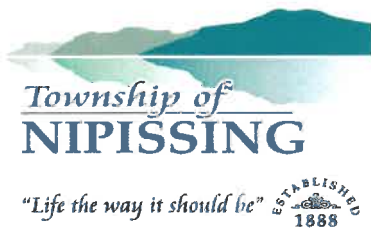
THAT we authorize the submission of an application under the Ontario Government program, Enhancing Access to Spaces for Everyone (EASE) Grant, for the engineering and replacement of the entrance ramp to the Township Office entrance.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: August 12, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we authorize the submission of an application under the Government of Canada Commemorative Funding Programs- Community Engagement Stream, for the Nipissing Township Museum Remembrance Day programming.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: August 12, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT Council approves the purchase of supplies and gift cards to complete the Volunteer Appreciation Gifts with the approved budget.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm

TOWNSHIP OF NIPISSING

CORRESPONDENCE

August 12, 2025

- 1.** Ontario Trillium Foundation (OFT) – Grant Application Results – Nipissing Township Museum Foundation.
- 2.** Associations of Municipalities of Ontario (AMO) – Submission to the standing committee on heritage, infrastructure and cultural policy concerning proposed changes to ethical framework for Municipal elected Officials.
- 3.** Associations of Municipalities of Ontario (AMO) – Submission to the Minister of the Environment, Conservation and Parks - Amendments to Blue Box Regulation and the Resource Recovery and Circular Economy Act, 2016.
- 4.** Associations of Municipalities of Ontario (AMO) – Submission to the Ministry of the Solicitor General - Significant cost pressures municipalities are facing as a result of growing police costs.
- 5.** Associations of Municipalities of Ontario (AMO) – Submission to the Minister of the Environment, Conservation and Parks to establish a modernized approval process for Landfills.
- 6.** Request for support for making the Northern Ontario Resource Development Support (NORDS) Program Permanent and Expanding Program Eligibility.
- 7.** Federation of Northern Ontario Municipalities (FONOM) – Submission to Prime Minister Carney re: Propose a preliminary combined countervailing and anti-dumping duty rate of 34.45% on Canadian Softwood Lumber.
- 8.** Federation of Northern Ontario Municipalities (FONOM) – Requesting Support for a nation building case for a 2+1 Highway for enhanced east-west Canadian trade in alignment with Prime Minister Carney's Five Criteria.
- 9.** Ministry of Municipal Affairs and Housing – 2025 Northeastern Municipal Council Workshop. Save the Date for October 21, 2025.
- 10.** Corporation of the Town of Aylmer – Advocacy for increased support threshold for Canadian Veterans.
- 11.** Municipality of the Village of Burks Falls – Opposition to proposed installation of a Battery Energy Storage System (BESS) Facility.
- 12.** Trout Creek Lions – 1st Annual Lions R.O.A.R. (Recreational Outdoor ATV Run) Fundraiser and Poker Run.
- 13.** Commanda Community Centre – Renee & Gary White – Requesting assistance with rezoning application fees.

- 14.** Cindy Piper - Requesting a sign be posted at Link's Beach "No Fishing Allowed In Beach Area".
- 15.** Township of Nipissing Cemetery Committee Meeting Minutes held July 25, 2025.
- 16.** Township of Bonfield – Appreciation/Thank you Note.

From: donotreply@otf.ca
Sent: July 14, 2025 11:57 AM
To: admin@nipissingtownship.com
Subject: News about your OTF grant application

Name of organization: Township of Nipissing
Application ID: CP140975
Grant type: Capital

Hello,

Thank you for submitting a grant application to the Ontario Trillium Foundation (OTF).

Your grant application has been carefully reviewed, and we regret to inform you that your request for funding has been declined. OTF would like to support all the worthwhile requests submitted, however, far more proposals are received than can be funded.

Get support: Book time to talk with us

- To learn more about why your grant application was declined, we encourage you to [book a time to talk with a Program Manager](#).
- The person(s) attending the call must be listed as a contact in your organization's account with OTF. This is to ensure that sensitive and confidential information is only discussed with an authorized person.

For information about upcoming deadlines, application resources and supports, visit the [OTF website](#).

We appreciate the time and effort that went into the application and wish you the very best with the important work you do in your community.

Sincerely,
Ontario Trillium Foundation
1 800 263-2887 · otf@otf.ca

Proposed Changes to Ethical Framework for Municipal Elected Officials

AMO'S SUBMISSION TO THE STANDING COMMITTEE ON HERITAGE,
INFRASTRUCTURE AND CULTURAL POLICY CONCERNING BILL 9, MUNICIPAL
ACCOUNTABILITY ACT, 2025

July 8, 2025

Introduction

The Association of Municipalities of Ontario (AMO) is a non-partisan, non-profit association representing the 444 municipal governments across Ontario. Municipal governments work through AMO to achieve shared goals and meet common challenges. As the frontline order of government closest to the people, municipal governments are deeply invested in promoting healthy local democracy and accountability.

Given this, AMO is pleased to provide comments about Bill 9, *An Act to Amend the City of Toronto Act, 2006 and the Municipal Act, 2001 in Relation to Codes of Conduct* or known in short as the *Municipal Accountability Act, 2025*. This submission provides AMO's recommendations about amendments to strengthen the legislation to ensure that it delivers on its promise and potential to hold municipal officials to the highest ethical standards.

General Support

Municipal governments are the most trusted, open and transparent order of government. Maintaining ethical behaviour and respectful discourse are at the heart of public trust. All Ontarians also expect to work in a safe and respectful environment, including members of council when they agree to take office. Municipalities have seen that the current tools available to municipal councils to ensure ethical behaviour are inadequate and do not meet public expectations. Since 2021, AMO and its members have continued to call on the province for better tools to enforce accountability for municipal elected officials.

AMO is pleased to see the government action in response to sector concerns. We largely support these proposed changes, including enabling the standardization of municipal codes of conduct and integrity commissioner investigation processes. AMO also commends the government and Standing Committee for their broad sector engagement on the legislation as well as the commitment to consult with municipalities on the regulations that will support this evolving framework.

With scoped amendments, this legislation will help reinforce accountability and support both a safe and respectful work environment for members of council and for municipal staff.

Recommended Amendment 1: Adjust Unanimous Consent

Changes proposed to:

Section, 160.0.4 (2), Schedule 1, *City of Toronto Act, 2006* and
Section 223.4.0.4 (2), Schedule 2, *Municipal Act, 2001*

AMO recommends that the removal from office vote be adjusted from unanimous to a supermajority (a vote by at least 2/3 of Council). Previously, AMO had advocated for the removal from office procedure to be in the hands of the judiciary. However, in recognizing the government's interest in leaving this decision to elected municipal officials, we believe a council supermajority vote is more appropriate.

We recognize that a vote to remove an elected municipal official from office is fundamentally different than a regular council vote, but the current proposal sets too high of a threshold and poses equity issues as council sizes vary across the province. In addition, the removal process already includes significant checks and balances that reduce the need for a unanimous vote, including recommendations for removal from both the local integrity commissioner and the Integrity Commissioner of Ontario.

Recommended Amendment 2: Provide a Range of Penalties

Changes proposed to:

Section, 160 (5), Schedule 1, *City of Toronto Act, 2006* and
Section 223.4 (5), Schedule 2, *Municipal Act, 2001*

AMO recommends that the legislation includes a progressive range of discipline options for integrity commissioners that are aligned with what was established under the *Education Act* in 2023. These options would provide a standard list of penalties that could be applied apart from removal from office, including censure of a member, barring attendance at meetings, barring a member from sitting on committees, and barring a member from being chair or vice chair of committees.

Conclusion

AMO commends the government for taking action to address the concerns raised across the sector. Municipal councils have been looking for new tools to address modern challenges in local government, including stronger mechanisms to address situations of serious misconduct when they arise. Where there is a serious code of conduct violation, municipal councils need the authority to take actions that are measured, appropriate and effective.

Our members are proud to serve their communities and understand that sitting on municipal councils is both a privilege and a responsibility. We look forward to continuing to work with the provincial government to preserve and improve public confidence in our communities.

Sent by email to: minister.mecp@ontario.ca

July 7, 2025

The Honourable Todd McCarthy
Minister of the Environment, Conservation and Parks
College Park, 5th Floor
777 Bay Street
Toronto, Ontario M7A 2J3

RE: Amendments to the Blue Box Regulation (ERO #: 025-0009) and the *Resource Recovery and Circular Economy Act, 2016* (ERO #: 025-0536)

Dear Minister McCarthy,

The Association of Municipalities of Ontario (AMO) has consistently supported the transition to an Extended Producer Responsibility (EPR) system for recycling, believing it holds the potential to drive innovation and foster a truly circular economy in Ontario.

Proposed Blue Box Regulation Amendments

The recently proposed amendments to the Blue Box Regulation raise concerns for municipalities across the province. These proposed changes risk undermining the very goals of the EPR framework, particularly regarding waste diversion and risks resulting in substantial new cost impacts on municipalities.

Specifically, the proposed delays in recovery targets and modifications to away-from-home collection will undoubtedly impact waste diversion rates. Less material diverted means a greater volume of waste entering municipal landfills. This could lead to higher municipal waste management costs due to increased transportation distances and expenses as existing landfill capacity is consumed more rapidly. These proposals may also exacerbate Ontario's projected landfill capacity crisis, which is anticipated to reach its limit in less than 10 years.

Furthermore, producers were initially set to assume responsibility for expanded public space blue bin material collection, a sensible approach given that most municipal governments will no longer be involved in residential recycling services post-2025. The proposed regulatory amendment, however, would reverse this. Without adjusted regulatory amendments, many municipalities would be forced to decide whether to provide recycling collection for these unserved public spaces at their own expense. Should municipalities not step in to fill these gaps, residents would likely combine recycling and waste streams. Residents rightly expect robust recycling programs and environmental protection, creating an urgent imperative for municipalities to fill these public spaces service gaps. This dual approach to blue bin collection by both municipalities and producers is also inherently inefficient.

A critical concern is the proposal to remove the planned expansion of blue box services for multi-residential buildings, schools, and specified long-term care and retirement homes that are not already municipally serviced. This change creates a fragmented "two-tiered" system where some Ontarians have access to recycling while others do not. At a time when Ontario has

prioritized rapidly building more housing and long-term care, this amendment fails to provide essential recycling for these new residents and facilities, creating a growing service gap at a time when we should be expanding, not limiting, recycling access. This proposed reversal also imposes a significant municipal burden through:

- Disrupted planning. Municipalities have been actively planning and onboarding these properties, often with agreements based on the understanding that producers (PROs) would take over blue box collection by January 2026. This amendment pulls the rug out from under existing plans.
- New service gaps with pressure on municipalities to fill. For example:
 - In Guelph, many multi-residential properties have been receiving municipal service for garbage and organics, while paying for private recycling collection, with the clear expectation that producer-funded recycling would commence in 2026. This amendment leaves the city in a difficult position: does it continue to absorb the cost of private collection, or abruptly shift that burden back to building residents?
 - In large cities like Ottawa, thousands of new multi-residential units are added annually. This change immediately creates a massive and growing number of residents (potentially over 5,000 in Ottawa each year) who will be left without access to the common recycling collection system.

While the stated intent of the proposals is to contain costs, AMO is concerned that many of the proposals will shift costs to the municipal taxpayer and exacerbate Ontario's landfill capacity crisis.

Proposed Resource Recovery and Circular Economy Act (RRCEA) Amendments

AMO supports proposed changes to enhance data collection and transparency across the waste system and make regulations that require PROs to make an offer to municipalities or other specified entities to service small businesses to municipalities or other specified persons. These changes would support a more efficient and effective system.

Beyond AMO's comments, we recommend your staff review additional technical analysis and recommendations on these proposals submitted by The Regional Public Works Commissioners of Ontario and the Municipal Waste Association.

Any questions about this submission can be directed to Karen Nesbitt, Senior Manager at knesbitt@ontario.ca.

Sincerely,



Robin Jones
AMO President

cc: Marc Peverini, Resource Recovery Policy Branch, Ministry of the Environment,
Conservation and Parks

alleviate growing police costs.

The province should work collaboratively with municipalities, police chiefs and police service boards to estimate the proportion of police costs attributable to homelessness and mental health and addictions and provide appropriate provincial funding for these costs. The province should also ensure that upstream municipal programs that target the root causes of crime are adequately funded.

Vacancy costs and recruitment issues

In the last Auditor General value for money review in 2020, the OPP vacancy rate was found to be over 25 percent in most of the province. This is a significant number of officers not able to work. Many municipal police forces face similarly high vacancy rates. These vacancy rates lead to increase costs, as forces must rely on more costly overtime to cover for officers on leave.

As well, these rates are not helped by the ongoing struggle of police forces across Canada to recruit new officers. AMO and its members appreciate recent actions taken by the government to address these challenges, including the Answer the Call campaign to improve police recruitment and Warrior Health initiative to provide 24/7 mental health resources for emergency personnel.

We welcome these upstream actions and would encourage continued collaboration with police associations and municipalities. However, we need urgent support now to respond to the growing vacancy challenge.

The province should provide funding to offset costs associated with police away from work on WSIB approved leaves of absences so that police services can align their actual strength with authorized strength and reduce reliance on overtime. The province should consider the [2015 AMO recommendations](#) to shift specific functions to civilians or other security providers where appropriate.

Prisoner transport and court security

In the 2008 *Provincial Municipal Service Delivery Review*, the province committed to uploading all prisoner transport and court security costs to a maximum of 125 million dollars per year. Prisoner transport here refers to the secure transportation of inmates between courts, prisons, and other security locations, while court security means the physical security of provincial courts.

While the negotiated \$125 million cap covered all municipal costs at the time of the agreement, it is no longer sufficient. Municipalities are now funding costs that were previously uploaded.

To lower policing costs, the province should remove the \$125 million cap and provide full funding for prisoner transport and court security each year.

Inequitable policing costs in service hub communities

While AMO recognizes that the current model is more equitable than previous iterations, there are opportunities for further improvement. Some municipalities act as hubs for surrounding communities because they house provincial infrastructure like hospitals and courts, or provide social services used by residents of other jurisdictions. These communities continue to face much higher calls for service on a per capita basis than other municipalities and pay greater per capita costs.

The current discount model should be replaced with a grant given to municipalities with the highest calls for service cost per capita. Both OPP and independently policed municipalities should be eligible for this cost relief.

Conclusion

AMO is encouraged that the province is taking action to improve the OPP billing model. We appreciate that the province is trying to find ways avoid large surprise increases and to make sure the unexpectedly large increases from 2025 do not happen again.

Municipalities are increasingly faced with tough choices between paying for increasing police budgets and investing in long-term infrastructure projects that are critical to Ontario's long-term economic growth.

The fiscal framework that enables municipalities to provide both critical services and infrastructure is broken. While program-specific reviews like this one are appreciated, AMO continues to call on the provincial government to work with the municipal sector on a new comprehensive fiscal relationship that would better support public safety and economic growth in communities across Ontario.

Sincerely,



Robin Jones
AMO President

cc: The Honourable Rob Flack, Minister of Municipal Affairs and Housing
Mario Di Tommaso, Deputy Solicitor General, Ministry of the Solicitor General
Martha Greenberg, Deputy Minister, Ministry of Municipal Affairs and Housing

Sent by e-mail to: minister.mecp@ontario.ca

July 15, 2025

The Honourable Todd McCarthy
Minister of the Environment, Conservation and Parks
College Park, 777 Bay Street
Toronto, Ontario M7A 2J3

Dear Minister McCarthy,

AMO and Ontario's municipalities commend the provincial government for its strong, decisive leadership in strengthening our provincial and local economies in the face of evolving global trade dynamics. In this context, AMO supports exploring new approaches to supporting priority projects, provided that important objectives such as health, safety, environmental protection, community well-being are upheld. For example, last year AMO commended your government's "project list" approach, which applied a risk-based method to streamline environmental approvals (EAs) for simple projects. This type of balanced approach helps advance projects faster while maintaining strong environmental protections where warranted.

As you know, Bill 5 removed environmental assessment (EA) requirements for the Dresden Waste Disposal Site (a landfill). We are concerned about the precedent this action may set for other waste disposal sites and the impact on communities trying to manage increased pressure on Ontario's limited waste disposal capacity.

We understand the proposed expansion of the currently inactive Dresden landfill would increase the capacity from the current limit of 75 tonnes to an annual limit of 365,000 tonnes. The proposal would also add new activities such as processing waste into low-carbon fuel. This expansion is only 800 metres away from the residential community of Dresden, and Chatham-Kent – the host municipality – is not supportive of the expansion.

In 2020, your government passed legislation requiring proponents of landfill sites to obtain municipal support for landfills within 3.5 kilometres of residential land. In 2024, following consultation, your government implemented a project list approach for environmental approvals which included waste projects among those subject to a comprehensive EA. That same year, your Ministry issued a decision confirming a comprehensive EA would be required for the Dresden landfill, highlighting it is an opportunity to identify and mitigate any risks, and to gather community feedback. Bill 5 reverses each of these decisions in favour of relying on existing environmental compliance approval (ECA) requirements.

The existing ECAs date back to 1980 and do not cover the full scope of the proposed expansions. The effect of this approach is to significantly expand a small, inactive landfill without adequate environmental review and community engagement. This is particularly concerning because the landfill site is adjacent to prime agricultural land, provincially significant woodlots, and waterbodies which are home to species at risk.

This approach sets a concerning precedent that any of the over 600 active and inactive landfills across Ontario could be similarly expanded. Municipalities understand that Ontario urgently needs increased landfill capacity to support ambitious residential and economic growth goals. We know that a full EA process – which can take as many as 10 years – is onerous and can create delays in meeting waste disposal needs. However, overreliance on the existing ECAs introduces significant environmental, source water protection, and quality-of-life risks.

Municipalities know that before advancing any project, it is essential to gather information, assess and mitigate risks, and engage with residents. While AMO is supportive of the government's efforts to streamline development approvals, we continue to stress the importance of balancing these goals with strong environmental protection.

AMO recommends that the Province establish a modernized approval process for landfills that balances expediting the ability to site and construct waste management infrastructure with maintaining strong environmental and community protection. A balanced approach would empower municipalities and the Province to protect the environment and community well-being while taking decisive action to expand landfill capacity in Ontario.

Consistent with our letter recommending abandoning select proposed amendments to O. Reg. 391/21 Blue Box, municipalities know that some of the pressure to find new waste disposal capacity can be alleviated by increasing waste reduction and diversion efforts. AMO's 2023 "[Ontario Baseline Waste and Recycling Report](#)" and 2021 "[Recommendations for the Diversion of Food and Organic Waste in Ontario](#)" include recommendations to further improve waste diversion.

Addressing Ontario's landfill pressures requires a dual approach: responsibly creating more landfill capacity while simultaneously taking concrete action to reduce the volume of waste entering landfills. We look forward to working with the government to find a lasting solution to meet Ontario's waste disposal needs.

Sincerely,



Robin Jones
AMO President
Mayor of the Village of Westport

cc: Sarah Harrison, Deputy Minister, Ministry of the Environment, Conservation and Parks

Attachment: Letter to Minister McCarthy regarding *Resource Recovery and Circular Economy Act*

June 30, 2025

The Right Honourable Paul Carney
Prime Minister of Canada
80 Wellington Street
Ottawa, ON K1A 0A2
SENT BY EMAIL: PM@pm.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
SENT BY EMAIL: Premier@ontario.ca

Dear Prime Minister Carney and Premier Ford,

On behalf of the **Federation of Northern Ontario Municipalities (FONOM)** and the 110 municipalities we represent across Northeastern Ontario, I write to express our deep concern with the recent announcement by the U.S. Department of Commerce, issued on April 4, 2025, which proposes a preliminary combined countervailing and anti-dumping duty rate of **34.45% on Canadian softwood lumber**—more than double the current rate.

This significant escalation in tariffs, expected to take effect in July, poses a direct and immediate threat to the economic well-being of communities across Northeastern Ontario. Our region's forest sector is a foundational pillar of the local economy—supporting thousands of direct and indirect jobs and underpinning many municipal tax bases. Communities such as Timmins, Hearst, Kapuskasing, Cochrane, Temiskaming Shores, and many others have built their resilience and growth around this industry.

Since the expiration of the last Softwood Lumber Agreement in 2016, Canadian producers have faced unfair and punitive duties. These trade actions have now cost the industry **over \$10 billion CAD**, undermining confidence, investment, and the future viability of a sector critical to both our regional and national economies. The increased rate threatens to exacerbate these impacts and further destabilize the forest industry at a time when we can least afford it.

Compounding this issue is the looming potential for additional tariffs on forest products stemming from the U.S. Section 232 national security review, which could deepen the uncertainty and further harm communities throughout Northern Ontario.

We urge both the federal and provincial governments to respond decisively by:

- Making the resolution of the softwood lumber dispute a **top priority** in ongoing bilateral trade discussions with the United States.

- Working directly with forest-sector stakeholders and municipalities to **develop and implement support measures** that protect workers, communities, and local economies.
- **Publicly acknowledge the urgency of this issue for rural and northern Ontario, and commit** to concrete, coordinated actions.

The forest sector in Northern Ontario is vital to our economic survival and to national priorities such as addressing housing needs, advancing clean energy, and promoting sustainable development. However, our region cannot continue to bear the brunt of unfair trade measures without meaningful government action.

FONOM is committed to working alongside all levels of government and our industry partners to protect jobs, investment, and long-term prosperity in our communities.

Sincerely,



Danny Whalen
President

cc'd Patty.Hajdu@parl.gc.ca
Marcus.Powlowski@parl.gc.ca
Eric.Melillo@parl.gc.ca
Dominic.LebLANc@parl.gc.ca
Kevin.Holland@pc.ola.org
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clowry@mississippimills.ca
admin@noma.on.ca

Support for Making the NORDS Pilot Program Permanent and Expanding Program Eligibility

WHEREAS the Northern Ontario Resource Development Support (NORDS) pilot program was introduced to help Northern Ontario municipalities address infrastructure pressures resulting from natural resource sector activities;

AND WHEREAS the funding provided through the NORDS pilot was very well received by the municipal sector, as it delivered timely and much-needed financial support to many communities across the North;

AND WHEREAS the program has allowed municipalities, such as the City of North Bay, to strategically stack multi-year allocations in order to support large-scale infrastructure initiatives critical to community development and economic growth;

AND WHEREAS the NORDS pilot program has clearly demonstrated its value and effectiveness in helping Northern municipalities address the infrastructure challenges tied to resource development and extraction;

AND WHEREAS rural and northern municipalities are also facing infrastructure degradation resulting from the increasing size and frequency of agricultural machinery and activity, which is currently outside the scope of the pilot;

THEREFORE BE IT RESOLVED THAT the Council of the [Insert Municipality Name] strongly urges the Government of Ontario to make the Northern Ontario Resource Development Support (NORDS) program a permanent fixture of its support to Northern municipalities;

AND FURTHER THAT the Province consider expanding program eligibility to recognize the significant impact that agricultural equipment and operations have on municipal infrastructure, particularly in rural communities;

AND FURTHER THAT municipalities be encouraged to continue utilizing the ability to stack NORDS allocations over multiple years to support the planning and delivery of major infrastructure projects;

AND FURTHER THAT a copy of this resolution be forwarded to the Minister of Northern Economic Development and Growth, the Minister of Agriculture, Food and Agribusiness, the Minister of Infrastructure, the Minister of Natural Resources, local MPP, the Association of Municipalities of Ontario (AMO), the Federation of Northern Ontario Municipalities (FONOM), Northwestern Ontario Municipal Association, Rural Ontario Municipalities Association and all Northern Ontario municipalities for their awareness and support.

MNEDG.Minister@ontario.ca

minister.omafa@ontario.ca

Minister.MOI@ontario.ca

minister.mnrf@ontario.ca

local MPP

resolutions@amo.on.ca

fonom.info@gmail.com

admin@noma.on.ca

roma@roma.on.ca

From: FONOM Office/ Bureau de FONOM <fonom.info@gmail.com>
Sent: July 22, 2025 10:23 AM
To: undisclosed-recipients:
Subject: Letter of Support from Mayor
Attachments: CTA Draft of Template for Letter of Support - Municipal Copy.docx; Almost There on Headhead and formatted - July 15 Draft.docx

Good morning

Dear Mayor and Council,

On behalf of the Federation of Northern Ontario Municipalities (FONOM), I would like to ask for your support for a project that holds transformative potential for Northern Ontario and Canada as a whole.

The FONOM Board has submitted a formal proposal to both the Prime Minister and the Premier of Ontario, advocating for the adoption of a 2+1 Highway System on Highways 11 and 17. We are requesting that this project be designated as a **Nation-Building Priority** under the Building Canada Act.

The benefits of this proposal are significant, with **improved safety** as the foremost objective. In addition, the 2+1 model offers economic, environmental, and national security advantages—making it a strategic investment in Canada's connectivity and long-term growth.

We respectfully ask that:

1. This email be shared with your full Council, and
2. The Mayor consider submitting a **letter of support** using the attached sample template.

Your endorsement will demonstrate to both levels of government the unified support of Northern Ontario municipalities for this vital infrastructure project.

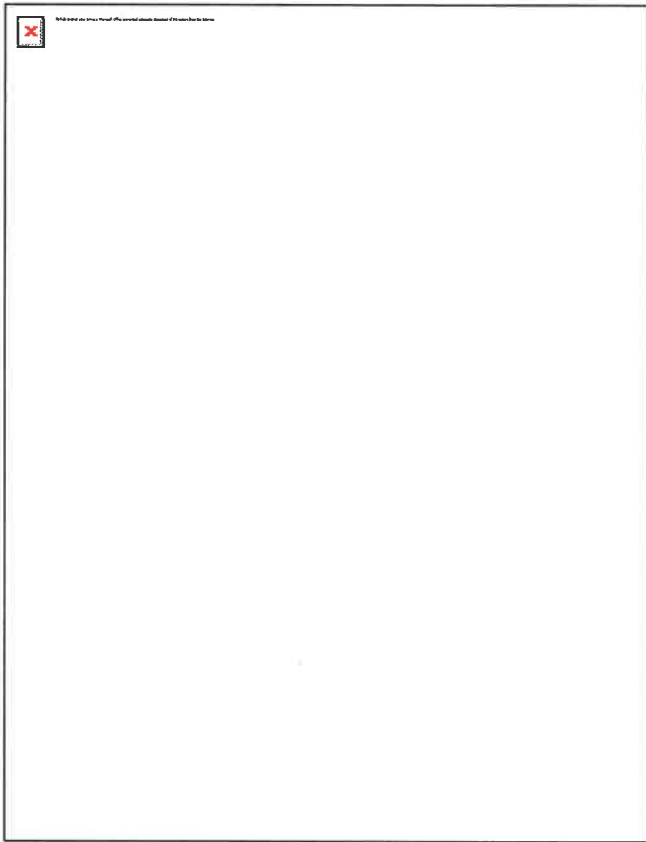
For your reference, I have included:

- A **copy of our submission** to the Prime Minister and Premier
- A **template letter of support** for your convenience

We are happy to answer any questions or provide additional information if you'd like.

Thank you for your consideration and your continued support of FONOM's advocacy work.

Talk soon, Mac.



Mac Bain
Executive Director
The Federation of Northern Ontario Municipalities
665 Oak Street East, Unit 306
North Bay, ON, P1B 9E5
Ph. 705-498-9510

July 15, 2025

The Right Honourable Mark Carney
Prime Minister of Canada
80 Wellington Street
Ottawa, ON K1A 0A2
SENT BY EMAIL: PM@pm.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
SENT BY EMAIL: Premier@ontario.ca

Dear Prime Minister Carney and Premier Ford,

**Subject: *A Nation-Building Case for a 2+1 Highway for enhanced east-west Canadian trade
in Alignment with Prime Minister Carney's Five Criteria***

Purpose

This briefing presents a compelling case for federal investment in upgrading Northern Ontario's Highway 11 and Highway 17, utilizing **the proven 2+1 highway model**. Supported by evidence in infrastructure policy, safety, economic performance, and national security, the proposal aligns directly with the **five nation-building criteria** set out by Prime Minister Carney under the ***Building Canada Act***.

We propose a two-phase approach:

- **Phase 1**
 - Construct 2+1 on **Highway 11 segments from North Bay to Cochrane**
 - Construct 2+1 on **Highway 17 from Renfrew to Sudbury**
- **Phase 2**
 - Extend the 2+1 **configuration from Cochrane to Nipigon on Highway 11**
 - Construct the 2+1 **configuration from Thunder Bay to Kenora on Highway 11 and 17**
 - Construct 2+1 on **Highway 17 from Sault Ste. Marie to Sudbury**

This initiative is far more than a regional infrastructure upgrade—it is a nation-building investment. It will strengthen Canada's internal connectivity, improve transportation resilience, and contribute to long-term economic growth, safety, and sovereignty.

Background

With the **Building Canada Act** in place, the Government of Canada is proceeding with consultations with provinces, territories and Indigenous rights-holders to determine the initial list of national interest projects. This proposal presents a project deemed of national interest.

The **Building Canada Act** focuses on creating a unified Canadian economy that promotes enhanced trade between the east and west within Canada. It also focuses on the development of major nation-building projects that will likely involve the transportation of large industrial materials for building. With a vast land area and diverse geography, an efficient transportation network is crucial for connectivity and facilitating the movement of materials.

While air and rail form part of Canada's transportation network, highways and trucking are the backbone of Canada's transportation system, connecting major cities, towns and rural communities. Trucking companies and drivers rely on governments to ensure a well-connected transportation network, including highways, major routes, border crossings, and ports, for efficient and safe operations. In turn, knowing the most efficient and safe highways and routes helps truckers save time, fuel, and operational costs.

The Trans-Canada Highway itself—of which Highways 17 and 11 are a vital part—is the **longest continuous national highway in the world**, connecting all ten provinces and three territories. During the Great Depression, the federal government funded the highway's early development as a job-creation initiative and a strategic investment in national cohesion. Over \$19 million was allocated to the provinces to construct a continuous road, enabling Canadians to travel across the Dominion without entering the United States. That same nation-building spirit is now needed once again in Northern Ontario.

Proposal

Except for Newfoundland, Prince Edward Island, and Ontario, most of the routes used by truckers crossing Canada are four-lane highways. In Ontario, truckers heading east from Manitoba or west from Quebec can choose to cross the province via Highway 17, the Trans-Canada Highway, or Highway 11, and what is now known as the **Northern Trans-Canada Route**. Truckers travelling from Toronto to western Canada can choose to take either 1) Highway 69 to Highway 17, then join the **Northern Route** of Highway 11 via Sturgeon Falls and King's Highway 64, or 2) Highway 11 to North Bay, then the **Northern Route**. Almost all sections of Highways 17 and 11 between the Manitoba border and Renfrew in eastern Ontario are two lanes, except for ongoing highway twinning projects near Nipigon and west of Thunder Bay, as well as a small, complete section east of Sault Ste. Marie. A small section of twinning has also been completed at Arnprior.

With Ontario being Canada's busiest province for truck traffic, these vital highways, which are linked to much of the country's economic activity, need to be considered for continued expansion beyond their existing two-lane profile. From their early days, they have formed part of Canada's **critical national corridor**, from playing a foundational role in connecting Canada's frontier communities enable economic development and assert national

sovereignty across the North. Unfortunately, road safety and infrastructure conditions in northern Ontario are deteriorating, according to the Ontario Trucking Association. Their primary concern is the danger of passing other vehicles. In turn, the Truckers for Safer Highways association recently stated: “People and truckers are dying on these highways!” That is why the Federation of Northern Municipalities, an organization representing 110 cities, towns and municipalities. Has been a consistent and vocal advocate for the adoption of the 2+1 highway model in Northern Ontario. This cost-effective, safety-enhancing design has proven successful in many countries, including Sweden, Finland, and Australia. A 2+1 highway expands on a 2-lane road by implementing continuously alternating passing lanes and separates opposing directions of traffic with a crash-rated median barrier, resulting in safety outcomes that are equal to fully twinned highways.

The Government of Ontario is responding and has announced two pivotal initiatives that mark a turning point for Highway 11, offering a clear opportunity for federal collaboration. First, a **pilot project** is scheduled to commence in 2026 on a 2+1 highway segment between **North Bay and Temagami**. Second, the province committed to extending the 2+1 configuration further north, from **Temiskaming Shores to Cochrane**. These two segments lay the groundwork for a scalable, long-term corridor strategy—a shared infrastructure vision well-suited to a federal-provincial nation-building partnership that would see a phased approach to northern Ontario’s highway development:

Data from Statistics Canada (see Appendix A) highlights that a five-year average from 2013 to 2017, over **925,000 truck shipments** were made between Western Canada and the Toronto/Montreal region via two-lane highways in Northern Ontario. By comparison, **960,005** between Toronto and Montréal, **206,574** between Toronto and Hamilton and 96,607 between Toronto and Windsor — routes served by four-lane highways. Put simply, **there is as much transport traffic on Highway 17 and 11 as on the Highway 401 corridor**—but it is forced to spread over narrower, less safe roads.

Priority should be given to Highway 11, as it offers a **preferred westward route** for commercial carriers. Compared to Highway 17, it is less hilly reducing fuel consumption and is not subject to frequent closures caused by Lake Superior’s weather systems. In short, Highway 11 is more reliable and increasingly indispensable to national logistics and supply chains. Highway 11 will also be critical to the rapidly expanding mining and agriculture sectors in the north that depend on a safe and efficient transportation corridor.

Ministry of Transportation **Annual Average Daily Traffic (AADT)** volumes from 2021 confirm this importance:

- **Near Temiskaming Shores:** 7,800
- **Near Englehart:** 6,100
- **Between Kirkland Lake and Cochrane:** 3,200 to 5,500

These figures **meet or exceed international thresholds** for 2+1 highway justification. In fact, Ontario’s Ministry of Transportation and Swedish transport authorities both find 2+1 highways are effective and safe at volumes of up to **18,000–20,000 AADT**, which is well

above the current corridor levels of 3,200–7,800. This places Highway 11 within the model’s ideal “sweet spot”—not only today, but for decades to come.

Moreover, these traffic counts were gathered during the COVID-19 pandemic, when private vehicle use was depressed. Actual normalized volumes are likely even higher.

Despite this high usage and strategic importance, Highway 11 faces challenges stemming from decades of underinvestment. These include:

- **Substandard Road Geometry**
- **Insufficient passing opportunities**
- **Above-average collision and fatality rates**
- **Regular closures due to weather and accidents**

These weaknesses not only endanger lives but also **disrupt freight movement, delay goods, and increase costs** for industries that depend on timely delivery.

The **2+1 model, featuring a crash-rated median barrier and alternating passing lanes every few kilometres, significantly improves safety and traffic flow at a substantially reduced cost compared to** traditional four-lane twinning. This makes it the ideal design for long rural corridors with steady but moderate traffic, such as Highway 11.

Alignment with Prime Minister Carney’s Five Nation-Building Criteria

1. Strengthen Canada’s Autonomy, Resilience, and Security

- **Strategic Defence Logistics:** Highways 17 and 11 support access to key military and NORAD infrastructure, including CFB North Bay. It also offers critical redundancy should either highway become compromised.
- **Nuclear Waste Transport:** The Nuclear Waste Management Organization has identified these highways for the secure transport of used nuclear reactor rods to a planned long-term storage site in Northwestern Ontario. Enhanced road safety is essential.
- **Emergency and Climate Resilience:** These roads play a vital role in wildfire evacuations and emergency response functions that will only grow more urgent with climate change.
- **Critical Minerals Access:** As Canada builds out its critical minerals sector, Highways 17 and 11 are essential for transporting the tools, supplies, and workforce needed to unlock Northern resource potential.

2. Deliver Economic Benefits and Support Growth

- **Economic Resilience and Supply Chain Reliability**
Highways 17 and 11 are a lifeline for national industries such as mining, forestry, agriculture, and manufacturing. Collisions and closures in this corridor disrupt supply chains, delay shipments, and raise costs—undermining productivity and competitiveness. A safer, more reliable route will protect against these losses and help

sustain Canada's industrial and export performance, particularly as interprovincial trade barriers ease and east-west commercial traffic increases.

- **Workforce Access and Regional Efficiency**
Improved traffic flow enhances access for workers, goods, and services, strengthening regional economies and making it easier for businesses to attract and retain talent.
- **Job Creation and Indigenous Participation**
Construction and long-term maintenance will create employment opportunities, with strong potential for Indigenous training, contracting, and equity partnerships.
- **Tourism and Local Business Vitality**
As the primary transportation artery for dozens of rural communities, Highways 17 and 11 support tourism, retail, and service sectors. Safer, faster routes help keep these towns economically viable and socially connected.
- **High Return on Investment**
According to the Northern Policy Institute, the proposed 2+1 pilot for Highway 11 delivers a benefit-cost ratio of **1.0 at 20 years**, rising to **3.6 at 60 years**—clear evidence of enduring value.

3. High Likelihood of Successful Execution

- **Shovel-Ready Projects:** Ontario's North Bay–Temagami pilot is fully designed and poised to go to tender
- **Provincial Commitment Already Secured:** The province has also announced plans to extend the 2+1 model northward between Temiskaming Shores and Cochrane.
- **Proven Design Model:** The 2+1 design has achieved fatality reductions of up to 76% in countries like Sweden, Finland, and Australia. It offers a practical model for safe, efficient travel across long rural corridors. Ontario's projects benefit from this body of international evidence.
- **Faster Cheaper Delivery:** By leveraging existing roadbeds, 2+1 roads require less land acquisition and construction time, avoid significant delays from environmental permitting, and can be implemented in phases. Ontario's own pilot designs incorporate global best practices from around the world.
- **Expandable by Design:** 2+1 highways can be converted to 2+2 highways in the future when traffic volumes warrant it, making 2+1 roads a flexible and cost-efficient steppingstone, ideal for future-proofing national transportation infrastructure.

4. Advance the Interests of Indigenous Peoples

- **Early and Ongoing Engagement:** Highways 17 and 11 intersect the traditional territories of several Indigenous Nations. Their early and ongoing involvement ensures meaningful participation and long-term benefits.
- **Pathways to Economic Reconciliation:** Indigenous-led training, employment, and

- equity stakes can be prioritized into project delivery, creating generational value. With designs that are modular, the Proposal also supports phased contracting and development models.
- **Improved Safety for Remote Access:** Both Highways are a lifeline for many Indigenous communities, enabling access to healthcare, food, education, and evacuation routes. Safer highways are a matter of equity.

5. Contribute to Clean Growth and Climate Objectives

- **Lower Emissions from Freight:** Improved traffic flow reduces idling, braking, and congestion, directly cutting greenhouse gas emissions. Infrastructure for electric vehicle (EV) charging can be integrated into the design.
- **Sustainable Construction Practices:** Ontario's design process is already integrating lower-emission materials and recycled aggregates to help Canada reach its climate goals.
- **Reduced Environmental Footprint:** Compared to full twinning, 2+1 highways use less land, preserve wildlife corridors, and prevent overbuilding—balancing transportation needs with environmental stewardship.

Conclusion

Transforming the Trans-Canada's Highway 17 and its Highway 11 Northern Route into 2+1 corridors is not simply a matter of regional equity—it is a strategic investment in Canada's future. It safeguards our autonomy, strengthens our supply chains, advances reconciliation, and supports economic growth—while reinforcing the vital national bond between northern and southern Canada.

The Federation of Northern Ontario Municipalities believes this project reflects the values and vision of a confident, resilient country—one that invites its northern regions to be equal partners in prosperity.

We now call on the provincial and federal government to build a Trans-Canada Highway worthy of our national ambitions—modern, safe, autonomous, and truly coast-to-coast.

Sincerely,



Danny Whalen
President

cc'd pauline.rocfort@parl.gc.ca
minister.mto@ontario.ca
Patty.Hajdu@parl.gc.ca

Appendix A

Number of Truck Shipments by Routes ^{Note 1}						# of lanes in Ontario
	2013	2014	2015	2016	2017	
Truck shipments to and from major destinations in western Canada to Toronto and Montreal	1,019,899	927,405	986,136	924,682	767,998 NOTE: 5 year average 2013 to 2017= 925,224	2 lanes northern Ontario / 4 lanes southern and eastern segments
Truck shipments to and from Toronto and Montreal	867,321	894,068	1,237,732	916,433	884,474 Note: 5 year average = 960,005	4+ lanes
Truck shipments to and from Toronto and Windsor	67,119	100,507	97,640	80,267	142,502 Note: 5 year average= 97,607	4+ lanes
Truck shipments to and from Toronto and Hamilton	181,567	191,839	186,954	332,986	139,044 Note: 5 year average= 206,514	4+ lanes

Note 1: Statistics Canada. [Table 23-10-0142-01 Origin and destination of transported commodities, Canadian Freight Analysis Framework](#) (see Appendix A). Shipments represent the aggregate number of shipments transported.

Marcus.Powlowski@parl.gc.ca
Eric.Metillo@parl.gc.ca
Dominic.LebLANc@parl.gc.ca
Kevin.Holland@pc.ola.org
Greg.Rickford@pc.ola.org
Chris.Scott@ontario.ca
bill.rosenberg@pc.ola.org
vic.fedeli@pc.ola.org
GBourgouin-QP@ndp.on.ca
billy.denault@pc.ola.org
smamakwa-qp@ndp.on.ca
JWest-QP@ndp.on.ca
lvaugeois-qp@ndp.on.ca
graydon.smith@pc.ola.org
jvanthof-co@ndp.on.ca
amopresident@amo.on.ca
clowry@mississippimills.ca
admin@noma.on.ca

[Your Municipalities Letterhead]

[Date]

The Right Honourable Mark Carney

Prime Minister of Canada

80 Wellington Street

Ottawa, ON K1A 0A2

Email: PM@pm.gc.ca

The Honourable Doug Ford

Premier of Ontario

Legislative Building, Queen's Park

Toronto, ON M7A 1A1

Email: Premier@ontario.ca

Cc: Federation of Northern Ontario Municipalities (FONOM) – fonom.info@gmail.com

Re: Support for Nation-Building 2+1 Highway Infrastructure in Northern Ontario

Dear Prime Minister Carney and Premier Ford,

On behalf of the Canadian Trucking Alliance, I am writing to express our strong support for the Federation of Northern Ontario Municipalities' proposal to expand Highways 11 and 17 in Northern Ontario using the **2+1 highway model**.

We believe this initiative aligns with national priorities related to economic resilience, transportation safety, Indigenous engagement, and climate-conscious infrastructure investment. A modern, safe, and efficient highway corridor through Northern Ontario is not only critical for regional development—it is essential for Canada's internal trade, supply chain continuity, and national cohesion.

The 2+1 highway approach offers a cost-effective, scalable, and environmentally responsible solution. We commend the Government of Ontario for launching a pilot segment between North Bay and Temagami, and we urge both levels of government to expand this model through a coordinated, nation-building strategy.

We respectfully encourage your governments to move forward with this project as a priority under the **Building Canada Act** framework.

Sincerely,

[Name]

[Title]

[Organization Name]

[Contact Information]



SAVE THE DATE

**MSO-North (Sudbury)
Ministry of Municipal Affairs and Housing**

2025 Northeastern Municipal Council Workshop

Date: October 21, 2025 (9:45 am to 4:15 pm) and October 22, 2025 (9:00 am to 4:00 pm)

Location: Lionel E. Lalonde Centre, Greater Sudbury (Azilda) – In Person Only

Agenda:

The Municipal Services Office-North in Sudbury is pleased to invite you to a two-day training workshop where members of council and staff from across northeastern Ontario will come together to hear from experts and each other on relevant and timely topics. Sessions will cover a range of essential learning on municipal governance, finance, land use planning and affordable housing issues. Please mark your calendars with the date of this event as you don't want to miss out.

Who Should Attend:

This two-day session will be of interest to both experienced municipal council and staff and those who are newer to municipal governance and operations.

Why attend:

We are arranging an impressive list of guest speakers with significant municipal knowledge and leading practices to share. Participants will engage with and hear about experiences and approaches to common challenges. Attendees will leave the workshop with a greater understanding of how to tackle current municipal issues and govern effectively and democratically.

Registration:

Registration form will be distributed in coming weeks that will include the registration fee for this event.

Inquiries:

Municipal Services Office – North (Sudbury)

Enrique Paraco, Municipal Advisor
Email: enrique.paraco@ontario.ca
Phone: 705-280-0641

Sarah Cormier, Senior Municipal Advisor
Email: sarah.cormier@ontario.ca
Phone: 249-885-2953

July 10, 2025

VIA EMAIL

Re: Advocacy for Increased Income Support Thresholds for Canadian Veterans

At their Regular Meeting of Council on July 9, 2025, the Council of the Town of Aylmer passed the below resolution:

WHEREAS the Town of Aylmer recognizes the selfless service and enduring sacrifices made by Canadian Armed Forces veterans in the defence of our country and values;

WHEREAS the 2021 Census, conducted by Statistics Canada, identified more than 460,000 veterans residing across Canada, a significant population segment deserving of comprehensive, accessible, and modernized federal support;

WHEREAS Veterans Affairs Canada (VAC) currently administers income support programs to assist veterans in need, including the Income Replacement Benefit (IRB) program;

WHEREAS the eligibility threshold for the Income Replacement Benefit (IRB) program which was created in 2019 – set at \$20,000 annually for a single-person household – fails to reflect today's economic reality, particularly in light of inflation, soaring housing costs, and the general increase in cost of living;

WHEREAS such low eligibility thresholds may disincentivize employment and community participation by penalizing veterans for earning beyond an outdated benchmark, thereby discouraging reintegration and contribution to civic life;

WHEREAS it is the duty of all levels of government to stand in unified support of our veterans and to advocate for policy changes that enable them to live with dignity and financial stability;

THEREFORE, BE IT RESOLVED That the Council of the Town of Aylmer formally calls on the Government of Canada and all federal parties to increase the eligibility threshold for the Income Replacement Benefit (IRB) program from \$20,000 to no less than \$40,000 annually for a single-person household; and

THAT Council urges Veterans Affairs Canada to review all income support programs with the intent to modernize eligibility criteria in line with the current cost of living across Canada;

THAT this motion be formally endorsed and sent to:

- The Right Honourable Mark Carney, Prime Minister of Canada;
- The Honourable Jill McKnight, Minister of Veterans Affairs;
- The Honourable Andrew Scheer, Acting Leader of the Official Opposition;

- Andrew Lawton, Member of Parliament for Elgin-St. Thomas-London South;
- All 444 municipalities across the Province of Ontario;
- The Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO) for broader distribution and endorsement; and,

Regards,

Owen Jaggard
Director of Legislative Services/Clerk
519-773-3164 ext. 4913
ojaggard@town.aylmer.on.ca

CC: The Right Honourable Mark Carney, Prime Minister of Canada
Honourable Jill McKnight, Minister of Veterans Affairs
Honourable Andrew Scheer, Acting leader of the Official Opposition
Andrew Lawton, MP Elgin-St. Thomas-London South
All Ontario Municipalities
The Federation of Canadian Municipalities (FCM)
Association of Municipalities of Ontario (AMO)



The Municipality of the
VILLAGE OF BURK'S FALLS

Moved By: Ashley Brandt Date: July 15, 2025

Seconded By: Ryan Baptiste Resolution # 2025- 244

Be it resolved;

WHEREAS the Council of the Village of Burk's Falls, together with residents from surrounding municipalities, has expressed strong and united opposition to the proposed installation of a Battery Energy Storage System (BESS) facility, citing significant concerns regarding public safety, environmental risk, land use compatibility, and insufficient local economic benefit; and

WHEREAS the perceived risk associated with BESS installations significantly outweighs any demonstrated local advantage, and further, the lack of established, province-wide planning policies has led to avoidable conflict and uncertainty for municipalities and residents alike;

Now therefore be it resolved that:

1. The Council of the Village of Burk's Falls respectfully requests that the Province of Ontario immediately suspend the approval and development of all new BESS installations until a comprehensive, science-based study is completed. Such a study should result in the development of robust, province-wide policies and regulations governing the operation, and risk mitigation of BESS facilities.
2. The Province of Ontario be urged to provide clear policy guidance to municipalities and industry stakeholders recommending that BESS installations be permitted only on lands currently zoned for industrial use, recognizing that:
 - a) such lands have been previously evaluated and approved for industrial development; and
 - b) the limited economic return provided by BESS projects does not justify rezoning lands designated for other uses.

3. The Province of Ontario be further requested to disseminate the results of this study and any associated policy or regulatory recommendations to all Ontario municipalities, thereby preventing unnecessary and costly legal challenges, public opposition, and community division related to the siting of future BESS projects.
4. The Council of the Village of Burk's Falls calls upon Solar Bank Corporation to immediately withdraw its application for the proposed BESS facility at Pegg's Mountain, in the interest of fostering constructive community relations and acknowledging that this situation closely parallels the circumstances in Gravenhurst, where similar concerns led to widespread opposition and rejection of a comparable project.
5. That a copy of this resolution be forwarded to members of parliament (MPP's) and all municipalities in the province of Ontario.

Recorded Vote requested by: _____

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

 y
 Carried Defeated Deferred

Pecuniary Interest declared by:



 Mayor

Trout Creek LIONS CLUB
P.O. BOX 204
Trout Creek, ON P0H 2L0
lionstroutcreek@gmail.com
www.facebook.com/Troutcreeklions

July 28, 2025

Township of Nipissing
45 Beatty Street
Nipissing ON P0H 1W0

Subject: 1st Annual Lions **R.O.A.R** (Recreational Outdoor ATV Run) Fundraiser & Poker Run

Dear Township of Nipissing,

The Trout Creek Lions Club is holding its 1st Annual **R.O.A.R**. Fundraiser on September 6, 2025, starting at 10 am from the Trout Creek Community Centre, and ending at the community center at 5pm. This letter is to inform you that the participants of this event will be traveling through the Township of Nipissing. For more detailed information and a map of the event please visit

[Trout Creek Lions Club - Lions e-Clubhouse](#)

Funds raised from this event will be used for the Trout Creek Lions Club, special Projects in Trout Creek or various local charities.

We have requested the assistance of the Trout Creek/Powassan Fire Department's First Response Team during the event to ensure that it is a safe and enjoyable day for all participants.

A reply acknowledging receipt of this letter would be appreciated. ✨

Feel free to contact me at 705- 978-2207 or email Laann585@hotmail.com with any questions or concerns.

Thank You

Yours in Lionism,

Lauri Ann Pearson,
Member of the Trout Creek Lions Club
Chair- Trout Creek Lions R.O.A.R, Fundraiser.

TROUT CREEK LIONS

R.O.A.R

RECREATIONAL OUTDOOR
ATV RUN

SEPTEMBER 6 2025





POKER RUN
100KM
3-3.5HRS

BEST HAND PRIZES:

- 1ST \$500
- 2ND \$300
- 3RD \$200

DOOR PRIZES AND FOOD





STARTS AND ENDS AT THE TROUT CREEK COMMUNITY CENTRE. FIRST BIKE OUT AT 11 AM. REGISTRATION STARTS AT 9 AM. LAST BIKE BACK AT 5 PM. WINNERS ANNOUNCED AT 5:30PM. FOOD SERVED FROM 2:00 - 5:30PM

\$60 FOR DRIVER OR \$50 WITH PRE-REGISTRATION/ADD \$20 PER ADULT & \$10 PER CHILD(UNDER 12)

PASSENGERS CAN ALSO REGISTER IN POKER RUN. PRE-REGISTERED \$50 OR \$60 DAY OF REGISTRATION FEE - CASH ONLY AT EVENT - PRE-REGISTRATION VIA E-TRANSFER

FEES INCLUDES CHILI DINNER AND SOFT DRINKS

RAISE DONATIONS WITH PLEDGES!

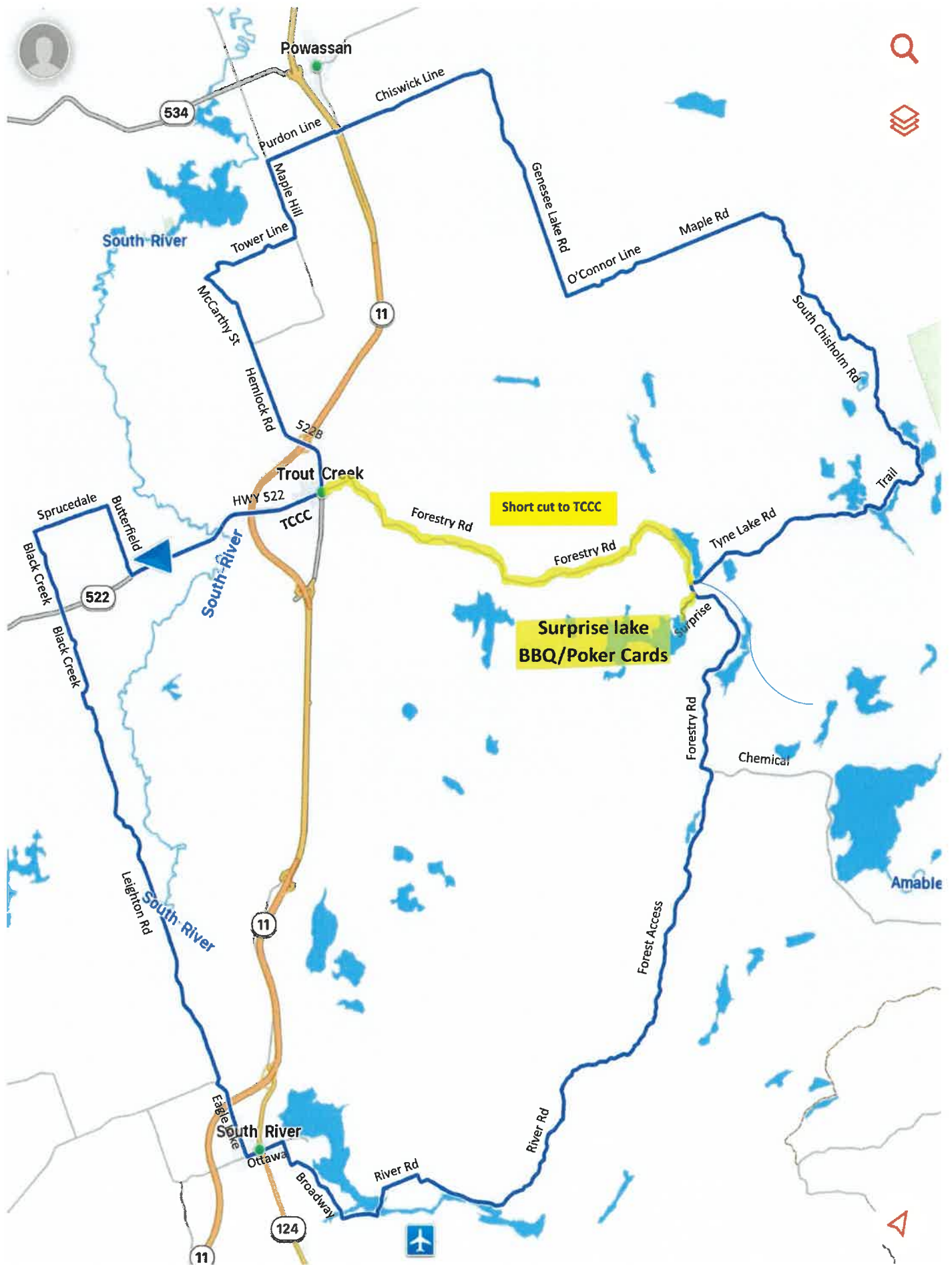
PLEDGES \$50-\$149 GETS YOU AN EXTRA CARD/ OVER \$150 TWO EXTRA CARDS

 **CALL 249-328-1621**

 **E-TRANSFER EMAIL**
lionstroutcreek@gmail.com

 **TROUT CREEK COMMUNITY CENTRE**
181 MAIN ST W, TROUT CREEK, ON P0H2I0

Website https://e-clubhouse.org/sites/trout_creek



From: Renée & Garry White <renees@thot.net>
Sent: July 31, 2025 9:19 PM
To: Kris Croskery -Hodgins
Cc: Michael Hardy
Subject: Request for assistance with Commanda Community Centre rezoning application process

Hello Kris

We would like to ask Council for assistance with Commanda Community Centre's rezoning application process, as we wish to obtain a full liquor licence.

As you know, we hope to obtain rezoning to permit this. The application fee is \$500, which Nipissing Township can't waive. However we would greatly appreciate it if Council would agree to donate \$500 to the Commanda Community Centre to assist us with the cost of this process.

Thank you very much.
Renee White and Michael Hardy
for Commanda Community Centre

From:
Sent: July 16, 2025 3:39 PM
To: info@nipissingtownship.com
Subject: Fishing at Link's Beach

Mayor and Council
Township of Nipissing

I have concerns regarding people fishing from Link's Beach, I have witnessed this happening on several occasions. Today I witnessed a lady around 3:15 pm casting a fishing line from beach shoreline while I was sitting at the beach. I strongly suggest that a sign be posted for no fishing allowed in beach area. We do have several people including small children using the beach and I have picked up fishing hooks in the past. Thank you for your attention to this matter.

Cindy Piper

Both Municipal Beaches

MINUTES

Township of Nipissing Cemetery Committee
July 25, 2025

The Nipissing Township Cemetery Committee met on Friday July 25, 2025.
The meeting was called to order at 10:00 a.m.

Present: Mayor Dave Yemm, Councillor James Scott, Tom Marchant, Rod Rennette, Kim Turnbull – Deputy Treasurer, Office Assistant, Kristin Linklater – Deputy Clerk, Administration Assistant acting Secretary to the Cemetery Committee.

Regrets: Brett MacDonald, Dan MacInnis Operations Superintendent

Pecuniary Interest: None

MOTION NUMBER C2025-08

Moved by: Tom Marchant

Seconded by: Rod Rennette

That we approve the Minutes of the February 10, 2025 Cemetery Committee Meeting, as presented. **Carried.**

The Committee reviewed a request for a monument special design - Ulrick.

MOTION NUMBER C2025-09

Moved by: James Scott

Seconded by: Tom Marchant

That we approve the monument special design for Ulrick, Brian, as presented. **Against.**

The Committee reviewed a request for a monument special design – Reichstein.

MOTION NUMBER C2025-10

Moved by: James Scott

Seconded by: Rod Rennette

That we approve the monument special design for Reichstein, Jerry, as presented. **Against.**

MOTION NUMBER C2025-11

Moved by: James Scott

Seconded by: Tom Marchant

That the meeting be adjourned at 10:23 am.

The next meeting will be held no later than February 28, 2026. **Carried.**

Dave Yemm, Chairperson:

Kris Croskery-Hodgins, Secretary:

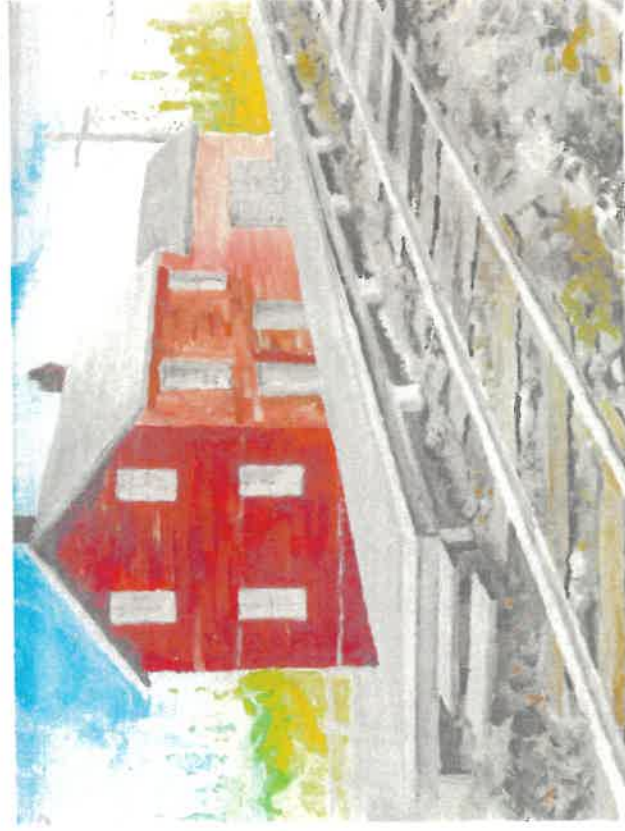
Minutes prepared as per Section 228 (1)(a) of the Municipal Act, S.O. 2001, c. 25.

Clerk to record, without note or comment, all resolutions, decisions and other proceedings of the council.

Minutes to be approved by the Board at the next scheduled Board Meeting.

www.bonfieldtownship.com

Small Community, Big Heart



Rutherglen Ontario Train Station 1880's

*Township of Nipissing, Mayor, Council
Public Works Team,*

*Your support during our recent
emergency was invaluable. On
behalf of the entire community,
Thank you for your help and
quick response.*

Margaret J. J. J.



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: August 12, 2025

NUMBER: R2025-

Moved by

Seconded by

**That the statement of accounts dated:
July 18, 19, 31, August 2, and 6, 2025.**

Totaling \$1,176,527.97 be approved.

For	Against
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YEMM	
CHALAPENKO	
FOOTE	
KIRKEY	
SCOTT	

Carried

Mayor: Dave Yemm

TOWNSHIP OF NIPISSING

RESOLUTION

DATE: August 12, 2025

NUMBER: R2025-

Moved by:

Seconded by:

That this part of our meeting will be closed to the public as authorized by Section 239(2)(i) of the Municipal Act, 2001, c. 25, for consideration of the following subject matter:

- (i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization.**
- 1. Council to receive an update regarding ongoing contract negotiations and implementation strategy of a budgeted project.**

Time: p.m.

For Against

**CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM**

Carried

Mayor: DAVE YEMM