

***** AGENDA *****
Tuesday, November 18, 2025
****START TIME 6:30 p.m.****

1. Disclosure of pecuniary interest.
2. Committee Reports.
3. Resolution: Adopt the Minutes of the October 28, 2025 Council Meeting.
4. Resolution: Adopt a Position Description for Facility Maintenance Person – Contract Position.
5. Resolution: To Authorize Hydrofracturing Services and Replacement of Submersible Well Pump.
6. Resolution: Authorize the Mayor and Municipal Administrator to sign an updated Powassan District Union Public Library Agreement.
7. Resolution: Set 2025 Christmas Holiday Hours – Office & Landfill.
8. Resolution: Authorize the Township Office to close for training Wednesday, December 10, 2025.
9. Resolution: Authorize Attendance at 2026 Good Roads Conference.
10. Resolution: Authorize Change Order #1 to the Circular Materials Depot Operations Agreement.
11. Resolution: Approve the 2025 – 2029 Multi-Year Accessibility Plan Update.
12. Resolution: Accept Resignation of Appointed Member to the Recreation Committee.
13. Discussion: 2026 Council Remuneration.
14. Discussion: Review Public input and Council input on the Asset Management Plan.
15. By-Law: Adopt the 2025 Asset Management Plan.
16. Correspondence.
17. Accounts to pay.
18. By-Law: Confirming Proceedings of Council at its meeting held November 18, 2025.
19. 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, October 28, 2025

A regular meeting of the Township of Nipissing Council was held on Tuesday, October 28, 2025, starting at 6:30 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, Shelly Foote, Stephen Kirkey, and James Scott.

Regrets: None

Staff: Fire Chief-MLEO-CEMC Will Bateman; Land Planning and Technology Administrator John-Paul Negrinotti; Deputy Treasurer-Office Assistant Kim Turnbull and Deputy Clerk-Administrative Assistant Kristin Linklater.

Disclosure of pecuniary interest: None

Committee Reports:

Councillor Stephen Kirkey: Source Water Protection; Police Services Board. Mayor Dave Yemm: SNF Watershed Update.

R2025-191 S. Foote, L. Chalapenko:

THAT the minutes of the regular Council Meeting held October 7, 2025, be adopted as published.

Carried.

Presentation: Benjamin Koczwarski - Urban RE – Draft 2025 Asset Management Plan.

R2025-192 S. Kirkey, J. Scott

THAT the 2026 Council Meeting Schedule will be as follows.

January 6, 2026	January 27, 2026	February 10, 2026	February 24, 2026
March 10, 2026	March 24, 2026	April 7, 2026	April 21, 2026
May 5, 2026	May 19, 2026	June 9, 2026	June 23, 2026
July 14, 2026	August 11, 2026	September 1, 2026	September 15, 2026
October 6, 2026	October 20, 2026	November 17, 2026	December 1, 2026
December 15, 2026	Carried.		

R2025-193 S. Foote, L. Chalapenko:

THAT we authorize the remainder of the Loan for the 2021 Tandem Truck, \$12,789, (not included in the 2025 Approved Budget) be paid in full from the Public Works Equipment Reserve and repaid to the Reserve on a term schedule of 6 months at 3.67% interest. **Carried.**

R2025-194

Missing Information to be revisited at the November 18, 2025 Meeting.

R2025-195 L. Chalapenko, S. Foote:

THAT we authorize John-Paul Negrinotti and Kristin Linklater to attend the Northeastern Planning Conference in Sudbury November 13th & 14th 2025 **Carried.**

R2025-196 J. Scott, S. Kirkey:

WHEREAS An application has been received to purchase municipal land identified as Part 1, Plan 42R-11490; NOW THEREFORE BE IT RESOLVED THAT Council declares the said lands, being Part 1 on

Plan 42R-11490, to be surplus land for the sole purpose of direct sale to the applicant; AND FURTHER THAT Council directs:

1. The parcel be assessed by a registered appraiser to establish a property valuation;
2. The application be referred to the Township's solicitor to proceed with the closure and sale of the parcel. **Carried.**

R2025-197 S. Foote, L. Chalapenko:

BE IT RESOLVED:

1. That this Council does approve "in principle" the Application of Earl and Fern Horst, to purchase a section of the Shore Road Allowance as indicated on Schedule A of their application located in front of Concession 19, Part of Lot 10, PCL 8582 NS, Township of Nipissing.
2. That this resolution is subject to the following conditions:
 - The Council shall select an independent search firm specializing in fishery issues and environmental issues to complete and/or update an independent investigation and report to determine the geographic limits where development could occur and to ensure compliance to the Provincial Policy Statement.
 - That the applicant will be responsible for the payment of all the Municipality's administrative, legal accounts and Fish Habitat Evaluation costs in connection with the processing of this application.
 - That in accordance with the Municipality's policy, notice and a copy of the draft plan will be mailed to the adjacent owners.
3. That Resolution R2010-232 for previous Shore Road Allowance Applications for this applicant be rescinded. **Carried.**

R2025-198 S. Kirkey, J. Scott:

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

R2025-199 L. Chapalenko, S. Foote:

THAT the statement of accounts dated October 6, 8, 11, 20, 21, and 22, 2025.

Totaling \$396,601.55 **Carried.**

R2025-200 J. Scott, S. Kirkey:

Closed Session: That this part of our meeting will be closed to the public as authorized by Section 239 (2e) of the Municipal Act, 2001,25, litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

Purpose of this Closed Session: Council to receive legal opinions regarding an ongoing legal matter.

239.(2)(b) personal matters about an identifiable individual, including municipal or local board employees. Purpose of the Closed Session: Discussion of a complaint received. **Time: 7:15 p.m. Carried.**

R2025-201 S. Kirkey, J. Scott:

THAT we resume to an open public meeting. **Time: 8:05 p.m. Carried.**

R2025-202 S. Foote, L. Chalapenko:

THAT we pass By-Law No. 2025-31, being a By-Law to confirm the proceedings of Council at its meeting held on October 28, 2025. Read the first, second and third time passed this 28th day of October 2025. **Carried.**

R2025-203 S. Kirkey, J. Scott:

THAT the meeting be adjourned. Time: 8:07 p.m. **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: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we adopt a Position Description for a Facility Maintenance Person – Contract Position.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm

TOWNSHIP OF NIPISSING

POSITION DESCRIPTION: MUNICIPAL FACILITIES MAINTENANCE PERSON

Reports to: Municipal Administrator or designate.

Employment type: Contract, independent contractor relationship.

Expectation: 95 hours of work per month, some exceptions will be made for additional tasks as required and with approval in advance.

Payment: Payment will be provided at the end of each month. Submission of a detailed time sheet to the Township Office will be required prior to payment being processed.

Duties:

Community Centre – 2381 Highway 654

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products
- ❖ Garbage bags
- ❖ Dish soap
- ❖ Dishwasher supplies
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.
- ❖ Lightbulbs

- Cleaning duties:

- Sweep and Wash floors and stairs including tile, linoleum or vinyl floors
- Vacuum carpets, door mats *ensure suitable safe use condition
- Wash/disinfect surfaces of counters, tables, windowsills, door handles, common surfaces
- Clean/disinfect washroom facilities including toilets, urinals, sinks and counters. Monthly wash walls.

***Summer** these tasks can be weekly unless frequent use/weather conditions require more often; **Winter** these tasks will be done twice per week unless frequent use/weather conditions require more often.

- *Annually* wash walls of community centre, kitchen, hallways and stairways. Includes dusting of light fixtures and ceiling tiles.
- *Annually* wash inside/outside all windows and window trim.
- *Twice Annually* wash inside/outside of all cabinets, removing contents.

After a hall and kitchen rental:

Ensure that the kitchen is clean, common surfaces and sinks cleaned and disinfected; fridge units are wiped down and clean; stoves/ovens are clean; dishes are all washed and dishwasher/sterilizer units have been unloaded with dishes returned to cupboards; all garbage and recycling has been removed from kitchen and bathroom areas; tables/chairs have been wiped down and returned to their storage positions; bathrooms are clean and sanitized; floors/carpets are clean.

Fitness Centre – 2381 Highway 654 (lower level)

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.
This includes but is not limited to:
 - ❖ Cleaning solutions
 - ❖ Paper products
 - ❖ Garbage bags
 - ❖ Hand soap
 - ❖ Cleaning aids – mop, broom, etc.
 - ❖ Lightbulbs
- Cleaning duties:
 - Sweep and Wash floors and stairs including tile, linoleum or vinyl floors
 - Vacuum carpets, door mats *ensure suitable safe use condition
 - Dust/wash/disinfect surfaces of all exercise equipment, tables, windowsills, door handles, common surfaces including member cubby spaces.
 - Clean/disinfect washroom facility including toilet, shower, sink and shelves. Monthly wash walls.

***Summer** these tasks can be weekly unless frequent use/weather conditions require more often; **Winter** these tasks will be done twice per week unless frequent use/weather conditions require more often.

- *Annually* wash walls of fitness centre, hallways and stairways. Includes dusting of light fixtures and ceiling tiles.
- *Annually* wash inside/outside all windows and window trim.

When cleaning equipment, note any damage, wear or areas of concern and report it to the Municipal Administrator or designate as soon as possible. *If the defect, in your opinion, presents an immediate safety concern to users, place an "Out of Service" placard on the item, take a photo and report to the Municipal Administrator or designate immediately.

Fire Station #1 – 2381 Highway 654

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products
- ❖ Garbage bags
- ❖ Dish soap
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.
- ❖ Lightbulbs

- Cleaning duties:

- Sweep and Wash floors and stairs including tile, linoleum or vinyl floors
- Vacuum carpets, door mats *ensure suitable safe use condition
- Wash/disinfect surfaces of counters, tables, windowsills, door handles, common surfaces
- Clean/disinfect washroom facilities including toilets, urinals, shower, sinks and counters. Monthly wash walls.

***Summer** these tasks can be weekly unless frequent use/weather conditions require more often; **Winter** these tasks will be done twice per week unless frequent use/weather conditions require more often.

- *Annually* wash walls of office areas/training area, kitchen, hallways and stairways. Includes dusting of light fixtures and ceiling tiles.
- *Annually* wash inside/outside all windows and window trim.

Other duties required at 2381 Hwy 654:

- Power wash the siding of the building annually.
- Sweep doorways, remove snow from generators, doorways and stairs (regular maintenance of this provided by Public Works, widening of openings and fine clearing of the areas will be required when attending the facility).
- Sweeping of light fixtures and doorways for dust and cobwebs periodically.
- Shoveling/sweeping of the entrance ramp to the Community Centre.
- Windows of the Fitness Centre (outside) will need to be swept after lawn care activities periodically.

Fire Station #2 – 3509 Highway 534

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products
- ❖ Garbage bags
- ❖ Dish soap
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.
- ❖ Lightbulbs
- Cleaning duties:
 - Sweep and Wash floors and stairs including tile, linoleum or vinyl floors
 - Vacuum carpets, door mats *ensure suitable safe use condition
 - Wash/disinfect surfaces of counters, tables, windowsills, door handles, common surfaces
 - Clean/disinfect washroom facility including toilets, shower, sink and counter. Monthly wash walls.
 -

These tasks can be weekly unless frequent use/weather conditions require more often.

- *Annually* wash walls of office areas. Includes dusting of light fixtures and ceiling tiles.
- *Annually* wash inside/outside all windows and window trim (after the annual Fly Spraying in September).

Other duties required at 3509 Hwy 534:

- Power wash the siding of the building annually.
- Sweep doorways, remove snow from generator, doorways and stairs (regular maintenance of this provided by Public Works, widening of openings and fine clearing of the areas will be required when attending the facility).
- Sweeping of light fixtures and doorways for dust and cobwebs periodically.

Landfill Buildings – 2719 Highway 654 and 3513 Highway 534

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products
- ❖ Garbage bags
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.
- ❖ Lightbulbs
- ❖ Refill water for hand washing stations (5 gallon pails at each site, filling can be done at each Fire Station)

- Cleaning duties:

Weekly at each site:

- Sweep and Wash floors inside each building.
 - Shake out or vacuum carpets, door mats *ensure suitable safe use condition.
 - Wash/disinfect surfaces of counters, tables, windowsills, door handles, common surfaces.
- Monthly – clean and re-stock the Portable Washroom Units.
- *Annually* wash walls of office building. Includes dusting of light fixtures and ceiling tiles.
 - *Annually* wash inside/outside all windows and window trim.

Other duties required at Landfill Buildings:

- Power wash the siding of the building annually.
- Sweeping of light fixtures and doorways for dust and cobwebs periodically.

Public Works Garage – 27 Beatty Street

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products
- ❖ Garbage bags
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.

- Cleaning duties:

Weekly:

- Clean/disinfect washroom facility including toilet, sink and counters. Monthly wash walls.
- Remove garbage from washroom.
- *Annually* wash inside/outside all windows and window trim.

Rink Building – 14 Blake Street

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products
- ❖ Garbage bags
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.
- ❖ Lightbulbs
- Cleaning duties:
 - Weekly (May – August; January – February) Monthly (March-April; September-December):
 - Sweep and Wash floors inside each building.
 - Wash/disinfect surfaces of counters, tables, windowsills, door handles, common surfaces.
 - Clean/disinfect washroom facilities including toilet, sink and counters. Monthly wash walls.
 - Remove garbage from washroom and general areas.
 - *Annually* wash walls of building. Includes dusting of light fixtures and ceiling tiles.
 - *Annually* wash inside/outside all windows and window trim.

Other duties required at Rink Building:

- Power wash the siding of the building annually.
- Sweeping of light fixtures and doorways for dust and cobwebs periodically.

Township Office – 45 Beatty Street

- Supply maintenance – maintain sufficient inventory of cleaning and operation supplies, order as required from provided suppliers and pick up supplies as required.

This includes but is not limited to:

- ❖ Cleaning solutions
- ❖ Paper products – paper towel, Kleenex, bathroom tissue
- ❖ Garbage bags
- ❖ Dish soap
- ❖ Hand soap
- ❖ Cleaning aids – mop, broom, etc.
- ❖ Lightbulbs

- Cleaning duties:

Wednesdays and Sunday (or Saturday)

- Sweep and Wash floors and stairs including tile, linoleum or vinyl floors
- Vacuum carpets, door mats *ensure suitable safe use condition
- Wash/disinfect surfaces of counters, tables, windowsills, door handles, common surfaces
- Clean/disinfect washroom facility including toilet, urinal, sink and counter. Monthly wash walls.
- Clean kitchen including sterilize sink and counters, wipe down appliances as required.
- Remove garbage and recycling from all areas.
DO NOT TOUCH THE SHREDDING BASKETS AT EACH DESK AREA.
- Dust all desks *do not disturb papers or items on desks. It is the responsibility of the staff person assigned the desk to clear it prior to cleaning times. If there is debris, please leave the area untouched.
- Dust common areas such as telephone units, calculators, keyboards, desks, monitors, copier, printers. **DO NOT USE ANY CLEANING SOLUTIONS OR WET/DAMP CLEANING CLOTHS ON THESE ITEMS, DRY DUST ONLY.**

- *Annually* wash walls of office areas, kitchen, hallways and stairways. Includes dusting of light fixtures and ceiling tiles.
- *Annually* wash inside/outside all windows and window trim. (after the annual fly spraying in September)

Other maintenance items that may be required periodically:

- Painting of walls, outdoor structures such as doorways, ramps etc.
- Power washing exteriors of buildings.
- Sweeping of walkways, walls, ramps, doorways.
- Small repairs such as drywall patching, installation of items on walls such as towel holders, patching of abnormalities on walls and touch up painting.

During the conduct of the tasks assigned, any capital or operational repairs that are noted are to be reported to the Municipal Administrator or designate for contemplation during the following budget season.

Suggestions for operational improvements are also welcome.

The Township facilities contain personal and confidential information in the form of documents, in-person meetings, and telephone calls. Confidentiality is an important factor in employment with the Township. Information that may be viewed during the course of this position is not to be shared or discussed. If there is a concern about an item, please make an appointment to speak to the Municipal Administrator regarding its relevance.



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we accept the quote and authorize Hydrofracturing Services and Replacement of Submersible Well Pump for The Township of Nipissing Community Centre from _____ in the amount of \$_____ + HST.

For Against

CHALAPENKO

FOOTE

KIRKEY

SCOTT

YEMM

Carried

Mayor: Dave Yemm

The Corporation of the Township of Nipissing Fire Department
45 Beatty Street
Nipissing ON P0H 1W0
Telephone 705-752-2772
www.nipissingtownship.com

**TOWNSHIP OF NIPISSING
STAFF REPORT**

Community Centre/Fire Station 1 Well Water Assessment and Recommendation

FROM: Will Bateman

DATE: November 13, 2025

Over the past several months, the Community Centre has run out of water on multiple occasions, which has impacted the Fitness Centre, community programming and events, as well as operations at the Fire Station. An initial inspection identified a leaking toilet in the Community Centre, which has since been replaced. Following this repair, further investigation was carried out to determine whether there were underlying issues with the water system itself. A qualified well company was contracted to conduct a pump test to evaluate the condition and performance of the Community Centre's well. The test involved operating the submersible pump at a fixed flow rate for one hour while recording water levels throughout the process. The well was then allowed to recover for an additional hour, with water levels recorded at set intervals during both phases. The results of the testing indicate that the well's current recovery rate is approximately 2 gallons per minute (GPM). The original well record listed a recovery rate of 8 GPM, suggesting a notable reduction in performance. Possible causes for this decline may include:

- The build up of iron deposits restricting water flow within the borehole,
- Natural changes in the aquifer over time, or
- Inaccuracies in the original well record.

To address these findings and improve water reliability at the Community Centre, the following actions are recommended:

1. **Hydrofracking Procedure:** Perform hydrofracking on the well to attempt to restore or increase its recovery rate. This process uses high-pressure water to open or clean out natural fissures in the rock, potentially improving water flow between aquifers.
2. **Pump Replacement:** Replace the existing pump with a $\frac{3}{4}$ horsepower model that is more appropriate for the current depth and operating conditions.
3. **System Maintenance:** Inspect and replace any fittings or wiring between the pump and pit less adapter that show signs of corrosion.
4. **Ongoing Maintenance Program:** Establish a service interval of every 2–5 years to inspect and clean the pump intakes to ensure continued optimal performance.

While hydrofracking often results in improved recovery rates, the outcome cannot be guaranteed.

Following the hydrofracking, it is recommended that a second pump test be conducted to confirm any gains in well production.

The total estimated cost for the hydrofracking procedure, follow-up pump test, replacement pump, and any associated fitting or wiring replacements is approximately \$8,250.00 plus applicable taxes.


Will Bateman, Fire Chief, CEMC, Municipal By-Law Officer

Macinnis Water Wells
 200 North Waseosa Lake Rd
 Huntsville ON P1H2J4
 7053492622
 connor@macinniswaterwells.com
 Business Number 726558505



Estimate

ADDRESS

Nipissing Township
 45 Beatty Street
 Nipissing Ontario P0H1W0

ESTIMATE # 1052

DATE 13/11/2025

DATE	DESCRIPTION	TAX	QTY	RATE	AMOUNT
	Hydroracking	HST ON	1	5,876.00	5,876.00
	Pump Test	HST ON	1	440.00	440.00
	3/4 Hp 5GPM 230v 3 wire pump	HST ON	1	1,424.00	1,424.00
	Plumbing fittings (estimate)	HST ON	1	150.00	150.00
	Onsite Labour	Hourly rate for onsite service HST ON	4	90.00	360.00

SUBTOTAL	8,250.00
HST (ON) @ 13%	1,072.50
TOTAL	\$9,322.50

TAX SUMMARY

	RATE	TAX	NET
HST (ON) @ 13%		1,072.50	8,250.00

Accepted By

Accepted Date



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we authorize the Mayor and Municipal Administrator to Sign an updated Powassan District Union Public Library Agreement.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm

AGREEMENT

for

THE POWASSAN AND DISTRICT UNION PUBLIC LIBRARY

BETWEEN:

THE CORPORATION OF THE **MUNICIPALITY OF POWASSAN**
hereinafter called Powassan of the First part

AND: THE CORPORATION OF THE **TOWNSHIP OF NIPISSING**
hereinafter called Nipissing in the Second part

AND: THE CORPORATION OF THE **TOWNSHIP OF CHISHOLM**
hereinafter called Chisholm in the Third part

WHEREAS the parties hereto wish to enter into an agreement to provide for the maintenance of the Powassan and District Union Public Library (the “Library”), as provided for in the Public Libraries Act, R.S.O. 1990, c. P-44, Section 5(1) and 9(4).

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the mutual covenants and conditions contained herein and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1. The Board

1.1 The Powassan and District Union Public Library Board (the “Board”) shall be comprised of one (1) Councillor appointed from each Municipality and additional members appointed by the respective councils as follows:

The Corporation of the Municipality of Powassan shall have an additional minimum of two (2) members and a maximum of five (5) members for a total of six (6) members;

The Corporation of the Township of Chisholm shall have an additional one (1) member for a total of two (2) members;

The Corporation of the Township of Nipissing shall have an additional one (1) member for a total of two members.

1.2 It is the responsibility of each Municipality to ensure that their representatives are appointed in accordance with Section 10 of the Public Libraries Act, R. S. O. (1990), Chapter P.44, as amended.

1.3 Each Member shall have one vote only. The Chair may vote with other members. An equal vote is deemed to be negative.

1.4 A board member’s Term shall be concurrent with the term of the appointing council, or until a successor is appointed, and may be reappointed for one or more further terms.

1.5 At anytime the Council of a non-participating Municipality or representatives from an unorganized Township may make a request to the Councils of the participating Parties to become a participating Member. If all Councils agree, this Agreement will be amended accordingly.

2. Costs

2.1 The cost of operating and maintaining the Powassan and District Union Library shall be based on the following formula:

Municipality of Powassan	60%
Township of Chisholm	20%
Township of Nipissing	20%

2.2 The Powassan and District Union Public Library shall annually prepare a budget of all funds required during the year for the purposes of the Board, and the budget shall:

- a) set forth the estimated revenues and expenditures of the Board
- b) make allowance for surplus of the previous year to be available during the current year
- c) provide for any deficiencies of any previous year
- d) set forth the amount to be chargeable to each of the Councils
- e) provide for capital expenditures from current funds, not to exceed 10% of the annual budget unless approved by all three Councils
- f) be presented to participating Councils on or before the first week of February of the current year.

The proportion of the Budget to be charged to each of the Parties of the Agreement shall be based on the cost-sharing formulas provided in Section 2.1.

2.3 If the budget of the Board is approved, or amended and approved, by the Council of the Municipality of Powassan, the budget so approved is binding on all participating municipalities.

2.4 A separate budget for expenditures over and above any amount exceeding 10% of the current year's budget, or any other major monetary changes initiated by the Board, must be presented to all participating Councils in writing for approval.

2.5 Cost sharing on any capital expenditures not listed in the current budget shall be determined through negotiations between all Parties to this agreement.

2.6 At the end of each calendar year, each participating Municipality shall be given the exact number of registered users per Municipality.

2.7 All grants for library purposes, whether municipal, provincial, federal or otherwise, received by the member municipality shall be delivered to the Library Chief Executive Officer (CEO) for deposit to the library account.

3. Membership

3.1 A person shall be eligible for membership at the Powassan and District Union Public Library if they:

- a) are a resident of any participating municipality
- b) owns property in any participating municipality
- c) are deemed eligible through any Agreement between the Library and another Library Board.
- d) reside outside of the participating municipalities but have purchased a membership as per Section 3.2.

3.2 The Board shall impose Library Fees as it considers proper for the use of library services by persons who do not reside in the Board's jurisdiction.

4. Withdrawal from the Powassan and District Union Public Library

4.1 Any Party may withdraw from this agreement upon written notice to the Powassan and District Union Public Library Board and all other Parties no later than the last business day of June so allow six months' notice for the other Parties and for the next years budgeting process.

4.2 Any withdrawing Party shall be required to pay its share for the balance of the current year and any deficit that may exist at the end of the term of the withdrawing Party.

5. Notice

5.1 Notice under this Agreement shall be provided to all parties by personal delivery, by mail or by email to:

Powassan and District Union Public Library
324 Clark Street
Powassan, ON P0H 1Z0
powlib@gmail.com

Municipality of Powassan
250 Clark Street
Powassan, ON P0H 1Z0
clerk@powassan.net

Township of Nipissing
45 Beatty Street
Nipissing, ON P0H 1W0
admin@nipissingtownship.com

Township of Chisholm
2847 Chiswick Line
Powassan, ON P0H 1Z0
info@chisholm.ca

6. Severability

6.1 If any provision of this Agreement shall be held or made invalid by a court decision, statute or rule, or shall be otherwise rendered invalid, the remainder of this Agreement shall not be affected thereby.

7. Entire Agreement

7.1 In the event of a conflict between any provisions of this Agreement and any provisions of the Public Libraries Act, R.S.O. (1990), c. P44, the Sections of the Act shall prevail.

7.2 This Agreement constitutes the entire Agreement between the Parties.

8. Indemnification

8.1 The Parties shall indemnify and save harmless the others from and against all claims, losses, damages, judgments, liabilities, costs, expenses, actions, and other proceedings made, sustained, brought, prosecuted, or threatened to be brought or prosecuted, that are based on, occasioned by or attributed to any bodily injury to or death of a person or damage to or loss of property caused by any negligent act or omission on the part of the indemnifying party, its officers, employees, students, agents, or volunteers arising out of this agreement.

9. Insurance

9.1 The Library Board shall, at their expense, obtain and keep in force during the term of the Agreement Commercial Liability Insurance satisfactory to all Parties, and underwritten by an insurer licensed to practice in the Province of Ontario.

9.2 A Certificate of Insurance shall be provided to all parties at the start of each year for the term of the Agreement.

10. Prior Agreements

10.1 This agreement shall replace all prior agreements.

IN WITNESS WHEREOF the parties hereto have hereunto affixed their respective corporate seals,
attested by the hands of their proper signing officers duly authorized in that behalf.

THE CORPORATION OF THE MUNICIPALITY OF POWASSAN

Mayor

Clerk

THE CORPORATION OF THE TOWNSHIP OF CHISHOLM

Mayor

Clerk

THE CORPORATION OF THE TOWNSHIP OF NIPISSING

Mayor

Clerk



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

That the 2025 Holiday hours for municipal operations be as follows:

Office:

December 24th – Closed at Noon.
December 25th – Closed.
December 26th – Closed.
December 31st – Closed at Noon.
January 1st – Closed at Noon.

Landfill:

December 25th – Closed.
December 26th – Closed.
January 1st – Closed.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we authorize the Township Office to close for training Wednesday December 10, 2025.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we authorize:

To attend the Good Roads Conference, in Toronto on March 29th, 2026 – April 1st, 2026.

For Against

CHALAPENKO

FOOTE

KIRKEY

SCOTT

YEMM

Carried

Mayor: Dave Yemm



The Corporation of the Township of Nipissing
45 Beatty Street
Nipissing ON P0H 1W0
Telephone 705-724-2144 Fax 705-724-5385
www.nipissingtownship.com

REPORT TO COUNCIL

Date: November 18, 2025

From: Dan MacInnis - Operations Superintendent
Kim Turnbull – Deputy Treasurer

Re: Circular Materials – Change Order #1

Background

On November 25, 2024, the Township entered into an Eligible Communities Depot Operations Agreement with Circular Materials Ontario (CMO) for the collection and processing of Blue Box materials, as the responsibility shifts to the producers.

Under Section 8.8 of the Agreement, CMO is issuing Change Order #1 to extend and amend portions of the agreement with the Township of Nipissing.

Summary

Extension of Agreement: Under the Change Order, the agreement is extended for a period of three (3) additional one (1) year terms, effective January 1, 2026 for the Township of Nipissing Depot Operations. This allows consistency through the agreement process and consistency of collection.

Amendments: Non-Eligible Sources have been deleted from the Agreement. Letters were sent to the 3 Non-Eligible Sources on September 29, 2025 advising that with the changes under the agreement they would be responsible for the disposal of their recycling materials and they all were receptive. They are still able to bring their waste to the Landfill adhering to landfill procedures and user fees.

Residential Depot Operation Costs effective January 1, 2026 will be \$1238.13 per month and shall be adjusted yearly by the most recently published CPI index for the first calendar month following the annual anniversary of the Agreement.

Compensation for Promotion and Education (P&E); the terms of the original agreement provided \$1.00 multiplied by 1353 households, divided by 12 under Section 1.9 in compensation to the Township. The compensation for P&E has been reduced to \$0.35 per household, the initial Change Order suggested a reduction in households to 1166. The Township was able to provide CMO with data from MPAC to confirm households of 1223, which CMO has agreed to in the Change Order.

The Township of Nipissing will continue to operate with a 2-stream collection that was introduced in October during the initial transition.

CMO has included the Township of Nipissing on their website:

<https://www.circularmaterials.ca/resident-communities/nipissing-township/> which is a valuable resource for residents to obtain recycling information. CMO has an app and in discussion with CMO their priority is to launch communities that previously had an app in place, and then they will be launching all other communities. The Township will be part of this launch.

CMO has developed a specific depot P&E flyer for the Township to include on our website and as a handout to residents to advise 'What goes where' in each of the streams.

Recommendation:

That the Township of Nipissing enter into Change Order #1 with CMO to support the continued collection of Blue Box Materials at the Township Depots.

Respectfully,

Dan MacInnis
Operations Superintendent

Kim Turnbull
Deputy Treasurer

ACCEPTED MATERIALS

Place these materials clean, dry,
and loose in the recycling bin.



FIBRES



CONTAINERS



RECYCLING TIPS

- ✓ Give your containers a quick rinse to remove any residue.
- ✓ Flatten your boxes before putting them in recycling.



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

WHEREAS Circular Materials Ontario (CMO) is the administrator of the common collection system for Blue Box Material under the transition of responsibility to the Province of Ontario;

AND WHEREAS CMO and the Township of Nipissing entered into an Eligible Community Depot Operations Agreement on November 25, 2024, related to the collection of Blue Box Materials at Depots as authorized by Resolution R2024-198;

NOW THEREFORE CMO and the Township of Nipissing jointly accept this change order respecting the collection of Blue Box Material at the Depots and we authorize the Mayor and the Municipal Administrator-Clerk-Treasurer to sign Change Order #1.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOT
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we Approve the 2025 – 2029 Multi-Year Accessibility Plan Update.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING
2025-2029 Accessibility Policies and Multi- Year Accessibility Plan

In accordance with the
Integrated Accessibility Standards Regulation
O. Reg 191/11, as amended

Updated: November 18, 2025
Resolution: R2025-

Background

Under the *Accessibility for Ontarians with Disabilities Act, 2005* all public and private sector organizations must meet the requirements of accessibility standards established by the regulation. This policy has been developed in accordance with *The Integrated Accessibility Standards Regulation, Ontario Regulation 191/11*, as amended and addresses how the Township of Nipissing will achieve accessibility through meeting the Regulation requirements. It provides direction on how the Township of Nipissing will provide accessible services to Ontarians with disabilities. This Multi-Year Plan Accessibility Plan outlines the Township's approach to ensuring our goods and services are provided in an accessible manner to the public and employees.

Policy Statement and Commitment

The Township of Nipissing is committed to providing services that are consistent with the four core principles of independence, dignity, integration and equal opportunity and supports the full inclusion of persons as set out in the *Accessibility of Ontarians with Disabilities Act, 2005* and the *Canadian Charter of Rights and Freedoms*.

The Township of Nipissing is committed to the continued improvement of access to all municipally owned facilities, premises and services and the provision of services to all members of the community with disabilities. The Township will make every effort to ensure that we meet the needs of people with disabilities in a timely manner, through the implementation of this policy.

Initiative:

Council and Staff of the Township of Nipissing will review the current status of all buildings owned and operated by the municipality and general policies and procedures of the municipality and identify, remove and prevent barriers for people with disabilities.

During all Official Plan reviews the following objectives will be considered:

- To build awareness of and sensitivity to accessibility issues and barriers and to provide support efforts to improve accessibility.
- To review and develop policies to ensure the prevention of and removal of existing barriers.
- To create and build on public awareness of accessibility programs and services available.

OBLIGATIONS

Ontario Regulation 191/11 made under the *Accessibility for Ontarians with Disabilities Act, 2005*, requires that municipalities prepare a multi-year accessibility plan which outlines the organization's strategy to prevent and remove barriers and meet its requirements under this Regulation. The AODA sets out the roadmap for an accessible Ontario by 2025. It contains standards in the following areas:

- Information and Communication Standard
- Employment Standard
- Transportation Standard
- Design of Public Spaces Standard
- Customer Services Standard

APPROACH

- Develop and review policies and procedures
- Incorporate accessibility into planning processes
- Continued training for staff
- Engage the public in feedback
- Work to remove barriers to employment
- Continue to make facilities accessible
- Ensure there is access to information and communications

At present, there are no barriers to accessibility that have been identified for immediate action. A notice will be placed for Accessibility Concerns in a Township Newsletter, annually, being mailed to all property owners for feedback. In 2024, a Community Survey was conducted with 241 responses received from residents. A number of questions were asked about the goods and services the Township's provides; no concerns were raised specifically about the accessibility of services.

Council and Committee meetings are livestreamed to the Township of Nipissing YouTube channel and copies remain available for viewing. Closed Captioning is provided through the Zoom application for all meetings.

Multi-Year Accessibility Plan

The Township of Nipissing's Multi-Year Accessibility Plan outlines a phased-in strategy to prevent and remove barriers and addresses the current and future requirements of *Accessibility for Ontarians with Disabilities Act*.

The Township will report annually on the progress and implementation of the plan, post the information on the website and a copy will be made available at the Township Office for review on request. The review will be presented to Council for approval at a regularly scheduled Council meeting before the end of year. The plan will be reviewed and updated at least once every five years.

General Provisions

Procuring or Acquiring Goods, Service or Facilities

The Township of Nipissing will use accessibility criteria and features when procuring or acquiring goods, services or facilities except where it is not practical to do so. In which case, if required, an explanation will be provided.

Self-Service Kiosk

The Township of Nipissing shall have regard to accessibility for persons with disabilities when designing, procuring or acquiring self-service kiosks.

Training

The Township of Nipissing will provide training to all employees on the Accessibility Standards (information and communication, employment, transportation, design of public spaces and customer service) and the Human Rights Code that apply to persons with disabilities and the Accessibility Policy for the Township of Nipissing. Training will also include a fact sheet on how to approach people with varying disabilities. These items will be provided to employees for their own use and future reference.

Training on the Accessibility Policies will be provided to all employees, focusing on the Township Policies and the accessibility standards. When required, updates and further training will be provided if any changes are made to this policy or the requirements. Ongoing training will be provided to new employees as soon as practicable. The Township of Nipissing shall maintain a record of dates when training is provided and the number of individuals to whom it was provided.

Information and Communications Standard

The Township of Nipissing is committed to meeting the communication needs of people with disabilities. The Township will create, provide and receive information and communications in ways that are accessible to people with disabilities.

When asked, we will provide information and communication materials in accessible formats or with communication supports. The Township will consult with people with disabilities to determine their information and communication needs.

Emergency Information

The Township of Nipissing will provide its emergency information procedures, plans or public safety information which are made available to the public, in an accessible format or with the appropriate communication supports, as soon as practicable, upon request.

Feedback

The Township of Nipissing has a process in place to ensure existing feedback processes are accessible to people with disabilities upon request.

The Council and Staff of the Township of Nipissing have compiled this plan utilizing their personal experiences and the experiences shared with them from the residents of the Township. Council has an open approach for all residents to bring concerns forward to the Township Office for consideration; all suggestions and concerns will be received in this format and dealt with at the next regularly scheduled Council meeting in order to address all accessibility concerns that arise.

The Township of Nipissing will take steps to ensure the website and content conform with WCAG 2.0 Level AA.

Employment Standard

The Township of Nipissing is committed to fair and accessible employment practices. We will take steps to notify the public and staff and when requested the Township will accommodate people with disabilities during the recruitment and assessment processes and when people are hired.

The Township of Nipissing shall inform its employees of its policies used to support employees with disabilities, including but not limited to, policies on the provision of job accommodations that take into account an employee's

accessibility needs due to a disability. If needed, we will provide customized workplace emergency information to employees who have a disability.

Transportation Standard

The Transportation Standard will make it easier for people to travel on specialized and public transit and taxicabs in Ontario, including persons with disabilities, older Ontarians and families traveling with children in strollers.

The Township of Nipissing is not a provider of specialized or public transit and does not license taxi cabs, therefore the transportation standard requirements do not apply to the municipality.

Design of Public Spaces

The Township of Nipissing will meet the Accessibility Standards for the Design of Public Spaces during building, maintenance or making major modifications to public spaces. Public spaces include:

- Recreational trails/beach access routes
- Accessible off-street parking
- Service-related elements like service counters and waiting areas

The Township of Nipissing will put procedures in place to prevent service disruptions to its accessible parts of its public spaces and when disruptions occur notice will be provided.

Customer Service Standard

The Township of Nipissing is committed to excellence in serving all customers including people with disabilities.

Communication

The Township of Nipissing will communicate with people with disabilities in a way that takes into account their disability that respects independence, dignity and equal opportunity. Staff who communicate with customers will be trained on how to interact and communicate with people with various types of disabilities.

The Township of Nipissing will offer to communicate with customers by other means, including relay service, email or in-person, if telephone communication is not suitable to their communication needs or is not available.

Assistive Devices

The Township of Nipissing is committed to serving people with disabilities who use assistive devices to obtain, use or benefit from our goods and services. The Township will also ensure that staff know how to use the assistive devices which are available on our premises.

Service Animals and Support Persons

The Township of Nipissing welcomes service animals to all Township buildings, parks, cemeteries and municipal events held within the Township with the sole exception of kitchen facilities where restricted by health regulations. All staff dealing with the public will be properly trained in how to interact with people with disabilities who are accompanied by a service animal.

A person with a disability who is accompanied by a support person will be allowed to have that person accompany them on municipal premises. Entry fees for individual events will not be charged for support persons. Customers will be notified of this through a notice posted on municipal premises and when relevant on our website.

Feedback

Customers who wish to provide feedback on the way the Township of Nipissing provides goods and services to people with disabilities can provide a written submission by mail, fax or email or visit the Township Office in person or by telephone to discuss the matter with a member of Staff. An individual may also provide a written request to the Office to be placed on the Agenda of the next regularly scheduled Council meeting to address Council.

All feedback, suggestions, concerns and ideas shall be reviewed by Staff and corrected if possible or brought forward to Council for consideration supported by a report by Staff on options to correct or improve situations as they arise.

Service Disruption

In the event of a planned or unexpected disruption to services or facilities for customers with disabilities including the Township Office, Community Centre, Outdoor Rink, Fitness Centre, Museum or Playground, the Township of Nipissing will notify customers promptly. This clearly posted notice will include information about the reason for the disruption, its anticipated length of time, and a description of alternative facilities or services, if available. The notice will be placed at the affected location(s) and on the Township website and social media platforms used by the municipality.

Training

The Township of Nipissing will provide training to employees, volunteers and others who deal with the public or other third parties on our behalf. Training will also be provided to people involved in the development of policies, plans, practices and procedures related to the provision of our goods and services. All municipal employees, including the Volunteer Fire Department, will be trained as soon as possible after starting employment.

Training will include the Township of Nipissing's Accessibility Plan, how to interact and communicate with individuals with various types of disabilities and updates to the Accessibility Plan as they are made.

Emergency Preparedness Procedures

Upon request, the Township of Nipissing will provide The Corporation of the Township of Nipissing Community Emergency Plan in an accessible format. There is also a resource to convert the document to a Screen Reader to allow for appropriate communication support.

Modifications To This Policy

This Township of Nipissing is committed to developing accessibility policies that respect and promote dignity and independence of people with disability. Therefore, no changes will be made to this policy before considering the impact on people with disabilities.

Additional training will be provided to all employees if any changes are made to the Townships Accessibility Policy.

Questions About this Policy

Inquiries regarding this plan can be directed to the Township Office:

Phone: 705-724-2144
Fax: 705-724-5385
Email: admin@nipissingtownship.com

Alternate Formats

Accessible formats of this document available upon request.

Operational and Customer Service Review

Appendix A

Current Buildings:

1. Municipal Office

45 Beatty Street, Nipissing, ON P0H 1W0

The office building has an accessibility ramp leading to the back door of the building. An automatic door opener is installed on this door. The building consists of the office and reception spaces and an accessible washroom available for public use.

This building is used for elections at all levels of government as well as providing an important venue for all residents to participate in local government and access municipal services. Accessibility is a priority for Council.



The Township Office parking lot was paved in 2021, providing an even, safe walking area for pedestrians, free of trip hazards upon entry to the Office.

2025 – an application was submitted to the Provincial Government through the Enhancing Access to Spaces for Everyone for the replacement of the ramp to the Municipal Offices. The status of the application is pending at the time of this update.

2. The Township of Nipissing Community Centre 2381 Hwy 654, Callander, ON P0H 1H0

The Community Centre has an accessibility ramp to the main hall entrance. **An automatic door opener was installed on this door June 2018 with the assistance of an Enabling Accessibility grant.** This building consists of the main reception hall, kitchen, fitness centre and Fire Station #1. This facility is rented for functions and used for municipal events, and is the location of Municipal Council meetings.

The washrooms at this facility are available for public use and each washroom has a larger cubicle with an outward opening door and mobility aid bars mounted on the walls within the stalls. The entrance ways are all suitable for all mobility concerns. The entrance to the hall is accessible for all mobility concerns as well. All entry points are suitable for a wide range of mobility concerns.

Identified Issues:

- there are 2 steps down into the kitchen area
- there are no paddle type fixtures in the kitchen to aid those with mobility concerns – **Updated 2010.**
- fitness centre has fixed equipment and can only be accessed down 2 flights of stairs
- floor tiles are lifting which could cause a safety concern for mobility issues – **Floor replaced 2010.**
- parking areas need to be identified as handicapped spaces with signage – **Signage installed, areas designated in 2010.**

The kitchen area is rented out with the facility but is not considered a customer access area. Access to all events and washroom facilities are available on a flat and even surface, ensuring equal access to all who attend. A kitchen is present for the preparation of food. Service animals are not permitted within the kitchen area but are welcome in the reception hall and washrooms.

The fitness centre cannot be equipped with a level access door due to drainage and landscape constraints. Alternate arrangements can be made to have portable weights and exercise balls brought to the main hall for use for those who cannot access the fitness centre.

The stairs leading to the fitness centre have contrasted and raised strips at the edge of each stair to aid those with visual concerns. **Contrast strips and stair coverings replaced June 2018 to maintain a high visual contrast and grip with the assistance of an Enabling Accessibility Grant.**

A grant has been applied for to improve the access ramp, to have automatic door appliances installed and to have the tile floor replaced with an improved flooring option. Upgrades to the kitchen such as paddle type fixtures have also been applied for. – **Upgrades to the kitchen sinks and fixtures were completed as well as the floor replaced, however funding was not adequate to replace the current access ramp or install automatic door openers.**
2010

October 2015 – Quotes for an automatic door opener and new door with window are being obtained and will be reviewed for installation in the early Spring of 2016. This will improve the safety and accessibility of this entrance.

2016 - Grant opportunities did not approve the funding application. It will be re-applied for on the next available grant initiative to update the door and automatic opener.

2017 – A Grant application was submitted to the Enabling Accessibility Fund for this repair and replacement of the stair coverings to the Fitness Centre. We were not successful in our grant application. An application was also submitted to the Trillium Capital Fund for this project, we were not successful in our grant application for this project.

2018 – A Grant was approved through the Enabling Accessibility Fund which provided for the replacement of the entrance door to the Community Centre which is now equipped with a window for safety and an automatic door opening device. The stair coverings leading to the Fitness Centre have been replaced and the contrasted, raised edges are improved.



3. Heritage Rink (Outdoor Seasonal Skating Rink)
Blake & Beatty Street, Nipissing, ON P0H 1W0

This facility is a seasonal rink which is flooded and maintained by the Township. There is a current schedule for family skating and hockey, to allow for equitable use for all residents, safely. An ice ramp is created from the building to the ice surface in the season.

At this time there has been no request for special use such as sledge hockey or a designated time for a person with visual concerns; however, these times can be scheduled for the rink at any request submitted to the Township Office.



4. Nipissing Township Museum
Hwy 654, Nipissing, ON P0H 1W0

The Museum consists of three main buildings accessed by the public. Accessibility ramps have been constructed for the main office and the church building. The Museum is staffed during the operating season. All tours are personally guided by a staff member, ensuring that individuals with any concerns are personally attended to with all items being described or discussed as necessary.

This facility offers a unique accessibility feature by providing personal attention to all visitors and ensuring that all concerns are addressed and overcome. The Museum hosts seasonal events. These events take place on the grounds of the museum and there are many volunteers and staff members present to ensure that all visitors are attended to if required. The festivities on the lawns are accessible to all and enjoyed by many.

Identified Issues:

- The current ramps used are aging and no longer secure, they are removed each season and stored but they require replacement for this season as they are no longer safe for use and have been disposed of. – **Replaced with new ramps 2013.**
- **New ramp, front porch, walkway and gazebo with accessible entry point were installed and completed in the Summer of 2020, however the facility was not open for public access during the 2020 season due to Covid restrictions.**
- Signage for accessible designated parking spot to be installed. – **Installed 2010.**
- **Visual definition strip to be painted or installed on the stairs in front of the main office. Priority for 2017. – Completed in July 2017.**



5. Heritage Park Playground:

Constructed and opened July 2022, the playground structures were procured with accessibility being part of the Request for Proposal. A concern was identified for the use of the accessible swing. A mat covering the ground cover is required for ease of use. To be considered in the 2024 Recreations Budget.

The Township applied for the 2024 Inclusive Community Grant, through the Provincial Government to install a walkway from the road to the park to increase accessibility, however were unsuccessful in our application.

The Township continues to look for avenues to ensure accessible access to the park, including a mat for the ground covering in the park to increase access, for consideration in the 2026 Budget.



Items for further action:

- Purchase a projector for office use **** Purchased July 23, 2009.**
- Renovate washroom at Township Office ****Completed 2011.**
- Doorbell notification for ramp **** Grant application awaiting approval. – no grant approved. Automatic door opener installed in new door on new ramp instead, 2012.**
- Two accessible parking spaces and parking designation signs for the Township Office ****Installed signs 2010.**
- Ramps for museum x 2 **** Brought to the attention of the Museum Board for consideration of design and contract. **Ramps replaced and small removable ramps constructed for all entrances 2013.**
- **New Museum ramp, porch, walkway and gazebo installed 2020.**
- Accessible Parking signs x 2 for Community Centre ****Installed 2010.**
- Accessible Parking sign x 1 for Museum ****Installed 2010.**
- Notification signs for service animal entrance at Community Centre, Museum, Township Office ****Installed 2010.**
- Post Accessibility Plan on Township website **** Resolution of support from Council received July 14, 2009, posted as available on our website as of July 24, 2009.**
- **Washroom/changerooms at the municipal beaches were removed and accessible portable units are rented in their place starting in 2023.**
- **A concern was raised with the older style debit machine in the Township Office wired to the service desk and not able to be lifted to a better vision range. An updated wireless machine has been installed October 2023.**
- Investigate installing change tables in the community centre washrooms, consideration in the 2026 Budget

Update completed October 31, 2015 for 2015 review.

Update completed December 20, 2016 for 2016 review.

Update completed November 7, 2017 for 2017 review.

Update completed October 2, 2018 for 2018 review.

Update completed December 5, 2020 for 2020 review.

Resolution #R2020-222

Update completed December 14, 2021 for 2021 review.

Update completed December 12, 2022 for 2022 review.

Update completed October 17, 2023 for 2023 review.

Updated completed November 6, 2025 review.



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we accept resignation from Andrew Barry as an appointee of the Township of Nipissing Recreation Committee.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm

Council Remuneration Comparative Report

Prepared by: Kristin Linklater

Date: October 2025

The purpose of this report is to present a comparative overview of Council Remuneration, per diem allowances, and mileage reimbursement practices among a selection of neighboring and comparable Municipalities. The Municipalities reviewed include Callander, Powassan, Burk's Falls, Ryerson, East Ferris, Bonfield, Armour, South River, Magnetawan, and Kearney.

The goal of this research is to provide Council with an understanding of current remuneration levels within the surrounding areas, to support informed decision-making and future review of the Township's remuneration By-Law. Information was collected from publicly available Municipal By-Laws, remuneration statements, and official meeting documentation where accessible.

Municipality	Mayor Remuneration	Deputy Mayor Remuneration	Councillor Remuneration	Per Diem	Mileage
Nipissing	\$ 14,836.00	\$ 9,891.00	\$ 9,891.00		\$ 0.64/KM
Callander	\$ 26,958.10	\$ 18,473.00	\$ 16,019.12	\$ 111.80	\$ 0.72/KM First 5000 \$ 0.66/KM After
Powassan	\$ 12,000.00	\$ 8,347.60	\$ 8,144.00	\$ 150.00 Per Day	\$ 500.00 Annually
Burk's Falls	\$ 15,600.00	\$ 10,800.00	\$ 10,800.00		\$ 100.00
Ryerson	\$ 13,200.00		\$ 9,600.00		\$ 0.66/KM
East Ferris	\$ 24,638.04	\$ 14,743.32	\$ 13,847.76	\$ 75.00 Half Day \$ 150.00 Full Day \$ 200.00 Multiple Days or Overnight Stay Conferences	\$ 0.68/KM
Bonfield	\$ 14,287.56	\$ 11,812.56	\$ 11,400.00	\$ 200.00 Full Day	\$ 0.60/KM
Armour	\$ 21,284.00		\$ 15,818.00		
South River	\$ 16,000.00		\$ 12,000.00	\$160 Full day \$ 80 Half Day	\$ 0.68/KM
Magnetawan	\$ 16,621.08		\$ 11,650.44	\$130.00 Full Day	
Kearney	\$ 19,200.00		\$ 14,400.00	Actual Costs With Receipts	\$ 0.72/KM

**** Several Municipalities Use CRA Rate As Their Base ****

CRA 2025 Rate Ontario \$ 0.72/KM For The First 5000 \$ 0.66/KM Anything After.

10 Year Comparison - Council Remuneration

Year	Mayor	% Increase	Council	% Increase	Annual Council Remuneration	CPI for Year	Budget Increase Imact	Staff CPI Increase
2015	\$ 12,837.00		\$ 8,557.00		\$ 47,065.00	0.9%		2.5%
2016	\$ 12,965.00	1.0%	\$ 8,643.00	1.0%	\$ 47,537.00	2.1%	\$ 472.00	1.7%
2017	\$ 13,160.00	1.5%	\$ 8,773.00	1.5%	\$ 48,252.00	1.3%	\$ 715.00	1.5%
2018	\$ 13,344.00	1.4%	\$ 8,896.00	1.4%	\$ 48,928.00	2.5%	\$ 676.00	1.4%
2019	\$ 13,678.00	2.5%	\$ 9,119.00	2.5%	\$ 50,154.00	1.7%	\$ 1,226.00	2.5%
2020	\$ 13,910.00	1.7%	\$ 9,274.00	1.7%	\$ 51,006.00	0.7%	\$ 852.00	1.7%
2021	\$ 14,050.00	1.0%	\$ 9,367.00	1.0%	\$ 51,518.00	4.9%	\$ 512.00	1.0%
2022	\$ 14,401.00	2.5%	\$ 9,601.00	2.5%	\$ 52,805.00	6.5%	\$ 1,287.00	3.0%
2023	\$ 14,401.00	0.0%	\$ 9,601.00	0.0%	\$ 52,805.00	3.3%	\$ -	3.5%
2024	\$ 14,689.00	2.0%	\$ 9,793.00	2.0%	\$ 53,861.00	2.0%	\$ 1,056.00	3.0%
2025	\$ 14,836.00	1.0%	\$ 9,891.00	1.0%	\$ 54,400.00	2.4%	\$ 539.00	2.0%

*Oct CPI used
2015-2025

Consumer Price Index- Canada
(September 2025)
2.4% increase
(12-month change)

REPORT TO COUNCIL

Date: November 18, 2025
From: Kim Turnbull, Deputy Treasurer
Re: Asset Management Plan – Public Comment

Background:

The 2025 Asset Management Plan (AMP) outlines the assets owned by the Township, in four major categories: Roads, Bridges & Culverts, Facilities & Land Improvements, and Fleet & Equipment in their current conditions, associated risks, investment and the financial strategy needed to sustain them over the next 10 years. The AMP has been prepared in accordance with *Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure*.

Summary:

Following the presentation of the 2025 AMP plan at the October 28, 2025 Council Meeting the AMP was made available to the public for review and comment. The AMP was posted to the Township of Nipissing's website and posted to the Township's Facebook page. Comments could be submitted in writing at the Township Office, by email or in-person by noon Thursday November 13, 2025. Council would receive and review public comments on the 2025 AMP at the November 18, 2025 Council Meeting

Providing opportunity for public input supports Council Strategic Plan of an open and transparent governance and accountability to residents. The Township strives to provide effective and efficient municipal service and completing an updated AMP plan meets one of the strategic objectives.

One written comment was received regarding Table 3.6: Priority Works – Road Rehabilitation with respect to the work identified for Pike Bay Road 0.4 km. The information for this table came from the D.M. Wills Roads Needs Study. Upon further investigation with staff, it was determined that this portion of road was incorrectly identified and should have been included as part of Rocky Shore Drive, as Pike Bay Road is a private road. The table has been updated in the AMP plan.

One additional inquiry was made regarding upcoming road rehabilitation works, the Hummel Bridge and funding opportunities. A response was provided to the resident and has been included in the Council Agenda Package for Council Review.

Recommendation:

That the 2025 Asset Management plan be approved to support the Township in managing capital assets and reinforce long-term financial planning to provide sustainable delivery of services to the community.

Respectfully,

Kim Turnbull
Deputy Treasurer

Kim Turnbull

From: Kim Turnbull <office@nipissingtownship.com>
Sent: November 13, 2025 10:54 AM
To: 'Rod Rennette'
Subject: RE: 2025 Asset Management Plan

Good morning Rod,

Thank you for your inquiries regarding the 2025 Asset Management Plan, I have included my responses below;

1a). Is Alsace Road Phase 1 commencing in the upcoming construction season 2026? At this time work on the Road will commence at a later date, as prioritizes have shifted due to the replacement of the Bear Creek Culvert; due to the catastrophic failure of the culvert. Phases 2 and 3 will commence once Phase 1 is completed.

b). Alsace Road Phase 2 in 2027?

c). Alsace Road Phase 3 in 2028?

d). Each phase consisting of 2 kms resurfaced? Yes

2). Please provide an updated report on the Alsace Road Boundary gravel section. Work will take place once work is completed on the Hummel bridge due to the heavy equipment that will be required for the bridge replacement. Projects will need to coordinated with the Municipality of Powassan.

3). Please provide an updated report on the Hummel Bridge. The Township of Nipissing and the Municipality of Powassan have been working with our Engineering Firm to complete all the necessary studies required to have the project shovel ready when funding opportunities become available. The Township continues to investigate funding opportunities for the replacement of the Hummel Bridge. We have had a meeting with a firm that seeks out grant opportunities to investigate potential funding opportunities for the Township.

4). Is our Administration aggressively applying for present and future Federal and Provincial funding for our roads and infrastructure? Yes, the Township continues to advocate on behalf of rate payers for all funding opportunities.

5). Was the D.M. Wills Road Study of 2023 actually performed in the month of December?
(With the roads covered with snow and ice and snow banks). The D.M. Wills study was carried out in August 2023 and the report was presented in December of 2023.

Are the above items going to be answered / presented at the November 18, 2025 Council Meeting? Yes, your inquires and these responses will be included in the public agenda package for Council and public review.

Thank you,

Kim Turnbull
Deputy Treasurer, Office Assistant
Township of Nipissing 45 Beatty St.
Nipissing, ON P0H 1W0
705-724-2144
office@nipissingtownship.com



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we pass By-Law Number 2025-32 being a By-Law to adopt an Asset Management Plan for the Township of Nipissing.

Read a first, second and third time and passed this 18th day of November 2025.

For Against

CHALAPENKO
FOOTE
KIRKEY
SCOTT
YEMM

Carried

Mayor: Dave Yemm

THE CORPORATION OF THE TOWNSHIP OF NIPISSING

BY-LAW NUMBER 2025-32

Being a By-Law to adopt an Asset Management Plan
for the Township of Nipissing.

WHEREAS the *Infrastructure for Jobs and Prosperity Act 2015*, provides that
Municipalities shall prepare infrastructure asset management plans;

AND WHEREAS the Council of the Township of Nipissing has received an Asset
Management Plan for Roads, Bridges and Culverts, Facilities, Land Improvements and
Fleet and Equipment; compiled by Urban RE utilizing historical data, legislated
requirements in accordance with Ontario Regulation (O.Reg.) 588/17 Asset
Management Planning for Municipal Infrastructure;

NOW THEREFORE the Council of the Township of Nipissing ENACTS AS FOLLOWS:

That we adopt the 2025 Asset Management Plan for Roads, Bridges and Culverts,
Facilities, Land Improvements and Fleet and Equipment in the Township of Nipissing,
hereto attached as Schedule "A" and hereby declared to be part of this by-law.

That By-Law 2017-08 is hereby rescinded.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS 18TH DAY OF NOVEMBER
2025.

THE CORPORATION OF THE TOWNSHIP
OF NIPISSING

Dave Yemm, Mayor

Kris Croskery-Hodgins,
Municipal Administrator Clerk-Treasurer



"Life the way it should be" ESTABLISHED 1888

Township of Nipissing

2025 Asset Management Plan



REPORT INFORMATION

Municipality: Township of Nipissing

Title: 2025 Asset Management Plan

Author: UrbanRe Advisory Inc.

Date: 28 October, 2025

Updated: 14 November, 2025

Cover Image: Nipissing Museum

DISCLAIMER AND NOTICES

This Asset Management Plan (AMP) has been prepared for the Township of Nipissing for the purpose of meeting the requirements of Ontario Regulation 588/17 and to inform long-term infrastructure and financial planning needs. It reflects the best available information at the time of publication and is intended to be a living document that will evolve as better data and methods become available.

The AMP is a strategic planning tool. It is not a capital budget, nor does it commit the Municipality to specific projects, funding levels, or service outcomes. All decisions regarding future investments, priorities, or service levels remain at the discretion of Council through the annual budget and capital planning process.

Financial figures contained in this document represent high-level estimates developed from available asset registers, staff input, condition assessments, and industry costing sources. These estimates are subject to change as new studies, inspections, or more detailed designs are completed.

The analysis within the AMP is based on the processes described herein, which include a series of assumptions using available data. While the Municipality strives for accuracy, some information may be incomplete, approximate, or based on best professional judgment. Updates to the AMP will continue to improve the quality of data and projections over time.

This document is provided for planning purposes only and should not be relied upon for litigation, claims, or other uses beyond its intended scope. Where consultants or third-party data sources have been used, liability is limited to the terms of those professional services agreements. UrbanRe's role in the preparation of this document was limited to the consolidation and presentation of available data and Township input. It cannot be held liable for the accuracy or validity of the information presented herein.

EXECUTIVE SUMMARY

The Township of Nipissing manages a diverse portfolio of public infrastructure assets that provide important services to residents, businesses, and visitors. This portfolio includes Roads, Bridges and Culverts, Buildings and Land Improvements, and Vehicles and Equipment. Together, these assets support the local economy, contribute to quality of life, and meet the community's day-to-day needs.

This Asset Management Plan (AMP) outlines the assets owned by the Township, their current condition, associated risks, investment requirements, and the financial strategy needed to sustain them over the next 10 years. The AMP covers assets recorded in the Township's Tangible Capital Asset register and has been prepared in accordance with *Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure*.

The regulation requires that each municipality develop a plan for its infrastructure assets, adopt it by Council, and make it available to the public. This AMP provides a technical and financial roadmap for how the Township can manage its capital assets. It aims to support long-term expenditure planning, safeguard the quality and performance of infrastructure, and enable the sustainable delivery of services to the community.

Asset Portfolio Overview

The current replacement value of the Township's asset portfolio across its four major asset classes is estimated to be \$49.8 million in 2025. The breakdown of assets by value is shown in the chart below:

Figure 1: Asset Portfolio by Current Replacement Value

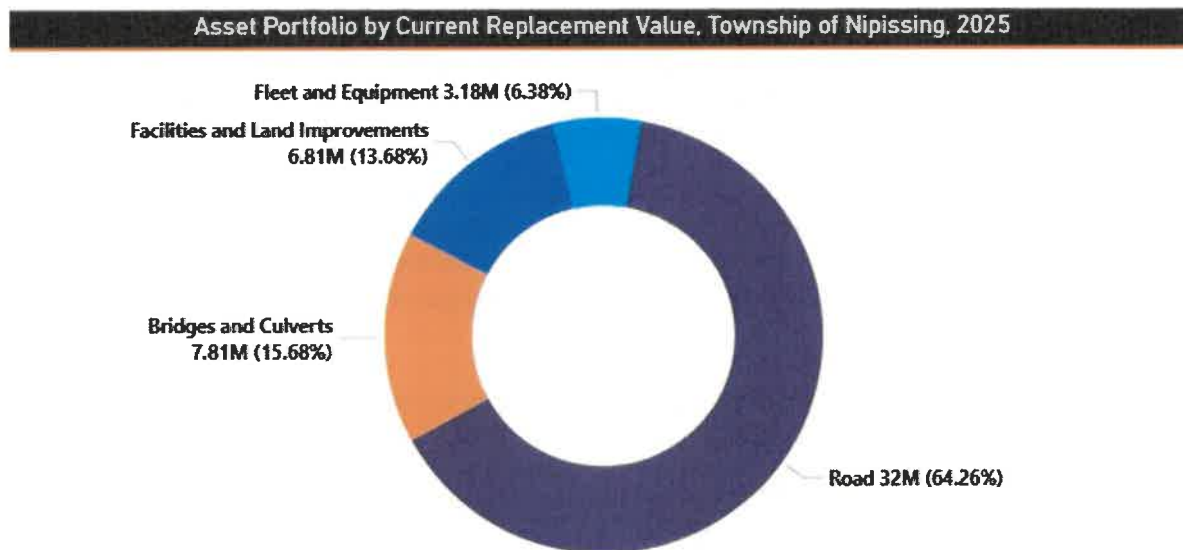


Figure 1 illustrates the Township's assets by replacement value. Roads represent the largest share at approximately \$32 million. Bridges and Culverts are the second-largest category at \$7.81 million, followed by Facilities and Land Improvements at \$6.81 million, and Fleet at \$3.18 million. Additional detail on asset condition, replacement costs, and investment needs is provided in Chapter 2 of this AMP.

The condition of municipal assets has a strong influence on the Township’s reinvestment needs over the next 10 years. Overall asset condition is estimated for each asset class as summarized in the graph below.

Figure 2: Asset Portfolio Condition

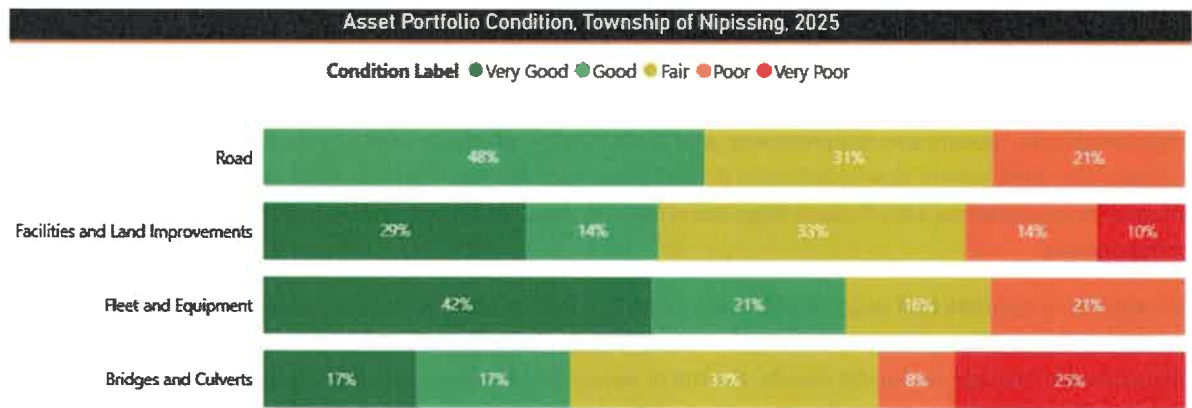


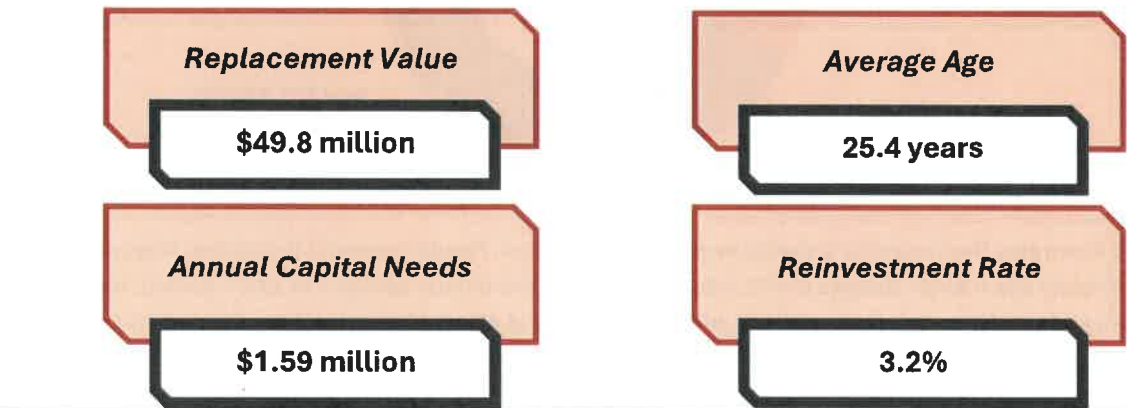
Figure 2 presents the overall condition of Nipissing’s asset portfolio in 2025. Roads of all types have nearly half (48%) in good condition but over one-fifth (21%) rated poor. Fleet assets perform strongly, with 42% in very good condition and 21% rated as poor. In contrast, Bridges and Culverts present a challenge, with one-third (33%) rated poor or very poor, highlighting a key area of need in the AMP. Facilities and Land Improvements fall between these extremes, with the majority in fair or better condition.

Asset Financial Needs and Strategy

In the near term (2026–2031), the AMP identifies specific projects that address the Township’s most pressing infrastructure needs. These projects result in higher-than-average expenditures for the first half of the 10-year timeframe. From 2032 onward, the approach shifts to reserve-based funding, with annual contributions and planned investments aligned to long-term lifecycle needs.

Over the 10-year horizon, asset requirements total \$15.9 million, averaging \$1.59 million per year (in year-of-expenditure dollars). This represents an annual reinvestment of approximately 3.2% of the Township’s total asset value. Beyond funding priorities for asset maintenance and renewal, the AMP also outlines strategies to improve data quality, strengthen strategic planning, and maintain regulatory compliance.

Nipissing Assets by the Numbers



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GLOSSARY OF TERMS

ACRONYMS

AMP	Asset Management Plan
AODA	Accessibility for Ontarians with Disabilities Act
BCI	Bridge Condition Index
GHG	Greenhouse Gas
LOS	Levels of Service
MTO	Ministry of Transportation Ontario
O.Reg 588/17 (Regulation)	Asset Management Planning for Municipal Infrastructure
PCI	Pavement Condition Index
PM	Preventive Maintenance
RCR	Ride Comfort Rating
TCA	Tangible Capital Asset

DEFINITIONS

Financial Strategy	The financial strategy outlines the municipality's approach to meeting the requirements of Ontario Regulation 588/17, specifically detailing the costs necessary to maintain existing levels of service for municipal infrastructure assets
Funding Gap	A funding gap occurs when identified investment needs lack dedicated or assigned funding sources to carry out the planned activities required to maintain or improve municipal infrastructure
Levels of Service (LOS)	Levels of Service include both qualitative descriptions and quantitative technical measures that define the municipality's commitments, standards, and expectations for the performance and reliability of infrastructure assets
Lifecycle Cost	Lifecycle cost refers to the total expenditure associated with an asset throughout its entire lifespan, including all phases such as planning, acquisition, construction, operation, maintenance, renewal, disposal, and the related engineering and design work
Expected Useful Life	The expected useful life is the estimated duration during which an asset is anticipated to function effectively and deliver the required level of service
Lifecycle Management	Lifecycle management encompasses the comprehensive processes and activities involved in overseeing infrastructure assets from initial planning through to disposal, including acquisition, construction, operation, maintenance, renewal, and associated engineering and design tasks
Own Source Revenues	Own source revenues are funds generated directly by the municipality through taxation, licensing fees, user charges, or other municipal-imposed fees
Non-Core Assets	Non-core assets include municipal infrastructure that does not fall within core asset categories (such as roads, water, sewer, and stormwater systems), but are still owned and operated by the municipality. Examples include fleet vehicles, equipment, parks, and municipal facilities
Operating Costs	Operating costs represent the total expenses incurred to operate a municipal asset over its service life, which includes energy consumption, labor, materials, and other ongoing operational expenditures

Replacement Value/Replacement Cost	Replacement value (or replacement cost) is the estimated amount required to fully replace an asset with a new one of equivalent capacity and function, at current market prices
State of Infrastructure	The state of infrastructure provides a summary overview of the municipality's assets, including information on replacement costs, average asset ages, current conditions, and overall asset health, as required under O.Reg. 588/17
Community Levels of Service	Community levels of service describe how residents and stakeholders experience, value, and assess the quality of municipal services, serving as a basis to evaluate whether community expectations are being met
Technical Levels of Service	Technical levels of service are measurable indicators used to assess and report service delivery, also serving to demonstrate if proposed community levels of service are being achieved

1. INTRODUCTION

1.1 INTRODUCTION TO THE ASSET MANAGEMENT PLAN

The Township of Nipissing (in this report, the “Township”, “Municipality” or “Nipissing”) is a single-tier municipality in North-Eastern Ontario that owns, operates and manages a range of infrastructure assets. These assets provide municipal services that residents, businesses, and visitors rely on to support economic activity, enhance resident well-being, and protect the local environment.

Nipissing manages assets in four major categories: Roads, Bridges & Culverts, Facilities & Land Improvements, and Fleet & Equipment. Assets in these categories are required to be managed in accordance with Ontario’s asset management regulation *O. Reg. 588/17*. This Asset Management Plan (AMP) was prepared following the requirements in that regulation and offers analysis and strategies to support the Township with sustainable delivery of services for the community.

The following asset categories are addressed in this AMP:

Table 1.1: The Township’s Core Infrastructure Assets

Service Category	Asset Classes
Roads	Paved, surface treated and gravel roads
Bridges and Culverts	Bridges and multi plate culverts

Table 1.2: The Township’s Non-Core Infrastructure Assets

Service Category	Asset Classes
Facilities and Land Improvements	Township Office, Public Works Garage and Buildings, Fire Stations 1 & 2, Community Centre and Fitness Centre, Rink Building and Facility, Landfill Buildings, Museum Buildings, Playground and Communication Towers
Fleet and Equipment	Light vehicles, Heavy vehicles, trailers, Fire Department Apparatus, Public Works equipment, maintenance equipment

This AMP provides a framework for managing Township assets across their lifecycle, from acquisition, operation, maintenance, to rehabilitation and renewal. It assists the Township to make informed decisions on asset performance, useful life, and total cost of ownership, while meeting evolving community needs.

The *Strategic Plan* for the Township of Nipissing identifies the following goals to guide service delivery and LOS decision-making:

Safety	Capacity
Customer Satisfaction	Reliability
Quality	Responsiveness
Quantity	Environment
Financial Sustainability	Climate Change Adaptation

These goals are also considered with the review of each asset and services provided within the Township.

1.2 NIPISSING MUNICIPAL ASSETS IN CONTEXT

The Township of Nipissing is located within Robinson Huron Treaty lands and was settled as a community by colonial homesteaders traveling along the Nipissing and Colonization roads from about 1862. The Township had a brief boom as a regional hub, which influenced the development of a varied portfolio of infrastructure assets including museums and other heritage structures.

Today, Nipissing is home to approximately 1,769 residents living in 1,012 dwellings, per the 2021 census. To serve this population, as well as visitors and businesses, the Municipality manages a portfolio of assets that support transportation, community services, emergency response, and the daily operations of municipal government. Current inventory highlights include approximately 150.1 km of roadways, 12 bridges and culverts, and 21 public service buildings and recreational facilities.

This AMP provides a forward-looking framework to consider asset planning needs in the context of local population changes, a changing local climate, as well as the Township's financial realities. Considering these factors together will support the Township of Nipissing to continue delivering reliable services.

Population Trends

The permanent (year-round) population of the Township of Nipissing increased from 1,553 in 2001 to 1,769 in 2021, with a recent increase of approximately 3.6% over the past 5 years. Changes in population affect both service demand and the municipal revenue needed to fund infrastructure:

- Growth can strain existing systems, necessitating capacity upgrades, service expansions, and additional investment. It can also provide additional ratepayers to fund infrastructure needs.
- Decline may result in underutilized assets, rising costs per user, and the need to review service levels to maintain affordability.

Figure 1.1: Nipissing Population Trends, 2001-2021

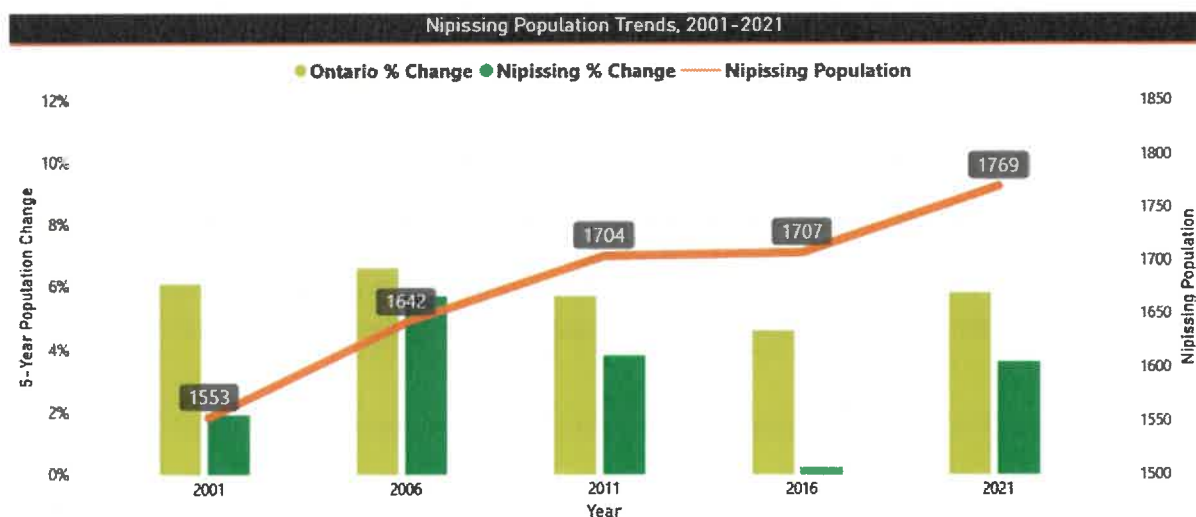


Figure 1.1 shows the population of Nipissing increasing from 1,553 in 2001 to 1,769 in 2021, with the rate of increase in population per five-year period generally lower than the overall rate of increase in Ontario. This means that while the community is growing, it is growing slower than other communities in the province.

Climate Change and Asset Resilience

Climate change presents challenges to maintaining municipal services, with extreme weather events, shifting temperature patterns, and more frequent freeze-thaw cycles affecting asset performance and lifecycle costs.

The Township of Nipissing has traditionally experienced warm, humid summers and long, cold, snowy winters. Under anticipated climate conditions, the Township will experience hotter summers, milder winters, and more frequent extreme rainfall and storm events. This is expected to impact infrastructure in the following ways:

- **Buildings:** Climate stressors such as extreme heat, precipitation, and wind are already putting pressure on building components shortening lifespans, raising energy costs, and increasing maintenance demands.
- **Transportation:** The strain of more frequent freeze-thaw cycles, extreme precipitation, and high heat is expected to increase the cost of maintaining roads, bridges, and culverts.
- **Wildfire risk:** Northern Ontario's increased temperature and drier conditions raise concerns over wildland fire hazards. Township structures located within the wildland interface that are subject to upgrades or replacement may consider measures to mitigate the risk of loss in the event of a wildfire.
- **Flooding:** High water levels, spring melt, and intense storms in the Lake Nipissing region have impacted roads and drainage infrastructure, causing localized flooding and raising the risk of prolonged flooding in low-lying regions. Certain Township assets, such as the Bear Creek Culvert, may be identified and assessed for modifications that could mitigate the risk of flooding in the long term.

Proactive investments in adaptation measures, such as adding fire-resistant design elements to buildings, increasing the capacity of drainage infrastructure such as culverts, and providing emergency backup infrastructure, may assist with safeguarding municipal assets and the services they deliver.

1.3 PLANNING APPROACH

This Asset Management Plan offers a view of Nipissing's infrastructure portfolio, setting out the current state of assets, the Levels of Service (LOS) provided, and the investments required to sustain proposed LOS over the next 10 years. It is guided by the principles of financial prudence, social responsibility, and environmental sustainability, as defined in the Municipality's Asset Management Policy and in alignment with Ontario Regulation 588/17.

The body of the AMP is organized in three main parts, with several chapters comprising the second part:

1. **State of the Infrastructure** introduces the Township's asset portfolio overall and provides high-level information regarding the size, value, and condition of the Municipality's infrastructure.

2. **Assessments by Asset Class:** The main chapters of this AMP are organized to provide an overview of the current state, condition, and performance of each of the major asset classes the Township owns. Each chapter includes:

- *Asset Overview:* Inventory and condition information
- *Current and proposed Levels of Service (LOS)* and risks to achieving service levels.
- *Planned lifecycle activities* over the next 10 years, including maintenance, rehabilitation, and renewal, and the costs to complete these activities.

3. **Financial Strategy, Conclusion and Next Steps** consolidate investment needs across all asset classes into a 10-year financial outlook and discusses strategies for sustainable funding.

- *Financial forecasts* to support sustainable long-term management of these critical networks.

The AMP draws information regarding municipal assets from sources including financial records, consultant-prepared asset reports, and the operational expertise of municipal staff, to provide an overview the current state of infrastructure and identify investment priorities.

Assessments by Asset Class

Each asset class is evaluated using a common framework, to consider needs and identify priorities for reinvestment over a 1-year planning timeframe. Major components of this assessment include:

Levels of Service (LOS) describe the quality and reliability of services that residents, businesses, and other users can expect from municipal infrastructure. Ontario Regulation O. Reg. 588/17 requires municipalities to define and monitor both *Community* and *Technical* Levels of Service. Community LOS describe outcomes from the perspective of users and the public, while Technical LOS provide performance metrics to be monitored by staff. The regulation requires municipalities to report current performance and set proposed LOS, which are targets based on community expectations, affordability, and regulatory needs.

Risk complements LOS by assessing the likelihood and consequences of infrastructure failures resulting in loss of service. Considering risks such as health and safety impacts, financial costs, and service disruptions can help the Municipality prioritize investments where they matter most.

Lifecycle Activities (LCA) are the planned actions required to sustain municipal assets throughout their service life. These activities span the full lifecycle of an asset—from design and construction, through operation and maintenance, to renewal or decommissioning. Under **O.Reg. 588/17**, municipalities must identify the lifecycle activities necessary to maintain proposed Levels of Service (LOS) over the planning horizon and estimate the costs of carrying them out.

Asset Financial Requirements demonstrate the funding needed to carry out LCAs that sustain LOS over time. For each asset class, financial requirements quantifying the estimated costs of renewal or replacement of assets over a 10-year planning horizon, are presented at the end of each chapter.

Methods Used to Determine Asset Condition

Asset Condition was determined for this AMP in two ways:

- **Formal Condition Assessments:** Inspections have been completed for roads, bridges and culverts, and specific facilities by qualified professionals within the last 2 years. Detailed condition information available for these assets is used to report their condition in this AMP.
- **Age-Based Condition Estimates for Other Assets:** Where qualified condition assessments are not available, asset condition is estimated in this AMP based on asset age and expected useful life, applying the methodology described below and detailed in *Appendix A3*.

Condition ratings for most assets in this AMP are evaluated based on the age of the assets relative to their estimated useful life. Condition ratings are determined as follows:

Condition Rating	Remaining Useful Life (%)
Very Good	$\geq 75\%$
Good	50% – 74%
Fair	25% – 49%
Poor	0% – 24%
Very Poor	$< 0\%$

Further information on the approaches used for asset condition ratings is provided in *Appendix A*.

1.4 DATA SOURCES

This AMP was developed with current asset information at the time of preparation, drawing from municipal records and financial documents, relevant technical studies, and targeted input from municipal staff that together provide insights into the asset portfolio and needs.

Key data sources include:

1. Technical Reports and Studies

- Commissioned by the Township for specific asset categories, for example, roads, bridges, facilities.
- Recent information on asset condition, lifecycle costs, rehabilitation needs, and recommended timelines for renewal from qualified professionals.

2. Tangible Capital Asset (TCA) Register

- Contains asset acquisition dates, estimated replacement values, and asset classifications.
- Provides age-based condition inferences and supports prioritization of linear assets (e.g., facilities and land improvements, fleet and equipment).

- Updated during the preparation of this AMP to reflect validated asset inventories and revised replacement cost estimates.

3. Financial Records

- Recent municipal annual budgets and audited financial statements.
- Includes historical capital expenditures, reserves, and funding allocations that influence asset lifecycle planning, for reference and comparison.

Preference has been given to verified and recent data. Further details on data sources and methodology are provided in *Appendix A2*.

1.5 LIMITATIONS OF THE PLAN

Like any planning document, this AMP has certain limitations that should be recognized when interpreting its findings. A common challenge in asset management is the reliability and completeness of underlying data. This AMP has been developed using the best information currently available, including the Municipality's asset records and staff input. Key limitations of the AMP include:

- **Estimates for Asset Replacement Values:** Replacement cost estimates in this AMP provide indicative values for planning purposes. Actual costs for construction, rehabilitation, or acquisition will vary at the time of procurement. These estimates allow the Municipality to understand the scale of expected capital needs but should not be relied on as contractor's estimates or for any purpose beyond general reference.
- **Lifecycle Activity Assumptions:** Lifecycle forecasts are based on municipal staff input, historical patterns, and typical asset requirements. They do not capture every asset's unique condition, operational environment, or maintenance history. More accurate requirements may be developed through consultation with asset operators and engineering professionals and incorporated into future AMP updates.
- **Useful Life Projections:** Estimated remaining useful lives are derived from asset age, type, and municipal experience. Actual performance may differ due to factors such as usage intensity, environmental conditions, and maintenance practices. Regular asset condition assessments assist with ongoing validation and refinement of these estimates.
- **Unforeseen Events and Changing Conditions:** Future events including extreme weather, usage shifts, or regulatory changes may impact asset performance and service demand in ways not anticipated in this AMP. These events may accelerate maintenance, rehabilitation, or replacement needs beyond current forecasts.

As new studies, inspections, and updates to the asset register are completed, the findings of this plan can be further refined. Continued efforts to strengthen data collection, improve analysis, and enhance collaboration across departments will support more accurate and informed decision-making in future iterations of the Township's AMP. Strengthening data quality will provide greater confidence in lifecycle planning, expenditure forecasts, and the Municipality's ability to sustain assets while meeting desired Levels of Service.

2. STATE OF THE INFRASTRUCTURE

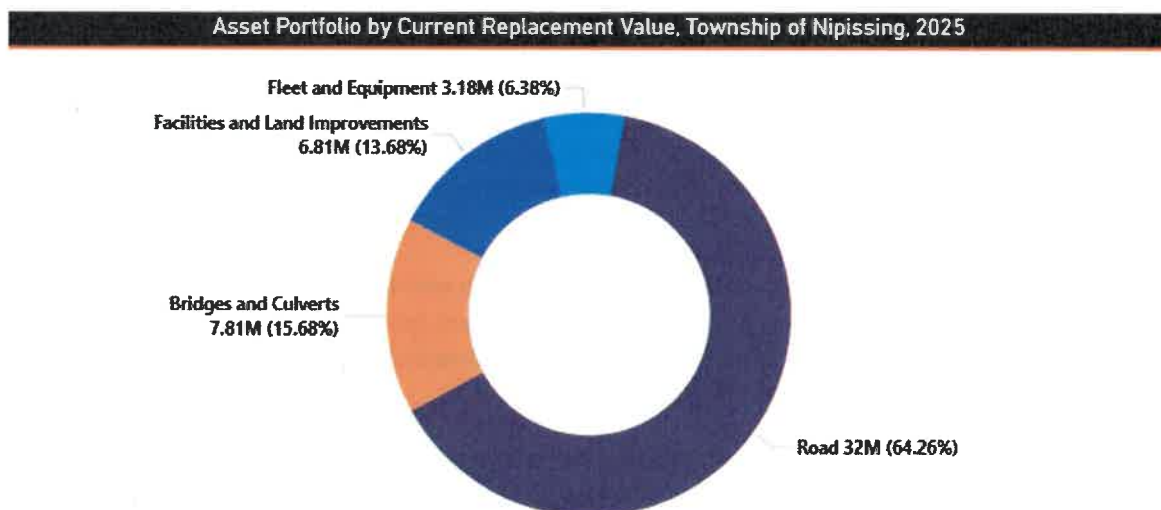
The State of the Infrastructure provides an overview of the Township of Nipissing's major capital assets and their role in supporting municipal services. This chapter outlines the scale and composition of the asset portfolio, presenting current replacement values, average age relative to expected service life, and overall condition ratings. Together, these metrics provide a snapshot of how the Township's assets are performing today and give an indication as to where reinvestment may be needed in the years ahead.

The Township's four asset categories: Roads, Bridges and Culverts, Facilities and Land Improvements, and Fleet, are assessed together to demonstrate relative strengths and vulnerabilities across the portfolio. This information is a foundation for the more detailed evaluation of service delivery expectations, risks, capital needs, and financial strategies in the chapters that follow.

Asset Portfolio Overview

Nipissing manages a diverse infrastructure asset portfolio with a current replacement value estimated at \$49.8 million. Roads represent the largest share of the Township's assets by value, accounting for almost two-thirds of the total asset replacement value. Bridges and culverts are next, at approximately one-sixth. The charts and tables below provide further details on the replacement value, condition, and planned lifecycle activities for each asset class.

Figure 2.1: Asset Portfolio by Current Replacement Value



The pie chart above shows the relative value of each of the four major asset types that the Municipality owns. The breakdown of assets by value shown in the graph is as follows:

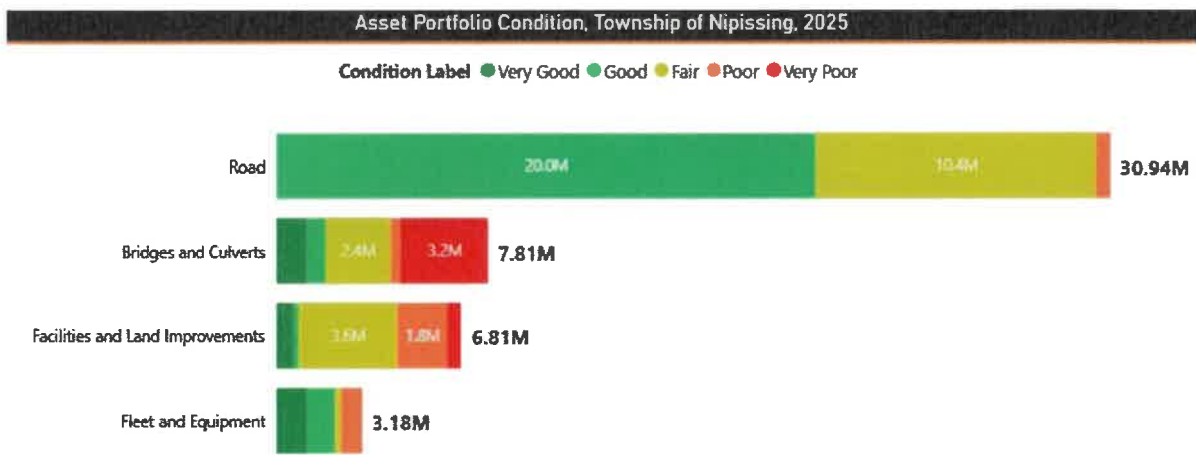
- Roads (including Minor Culverts): \$32 million (64% of all assets by value)
- Bridges and Culverts: \$7.8 million (16%)
- Facilities and Land Improvements: \$6.8 million (14%)
- Fleet and Equipment: \$3.2 million (6%)

Asset Condition Overview

The condition of the Township's assets has an important influence on the need for reinvestment. Asset condition has been assessed according to the methodology described in Chapter 1 and presented in detail in *Appendix A*. Condition estimates were obtained from assessments completed by professional consultants or developed using an age-based methodology.

An overview of the Township's asset condition, by value of assets in each class is presented below:

Figure 2.2: Asset Condition by Asset Value



**Note, Bridges and Culverts includes structural culverts only, it does not include minor culverts.*

Figure 2.2 shows a summary of the condition of each of the Municipality's major asset classes, with the following key details:

- Assets such as Roads, Facilities and Land Improvements, and Fleet and Equipment generally have a majority in *Good* or *Fair* condition, reflecting recent investments and proactive maintenance.
- Assets in the Bridges and Culverts class show a higher proportion in *Fair* or *Poor* condition, indicating ongoing and upcoming renewal and reinvestment needs.

These condition ratings are used to inform lifecycle planning and investment priorities in this AMP. Service capacity, reliability, and resilience of assets are all closely related to asset condition.

Asset Investment Needs

Asset investment needs are informed by a combination of factors, including asset condition, levels of service, age relative to expected useful life, and other performance considerations described in the following chapters of this plan. The State of the Infrastructure table below provides a high-level summary of these measures across the Township's four major asset classes, offering a point of reference and comparison to introduce the Township's overall infrastructure needs.

Table 2.1: State of the Infrastructure – Summary

Asset Category	Replacement Value (2025 est.)	Quantity / Inventory of Assets	% of Assets in Fair or Better Condition	Annual Funding Needs (Avg est.)
Roads	\$32,004,956	150.1 km	91.8%	\$570,770
Bridges and Culverts	\$7,810,560	12	40.0%	\$449,213
Facilities and Land Improvements	\$6,812,296	21	59.0%	\$303,630
Fleet and Equipment	\$3,176,027	19	95.6%	\$266,912
Total	\$49,803,839			\$1,590,525

The following chapters provide detailed analysis for each of the four asset classes, to support the data summarized in the table above.

3. ROADS

The Municipality's Road infrastructure includes gravel, surface treated and asphalt roads and associated drainage components (such as ditches and cross-culverts) and a limited set of streetlights. These assets enable the safe movement of people and goods, as well as allowing for safe and controlled drainage of stormwater and surface runoff.

Road operations are to comply with Ontario's regulatory framework, which includes:

- *Ontario Highway Traffic Act (HTA)*
- *Minimum Maintenance Standards for Municipal Highways (O. Reg. 239/02)*
- Municipal by-laws and design standards governing construction, maintenance, and traffic safety

The Township's existing road network consists of 150.1 km (approximately 300.2 lane-kms) of road infrastructure. The road network includes 115.7 km gravel, 33.2 km surface treated, and 1.2 km of hot mix asphalt surface roads. Municipal roads are all Class 5 for Ontario Minimum Maintenance Standards, as defined under O.Reg 239/02.

3.1 ASSET OVERVIEW

A Road Needs Study conducted in 2023 by D.M. Wills¹ estimated the total Replacement Value for the road network at approximately \$28.6 million that year, excluding minor culverts. As of September 2025, the system's estimated replacement value is approximately \$32 million, comprising paved asphalt surfaces, gravel roads, shoulders, bases and sub-bases, and non-structural drainage features. This includes 70 minor culverts subject to regular maintenance and replacement.

Table 3.1: Overview – Roads

Asset Sub-Class	Length / Count	Current Replacement Value (2025 est.)	% of Assets in Fair or Better Condition
Paved (HCB + LCB)	34.4 km	\$9,878,729	91.7%
Unpaved (Gravel)	115.7 km	\$21,061,624	91.8%
Minor Culverts	70	\$1,064,603	Not Assessed
Total	150.1 km of roads	\$32,004,956	91.8%

¹ D.M. Wills, Road Needs Study, December 2023

Asset Condition

The 2023 D.M. Wills Roads Needs Study also evaluated road asset condition, with 77% of roads rated as Good and 23% rated as Fair. Road asset condition ratings are based on the inspection processes as detailed in that report.

Figure 3.2: Asset Condition – Roads

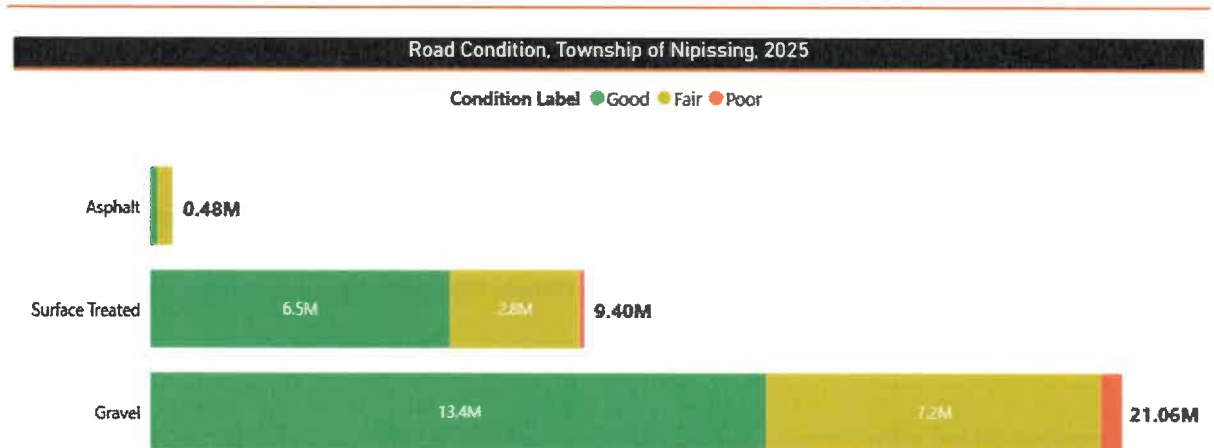
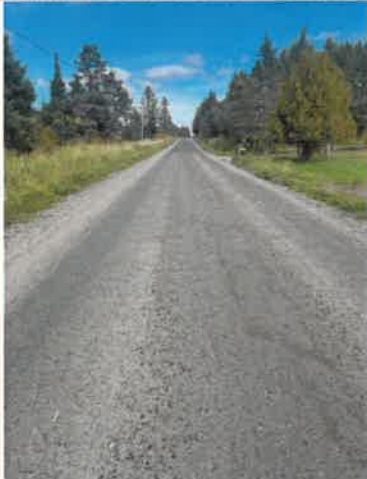


Figure 5 shows the distribution of conditions among road network assets, demonstrating Asphalt and Surface Treated roads mainly in Good and Fair condition, with Gravel roads predominantly in Good condition with a minority in Fair and very few in Poor condition.

- The road network is in fair to good condition overall, with Paved Roads having an average PCI of 69.5 (*fair* condition) and Unpaved Roads showing an average surface condition rating of 7.7/10 (*good* condition).
- A significant portion (40%) of the gravel network is in *good* condition, with approximately 30 km rated as *poor* or *very poor* in the Roads Needs Study and in need of regular maintenance and rehabilitation.

The images in Table 3.2 on the following page demonstrate roads of various qualities in the Township. These images also respond to the Levels of Service - Quality statement in Table 3.3.

Table 3.2: Condition Images – Roads

	Good	Fair	Poor
Surface Treated			
Gravel			

The images above provide examples of Gravel and Surface Treated roads in Good, Fair, and Poor condition, respectively. They demonstrate deteriorating road condition such as potholes and cracking, related to wear and other factors.

3.2 LEVELS OF SERVICE (LOS)

Under *O. Reg. 588/17*, municipalities must report on *Community* and *Technical* Levels of Service for roads with required scope and quality metrics and optional additional metrics selected by the Township. Together, these metrics track accessibility, safety, and the physical condition of the road network.

Table 3.3 Community LOS – Roads

Attribute	Description	Current LOS	Proposed LOS
Scope	Description, which may include maps, of the road network in the Municipality and its level of connectivity.	See map in Appendix A.1	Same as current
Quality	Description or images that illustrate the different levels of road class pavement condition.	See images in Table 3.2	Follow Provincial Minimum Maintenance Standard for Class 5 roads
Community Perception	Number of resident complaints received for the following operations in a calendar year: Grading, Winter Maintenance, Brushing, Public Safety (Speed)	3-4 formal complaints submitted this year	Formal complaints are monitored and responded to. Target no more than 10 complaints per year.

Table 3.4 Technical LOS – Roads

Attribute	Metric	Current LOS	Proposed LOS
Scope	Number of lane-kilometres of each of arterial roads, collector roads and local roads as a proportion of square kilometres of land area of the Municipality.	Local: 0.77 lane-km per km ² Collector: 0.007 lane-km per km ²	Maintain current road network
Quality	1. For paved roads in the Municipality, the average pavement condition index value. 2. For unpaved roads in the Municipality, the average surface condition (e.g. excellent, good, fair or poor).	1. Paved Road PCI = 69.5 (Fair) 2. Unpaved Surface Condition = 7.7/10 (Good)	1. Maintain Paved Road average PCI at 65 or above. 2. Maintain unpaved average at 7/10 or better.
Road Closures	Number of significant weather events requiring closure of hills to perform road maintenance occur per calendar year.	Winter 2023-24: 3 Winter 2024-25: 1	Monitor hill closures for winter maintenance, including equipment needs
Maintenance	Number of unplanned road closures (due to maintenance) that occur per calendar year.	2024: 1 closure 2025: 1 closure (Rye Rd)	<2 unplanned road closures per year

3.3 RISK ASSESSMENT

Township staff identified specific risks to maintaining road service in Nipissing:

- *Winter Maintenance:* Risk of unsafe road conditions on hills during freezing events. Extreme winter conditions require maintenance including sanding, salting, and plowing. A particular risk occurs during freezing rain or sudden temperature drops that cause icy conditions on steep grades and hills. Until maintenance crews reach and treat these areas with appropriate equipment (sanders, plows, de-icing units), the roads may become impassable or hazardous. These roads are proactively closed by the municipality until crews arrive and treatment is applied.
- *Flooding:* Localized flooding is a risk, particularly in low-lying or floodplain areas such as Stillar Side Road, Simpson Hill Road, Rye Road, and portions of Granite Hill Road. Flooding in these locations may overtop culverts, exceed ditch capacity, or erode embankments, leading to temporary road closures until water levels recede. In severe cases, flooding may result in washouts that compromise road safety and access, requiring emergency repairs or replacement of drainage structures. Long-term resolution is a challenge due to size and location of ditches along these roads.
- *Speeding:* The Township is aware that improved road conditions may permit users to exceed posted speed limits, a violation that leads to heightened risk of accidents. The Township uses road speed sensors and traffic counters to monitor daily traffic counts and communicates the information to the OPP to facilitate informed, effective enforcement. Traffic counts and related records will be considered as part of future road improvement planning.
- *Climate Impacts:* Increased freeze-thaw cycles and heavy rainfall events accelerate pavement wear and affect drainage. This may lead to increasing costs for road maintenance and rehabilitation, if average annual weather conditions continue to fluctuate beyond historic norms.

Risk mitigation strategies include regular condition assessments, drainage maintenance, proactive renewal cycles, and targeted capital reinvestment to maintain safe roadways.

3.4 LIFECYCLE ACTIVITIES

Section 44(1) of the Municipal Act establishes the Municipality's responsibility to keep highways or bridges under its jurisdiction "in a state of repair that is reasonable in the circumstances." Ontario Regulation 239/02: Minimum Maintenance Standards for Municipal Highways (which has been amended by Ontario Regulation 47/13) provides further clarification by establishing minimum maintenance standards for a range of road network maintenance activities, including but not limited to:

- Patrolling.
- Winter maintenance – snow removal, significant weather events, treatment of icy roadways.
- Regular maintenance – pothole repair, shoulder drop-offs, regulatory warning signage.

Utilizing internal schedules, road surfaces and visual inspection, roads are graded, repaired, scheduled for renewal and maintained to the established Road Class standard and service level for usage.

Surface treated areas are scheduled on an 8–10-year rotation for pulverization, construction repairs as required, culvert repairs and replacements as required, and surface treatment with a re-seal the following year to extend the life of the asset renewal to the 8-year mark.

Quarried granite application is scheduled on a 6–8-year rotation for ditching, culvert repairs and replacements as required, construction repairs as required and the application of quarried granite. The granite is graded and sealed with calcium to provide a solid, dependable surface that can be repaired and extended further with ongoing maintenance of grading and annual calcium application.

Road Needs Study information is also reviewed to confirm the projects are in-line with the identified needs of the Municipality. On-going visual observations from regular patrol duties but staff are included in the regular review and scheduling of maintenance for roadways.

Annual Average Daily Traffic

Annual Average Daily Traffic (AADT) estimates have been established for all Township roads in 2008, 2013, 2023 and ongoing utilizing municipal staff and municipally owned radar monitoring devices rotated around the Township. Utilizing the data obtained from the radar devices, the AADT figures can be monitored and updated on a rotating schedule for most roads, allowing the data to be updated accurately and without additional costs for monitoring and reporting.

All Township roads are considered a Road Class 5 utilizing the AADT information and speed limit on all roads, which is under 500 AADT and a speed limit of 60 km/h.

The Township records annual daily traffic counts utilizing on-site radar counting units at designated areas of the Township. These counts will update the AADT figures at the end of each year where reported. These figures will eventually replace the estimated figures for AADT utilized in the 2023 Road Needs Study and provide a more accurate view of road usage and priority.

Asset Financial Requirements

A safe and reliable road network requires ongoing investment in maintenance, rehabilitation, and renewal. D.M. Wills estimates that a total road maintenance program will cost the Township \$475,000 per year based on road network condition and typical degradation rates, and local cost estimates to complete required maintenance and rehabilitation works.

Table 3.5: Lifecycle Activity Costs, 2025 – Roads

Road Type	Total Length (km)	Annual Rehab (km)	Unit Cost	Annual Cost
Paved (HCB)	1.2	0.1	\$ 209,000	\$ 20,900
Surface Treated (LCB)	33.2	4.7	\$ 35,000	\$ 164,500
Gravel	115.7	14.5	\$ 20,000	\$ 290,000
Total Road Network	150.1	19.3		\$ 475,400

Gravel application costs are split every year with half of the cost being placed into reserve for use the following year to provide an anticipated, stable impact to the tax rates.

The Roads Needs Study identifies various cost structures and ways to approach road maintenance. It has listed priority projects needing specific attention based on vehicles traveled and current condition. The following projects may be considered for specific attention, with costs to be accounted for within the cost structure outlined above:

Table 3.6: Priority Works – Road Rehabilitation

Road Name	Length (km)	Cost (\$ 2025)	Timeframe
Westview Drive	0.44	\$ 37,000	Now
Pine Drive	0.73	\$ 62,000	Now
Jones Road	0.55	\$ 46,000	1-5 Years
Alsace Road	4.54	\$ 385,000	1-5 Years
Waltonian Drive	0.52	\$ 104,000	1-5 Years
Rocky Shore Drive	1.05	\$ 89,000	1-5 Years
Hinchberger Bay Rd	0.68	\$ 58,000	1-5 Years
Ruth Haven Drive	0.83	\$ 70,000	1-5 Years
Pine Drive	0.28	\$ 23,000	6-10 Years
Alsace Road	4.11	\$ 143,000	6-10 Years
Ski Hill Road	1.1	\$ 93,000	6-10 Years
Lake Nipissing Road	2.45	\$ 85,000	6-10 Years
Lakeview Drive	0.61	\$ 21,000	6-10 Years
Lilian Court	0.21	\$ 7,000	6-10 Years
Total	18.1	\$ 1,223,000	

Note, the above list does not constitute a capital plan nor are the figures to be considered engineering cost estimates. The Township will review its road rehabilitation needs on a regular basis and address these projects through its regular capital budgeting processes. This list is provided based on the consultant's estimate and assessment of roads that are expected to need specific attention over a given timeframe.

The Township may also strategically plan certain road investments based on other investment needs, such as the replacement of Bridges and Culverts together with upgrades to the roadways that serve them.

Financial Strategy

Budgeting of surface treated roadwork is primarily done utilizing grant opportunities including the Canada Community Building Fund and Ontario Community Infrastructure Fund.

Total amounts spent on these activities over the past three years:

Year	Township Historic Expenditure on Roads
2023	\$918,812.25
2024	\$162,529.48
2025	\$453,550.00 (budgeted amount)
Average over 3 years:	\$511,630.58

This amount is generally in line with the forecast requirements from the D.M. Wills study, and therefore the Township may continue at approximately its current rate of expenditures to maintain roads in the long-term, subject to identified and potential future risks.

4. BRIDGES AND CULVERTS

The Municipality owns and maintains a network of bridges and culverts that provide transportation links for the safe movement of people, goods, and emergency services. They also allow for watercourses and drainage to transit the Municipality, controlling the risk of flooding. These assets support economic activity and community connectivity and should comply with Ontario's regulatory framework, including:

- *Ontario Public Transportation and Highway Improvement Act (PTHIA)*, O. Reg. 104/97
- *Ontario Structure Inspection Manual (OSIM)* standards for bridge and culvert inspections

Under PTHIA standards for bridges, the structural integrity, safety and condition of every bridge shall be determined by an inspection in accordance with the Ontario Structure Inspection Manual (OSIM) every two years. It also states that every bridge shall be kept safe and in good repair.

The Township has 4 bridges and 8 structural culverts (culverts greater than 3 m in diameter) in its inventory. Visual inspections of the assets are conducted every two years in accordance with OSIM by a qualified engineering firm. Studies conducted in 2022 and 2024 by HP Engineering Inc. are the primary source of information for this chapter of the AMP.

4.1 ASSET OVERVIEW

The Municipality's bridge and culvert portfolio includes vehicular bridges, large structural culverts, and associated components. The replacement value of Nipissing's 12 bridges and culverts is estimated at \$7.81 million. Two bridges and one large culvert are located on boundary roads and governed by Boundary Road Agreements with the Municipality of Callander and the Municipality of Powassan.

Hummel Bridge is currently closed to vehicular traffic due to concerns regarding safety. Two culverts were replaced in 2025 and a third, the Bear Creek Road culvert, is scheduled for replacement in 2026. An amount is placed into reserve annually for bridge / culvert replacement and repair.

Table 4.1: Overview – Bridges and Culverts

Asset Sub-Class	Inventory of Assets	Replacement Value (2025 est.)	Average Age (Years)	Est. Avg. Remaining Useful Life (%)	% of Assets in Fair or better Condition
Bridges	4	\$4,545,840	66.3	11.8%	38.9%
Structural Culverts	8	\$3,264,720	25.0	60.7%	41.5%
Total	12	\$7,810,560	38.8	32.2%	40.0%

Details on assets in this class are provided in Appendix B.

Asset Condition

Visual inspections of bridge and culvert assets are conducted every two years by a qualified engineering firm per Ministry of Transportation OSIM requirements. Studies were conducted in 2022 and 2024 by HP Engineering Inc. with the following key observations:

- Condition ratings in the 2024 OSIM study are 33% as Good; 25% as fair; and 42% as poor.
- A portion of structures are in *fair* to *poor* condition, with localized deterioration of decks, bearings, and substructures requiring near-term rehabilitation.
- In 2024, several older culverts displayed corrosion, joint separation, and hydraulic capacity loss, increasing vulnerability to failure. Three of these are subject to replacement in 2025-2026.
- Typical useful lives are 60-75 years for concrete and timber-concrete bridges and 45-55 years for major culverts, with ongoing maintenance and rehabilitation required to achieve full-service life.
- The average asset age is 38.8 years, with some assets at or near the end of their service life.

Figure 4.1: Asset Condition – Bridges & Culverts

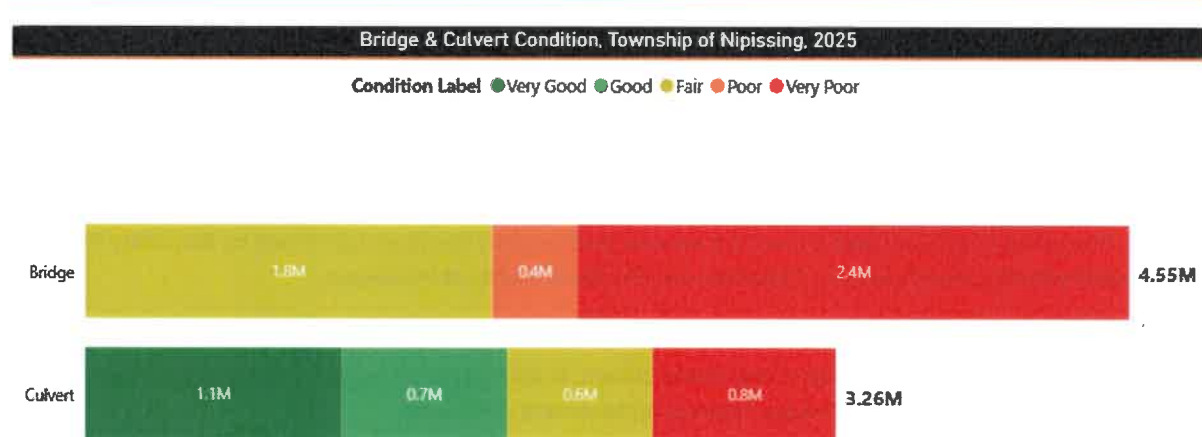


Figure 4.1 above presents graphs showing the condition of Nipissing's bridge and culvert assets, based on the 2024 OSIM bridge inspections. Bridges are estimated to be predominantly in fair condition, with some in poor and very poor condition. Culverts are evenly distributed from very good to very poor condition.

Table 4.2: Condition Images – Bridges and Culverts

Bridge	 Fair: Pilger's Road Bridge is in fair condition.	 Poor: Ponderosa Bridge is in poor condition and has load restrictions.	 Very Poor: Hummel Bridge is closed to traffic due to condition-related concerns.
Culverts	 Good: Alsace Rd (Culvert #5) is in good condition.	 Fair: Alsace Rd (Culvert #3) is in fair condition.	 Poor: Bear Creek Rd. Culvert is in poor condition, in 2025.

The six images in the table above show examples of Nipissing's Bridges and Culverts in various conditions, with descriptions of the bridge and condition estimate as outlined under each image.

4.2 LEVELS OF SERVICE (LOS)

The regulation *O. Reg. 588/17* provides Community and Technical Levels of Service metrics for Bridges and Culverts, while the Municipality may opt to add its own metrics to assess the performance of these assets.

Table 4.3: Community LOS – Bridges and Culverts

Attribute	Description	Current LOS	Proposed LOS
Scope	Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).	Heavy transport, motor, and emergency vehicles. Some bridges are used by pedestrians and cyclists.	Maintain support for current traffic levels. Review improvements for pedestrian safety during major projects.
Quality	1. Description or images of the condition of bridges and how this would affect use of the bridges. 2. Description or images of the condition of culverts and how this would affect use of the culverts.	Images are provided in the table below.	Conduct regular inspections and maintenance as recommended by qualified professionals.

Table 4.4: Technical LOS – Bridges and Culverts

Attribute	Metric	Current LOS	Proposed LOS
Scope	Percentage of bridges in the municipality with loading or dimensional restrictions.	33% (4 structures with load restrictions). Currently the Hummel Bridge is closed to traffic.	The Township will work towards bridge and culvert replacement according to a priority schedule.
Quality	1. For bridges in the municipality, the average bridge condition index value. 2. For structural culverts in the municipality, the average bridge condition index value.	BCI data unavailable in 2024 study	Determine a minimum BCI for bridges and culverts according to current LOS.

4.3 RISK ASSESSMENT

The Township has identified the following risks to achieving LOS for Bridge and Culvert assets:

- *Critical Bridges and Culverts:* Some bridges and culverts in the community are critical for access to homes and businesses, and their continued operation is vital for emergency and regular access to these properties. This risk factor will be considered in setting priorities for repairs and replacements.
- *Bridge Closure:* Due to condition, age, and damage following heavy truck usage, the Hummel Bridge is currently closed to vehicular traffic. This impairs traffic movement within Nipissing for residents along roads in the southeast corner of the community. The Township is aware of resident concerns and is working towards a long-term solution that is financially feasible to address these needs.
- *Pedestrian Safety:* Some bridges, such as the Hummel Bridge, are single-lane bridges which may present risks to pedestrian safety. The Township may consider pedestrian improvements among other priorities for the renovation or retrofit of that bridge.
- *Aging Infrastructure:* As with many bridge and culvert assets, progressive deterioration of structural components increases the likelihood of load restrictions or closures.
- *Climate and Environmental Impacts:* More intense rainfall and flooding events place additional hydraulic and structural stress on bridges and culverts. Similarly, sedimentation and debris accumulation in culverts reduce flow capacity, increasing flooding risk.
- *Safety and Compliance:* The Township maintains inspection and maintenance according to regulation to protect bridge user safety.

Mitigation strategies include structural replacement and rehabilitation, sediment and debris management, inspections and risk-based prioritization of capital investments.

4.4 LIFECYCLE ACTIVITIES

Maintaining safe and reliable bridge and culvert infrastructure requires ongoing investment in maintenance, rehabilitation, and renewal. Based on Nipissing's bridge age, condition, and lifecycle projections, major capital expenditures for planned works over the next 10 years include:

- Structural rehabilitation of aging bridges and critical culverts identified through OSIM inspections.
- Replacement of priority structures that have reached end-of-life or require capacity upgrades.
- During replacements, hydraulic improvements to culverts and bridges to accommodate increases to flow and reduce flooding risk related to climate.
- Targeted maintenance to prolong the service life of bridges and reduce the likelihood of load restrictions.

The Township has identified priority works for the replacement and rehabilitation of its bridge and culvert assets, according to its proposed Levels of Service and identified risks.

Asset Financial Requirements

The table below shows priority works for major repairs, retrofits, and replacements of bridges and culverts in Nipissing based on asset condition and risk, as determined in 2025 based on existing OSIM reports. These investments are intended to sustain network connectivity, reduce safety risks, and improve bridges and culvert serviceability under expected traffic loads and environmental stressors.

Table 4.5: Major Works – Bridges and Culverts

Priority	Asset	Cost (est.)	Year (est.)	Notes
1	Bear Creek Rd. Culvert	\$1,000,000	2026	A structural failure occurred in 2024 and the culvert is scheduled for replacement when qualified contractors become available. This is a critical culvert that serves a housing population with only one road access. Due to this criticality, it may be replaced with a bridge at an estimated cost of \$1,000,000. A bridge is expected to increase resilience to flooding and other risks compared to current.
2	Hummel Bridge	\$4,000,000	2027-2031	This structure is closed to vehicular traffic due to structural concerns. It requires a replacement, with costs to be shared between Nipissing and Powassan. This cost is prohibitive for advancing the project at this time. However, studies to prepare a “shovel ready” project for any funding opportunities may be prioritized. The Township’s expected contribution is 33%.
3	Seventh Concession Bridge	\$750,000	2027-2031	Also known as the “Ponderosa” bridge, it has a weight restriction of 10 tons. Works will rehabilitate the structure to remove the weight restriction.
4	Hart Road Culvert	\$439,000	2027-2028	This culvert is shared with Callander. It is scheduled for replacement as funds become available, with the participation of Callander. The Township’s expected contribution is 50%.
Total		\$6,189,000	2026-2031	

Table 4.6: Other Works – Bridges and Culverts

Bridge / Culvert	Works	Estimated Cost	Planned Year
Pilger's Road Bridge	Guardrails	\$99,000	2027-2031
Wolfe Creek Culvert	Guardrails	\$64,000	2027-2031
Alsace Road Culvert 3	Guardrails	\$73,000	2027-2031
Alsace Road Culvert 5	Guardrails	\$99,000	2027-2031
Black Creek Rd. Culvert	Study	\$5,000	2027-2031
All		\$250,000	2027-2031

Financial Strategy

Identified Lifecycle Activities to complete for Bridges and Culverts from 2026-2031 total approximately \$3.64 million. This includes \$1 million for the Bear Creek Road culvert in 2026, a contribution of \$1.33 million towards the Hummel Bridge replacement by 2031, and \$129,500 towards the Hart Road Culvert by 2028. Costs for all other projects identified in Tables 4.5 and 4.6 have been averaged across their scheduled timeframe for completion.

Table 4.7: Annual Funding Needs – Bridges and Culverts

Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Funding \$	1,000,000	594,417	594,417	484,667	484,667	484,667	200,000	208,000	216,320	224,973

From 2032 onward, the Township may continue to place funds into a reserve to address long-term Bridge and Culvert maintenance, rehabilitation, and replacement needs. The value of \$200,000 for 2032 is estimated based on 2% of the inventory value projected that year and inflated annually at 4% p.a. thereafter.

Continuing to place amounts into reserve after 2031 will, over a 50-year period to 2081, provide the required full replacement value in reserves. These funds may then be used as a stable, available fund for bridge repair and replacement needs.

5. FACILITIES AND LAND IMPROVEMENTS

The Municipality owns and maintains a portfolio of facilities and land improvements that support administrative, operational, emergency, and community service functions. These assets provide spaces for municipal staff and equipment, and support recreational, cultural, and civic programs for residents. Relevant regulations in Ontario that guide the management of facilities include:

- *Building Code (OBC)* – structural, safety, and design standards
- *Fire Protection and Prevention Act (FPPA)* – fire safety system maintenance and operations
- *Accessibility for Ontarians with Disabilities Act (AODA)* – accessibility for public-facing buildings
- *Occupational Health and Safety Act (OHSA)* – health and safety of municipal staff and visitors

The Township has 18 facilities and land improvements. Amounts have been placed into reserves dedicated to facility replacement and repair based upon department usage and as the annual budget process allows.

5.1 ASSET OVERVIEW

The Municipality's building and facility portfolio include 13 facilities comprising administrative offices, public works garages and storage buildings, fire halls and recreational facilities. It also includes 8 land improvements including playgrounds, boat launches, wharves, and communications towers. As of September 2025, the replacement value is estimated at \$6.81 million².

- The portfolio includes 13 facilities and 8 land improvements
- Average asset age is 33 years, with typical useful lives estimated at 60 years, when major rehabilitation, repurposing, or asset replacement may be required.
- Continued service relies on preventative maintenance and appropriate improvements to building envelopes, mechanical systems, and accessibility features as regulations change or as these elements reach the end of their service lives.

Table 5.1: Overview – Facilities and Land Improvements

Asset Sub-Class	Inventory of Assets	Current Replacement Value	Average Age (Years)	Est. Avg. Remaining Useful Life (%)	% of Assets in Fair or better Condition
Facilities	13	\$5,704,088	42.5	11.5%	62.9%
Land Improvements	8	\$1,108,208	17.4	44.8%	38.9%
Total	21	\$6,812,296	33.0	16.9%	59.0%

² Based on replacement values provided by insurance documents, plus inflation to 2025.

Asset Condition

Facilities and Land Improvements condition ratings are primarily based on asset age relative to expected service life, and with inspection data available for some assets. The methodology is outlined in *Appendix A3*.

Figure 5.1: Condition – Facilities and Land Improvements

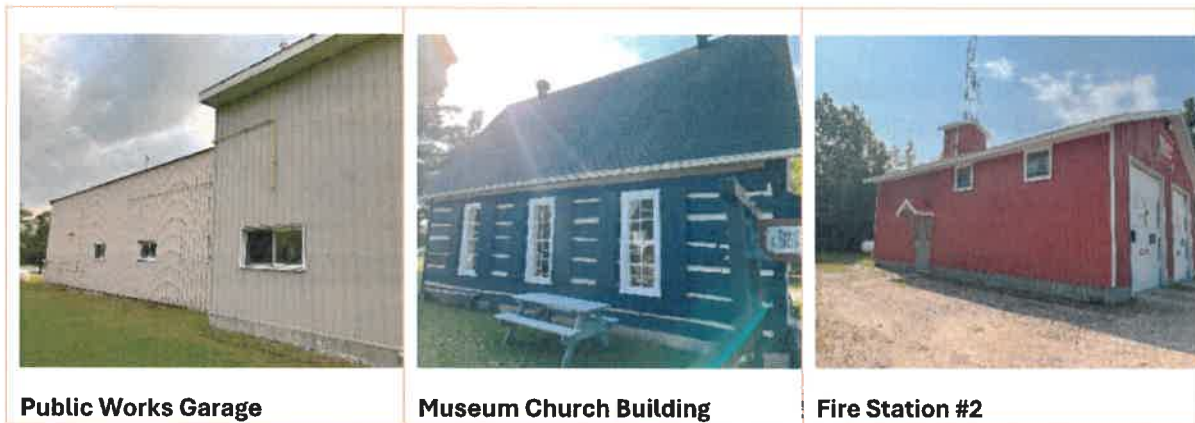


Figure 5.1 illustrates the distribution of asset conditions across the Facilities and Land Improvements portfolio, with the following highlights:

- Based on asset age and replacement value, many facilities are in *fair* condition, though several facilities are approaching the end of their expected service lives.
- Some museum and cultural structures are estimated to be in *very poor* condition as of 2025.
- Administrative & Operations facilities are in *Fair to Poor* condition.

Table 5.2: Images – Facilities and Land Improvements

Administration and Public Works	Cultural and Museums	Fire Halls and Related
		
Township Office	Museum Office Building	Community Centre/ Fire Station #1



5.2 LEVELS OF SERVICE (LOS)

The Municipality has defined a set of LOS to monitor buildings for their continued safe use for municipal operations and community programming.

Table 5.3: Community LOS – Facilities and Land Improvements

Attribute	Description	Current LOS	Proposed LOS
Service	Description of services provided by municipal facilities	Municipal offices Garages and Storage Fire Stations Community Centre Museum Playground Landfill Communications Towers	Municipality continues to provide safe and suitable facilities to support these activities.
Suitability	Description of how the municipality evaluates facilities to be suited to purpose.	Condition – free from structural defects and hazards to health and safety Accessibility – contains elements compliant with AODA standards Suitability – of a suitable size and layout to support its intended function	Work toward maintaining facilities in a state of good repair that have appropriate accessible elements and are suited to purpose.

Table 5.4: Technical LOS – Facilities and Land Improvements

Attribute	Metric	Current LOS	Proposed LOS
Availability	Number of unplanned incidents where buildings are out of service for >48 hours, or repair costs exceed 5% of the building's total value, and description of the incident.	<1 event per year 2023: Ice buildup at garage resulted in propane leak	<1 incident per year (Same as current)
Suitability	Number of buildings with structural or functional inadequacies and description of their deficiency.	Staff observe that 5 buildings have deficiencies: 1. Town Office - Accessibility, safety, size 2. PW Garage - Size, too small to fit municipal fleet 3. Quonset Hut - Condition 4. Museum Office - Condition 5. Community Centre - Accessibility at the Fitness Centre	The Township will work towards reducing these deficiencies according to the schedule below and as budgets allow.

Tables 5.2 and 5.3 above summarize LOS metrics, current performance, and targets for Buildings and Facilities.

5.3 RISK ASSESSMENT

Township staff have identified several specific risks to maintaining required Levels of Service for Buildings and Facilities, as follows:

- **Water Systems:** Continued use of municipal facilities depends on the safe operation of water supply and septic systems. The well at the Community Centre and Fire Hall #1, and the well that services the Town Office, Museum, Public Works Garage, and Rink Building, are high priorities for regular maintenance and upgrades to maintain water supplies.
- **Public Works Garage Safety and Suitability:** This is the main garage for public works vehicles, and it is in poor condition. The roof is leaking, and insulation has been compromised. The facility is also too small to house the public works vehicles that the Township operates, so long-term replacement of this facility may be recommended by staff. In the short-term, remediation of unsuitable conditions may return it to serviceability until a long-term solution can be implemented.
- **Safety and Accessibility in the Township Office:** Township staff work primarily in a converted home, which was not originally designed as a public access facility. Public-facing amenities may be unsuitable for their current use, such as the public reception area. Notably, Council Chambers were relocated from the site following staffing increases and reorganization in response to COVID.

- **Community Centre Accessibility:** Accessibility of the Community Centre is a priority, for equitable access to facilities and for use as an emergency evacuation centre. While the Township received a grant for a new built-environment accessible Fitness Centre access, COVID prevented the use of those funds. Accessibility improvements of this facility will be prioritized when new grant funding becomes available.

In addition, common risks to safe operation of municipal facilities include:

- **Aging Facilities and Components:** End-of-life mechanical systems, building envelopes, and accessibility features increase the likelihood of closures and other disruptions to services.
- **Climate Impacts:** Increased freeze-thaw cycles, longer and more intense heatwaves, and extreme weather may accelerate deterioration of roofs, siding, and site works, and put strain on HVAC systems to compensate.

Risk mitigation strategies include ongoing condition monitoring, prioritization of high-risk assets, and investment in timely upgrades to maintain reliability and regulatory compliance.

5.4 LIFECYCLE ACTIVITIES

Lifecycle management supports the safety, functionality, and cost efficiency of the Municipality's buildings and facilities. Lifecycle activities are structured across maintenance, rehabilitation, replacement/disposal, and expansion stages.

- **Maintenance**
 - Regular inspections and safety checks, including monthly safety inspections of playground and fixed equipment.
 - Scheduled cleaning, preventative maintenance, and servicing of HVAC, plumbing, and electrical systems.
 - Routine upkeep of recreational facilities and minor repairs as required.
- **Rehabilitation**
 - Renewal of building envelopes (roofs, siding, windows) and mechanical systems as these components reach end-of-life.
 - Targeted upgrades for energy efficiency and compliance with safety standards.
 - Rehabilitation of changerooms, HVAC systems, accessibility and site works at recreational facilities to support community use.
 - Modernization to enhance energy efficiency, accessibility, and/or operational resilience.
- **Replacements, Upgrades, and Disposals**
 - Replacement of facilities that have reached the end of their structural life or no longer meet operational needs.
 - Decommissioning and disposal of redundant assets in accordance with municipal policies and community needs assessments.
 - Planned renewal of recreational fixtures and equipment to maintain safety and usability.
 - Upgrades and new construction to meet growing demand for administrative, operational, and community programming spaces.
 - Strategic planning to co-locate services and optimize municipal land and building use.

Lifecycle planning is data-driven, guided by asset age, condition assessments, maintenance histories, and operational risk for cost-effective reinvestment and service continuity.

Asset Financial Requirements

The Municipality is considering its long-term requirements when prioritizing investments in buildings and facilities. While some facilities may currently require minor repairs and upgrades, the Township would like to plan for the next 50 years of services. Therefore, some remedial investment is planned, but reinvestment is targeted to maintain or improve functionality for long-term service delivery.

Based on the current age and condition, staff assessment of suitability and risks, and consultant recommendations, the following investment profile is presented for facilities and land improvements:

- *Estimated capital requirement:* Approximately **\$4.81 million** over the next **10 years**.
- *Key cost drivers:* Replacement of facilities with suitability issues, renewal of mechanical systems, building envelopes, and accessibility improvements for high-use facilities.

Table 5.5: Capital Works – Facilities and Land Improvements

Priority	Asset	Cost (est.)	Year (est.)	Notes
1	Public Works Garage	\$167,500	2026	Short-term repairs of roof surface and insulation to maintain serviceability. Plan for long-term replacement due to deficiencies related to overall condition and suitability (does not accommodate current vehicles).
2	Dock at Chapman's Landing	\$70,000	2026	Replace top deck and investigation of supporting structures.
3	Community Centre	\$175,000	2028	Accessibility upgrades and repainting the exterior.
4	Boat Launch at McQuaby Lake	\$250,000	2030-2032	Rehabilitation of the boat launch with concrete replacements and upgrades.
5	Township Office and Public Works Garage	\$4,000,000	2035	The existing Township Office and Public Works Garage do not meet Township requirements for suitability and safe operations. A new facility is proposed to replace the existing Office and Garage in 2035 or after.
6	Quonset Hut	\$0	2035	Removal upon completion of new facility.
Total		\$4,812,500	2026-2035	

Renewal investments are prioritized to address safety, accessibility, and operational risk, so that municipal facilities continue to support reliable and sustainable service delivery.

Asset Financial Strategy

The Township places funding into reserves dedicated to facility replacement and repair based upon department usage and as the annual budget process allows. Use of these funds will be in line with the Township's reserve policies.

For its Lifecycle Activity Strategy, the Township may prioritize investments in the renovation and rehabilitation of buildings that are identified as having deficiencies, according to the priorities in Table 5.5. The Township will also continue to invest in regular maintenance and care of its Facilities and Land Improvements with an annual maintenance budget. In years when major maintenance and repairs are not required, the Township will allocate available facilities funding to reserves, to offset future costs.

Table 5.6: Annual Funding Needs – Facilities and Land Improvements

Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost \$	442,774	358,684	387,232	215,921	303,091	307,082	311,232	232,214	236,703	241,371

The Township's annual funding requirements for facilities, based on the Lifecycle Strategy and specific projects described above, ranges from a low of approximately \$232,000 in 2033 when no specific projects are currently allocated, to a high of \$443,000 in 2026 to address identified urgent needs.

6. FLEET AND EQUIPMENT

The Municipality owns and operates a fleet of vehicles and heavy equipment that support a range of municipal services, including administrative operations, public works, emergency response, winter maintenance, staff transportation, and parks and recreation activities. These assets are in regular use for municipal service delivery and community well-being.

Fleet assets are managed in compliance with Ontario's regulatory and safety framework, including:

- *Highway Traffic Act (HTA)* – licensing, vehicle safety standards, and operational requirements.
- *Occupational Health and Safety Act (OHSA)* – vehicle operations protect staff and the public.
- *Ministry of Transportation (MTO) Vehicle Inspection Standards* – preventative maintenance, safety inspections, and roadworthiness.
- *Environmental Protection Act (EPA)* – emissions standards and environmental protection.
- Applicable municipal fleet management policies – scheduling, operational readiness, and lifecycle planning.

6.1 ASSET OVERVIEW

The Municipality's portfolio consists of a fleet of 19 vehicles and equipment required for operational, emergency, and community services. As of September 2025, the fleet replacement value is estimated at \$3.18 million which includes pickup trucks, fire and emergency service vehicles, and heavy equipment.

- The fleet includes 19 vehicles and pieces of heavy equipment.
- Average asset age is 8.7 years, with typical useful lives ranging from 15–30 years.
- Weighted average remaining service life: 53.4%, with several older vehicles operating beyond their expected lifecycle but maintained for operational reliability.

The fleet portfolio is categorized into sub-classes based on the municipal department that uses them:

Table 6.1: Overview – Fleet and Equipment

Department	Count of Assets	Replacement Value (2025 est.)	Average Age (Years)	Est. Avg. Remaining Useful Life (%)	% of Assets in Fair or better Condition
Administration	1	\$31,466	10.0	0%	0%
Fire	7	\$1,237,572	8.3	48.3%	100%
Public Works	11	\$1,906,989	8.8	57.7%	92.7%
Total	19	\$3,176,027	8.7	53.4%	95.6%

Asset Condition

Vehicle condition ratings are primarily based on asset age relative to expected service life, supported by maintenance records and operational performance, as outlined in *Appendix A3*.

Figure 6.1: Asset Condition – Fleet and Equipment

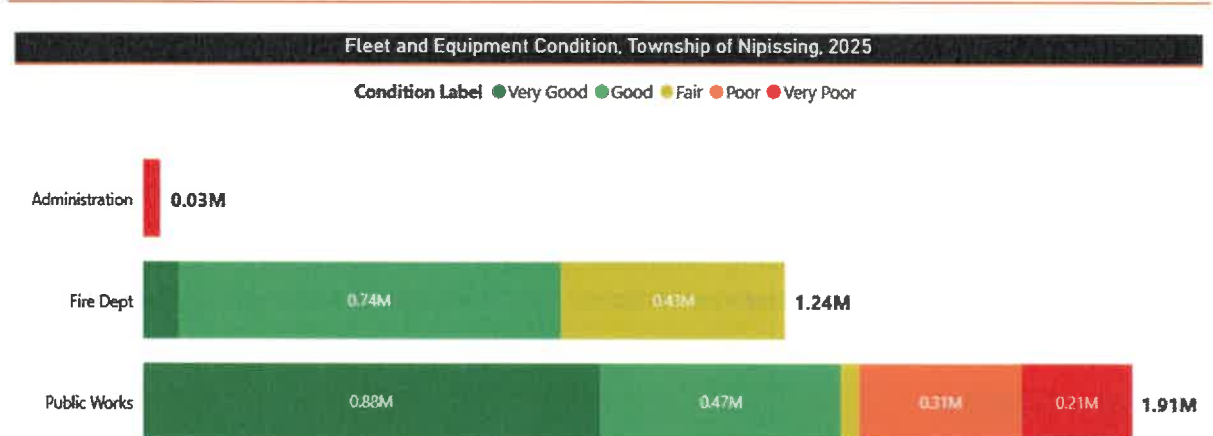


Figure 6.1 above illustrates the distribution of asset conditions across the municipal vehicle fleet. Overall, the fleet is in *good* condition, with many units at the midpoint of their lifecycle. Several critical service vehicles, such as fire vehicles and older road maintenance units, have surpassed their expected service lives but continue to meet operational requirements due to low utilization or targeted maintenance interventions.

Table 6.2: Images – Fleet and Equipment

Public Works			
	Backhoe	Freightliner Tandem Truck	John Deere Grader



The Township's fleet is distributed across 3 departments as follows:

Table 6.3: Fleet Inventory Overview (2025)

Department	Fleet Components
Administration	1 SUV
Public Works	3 Pick Up Trucks 3 Tandem Trucks 1 Excavator 1 Backhoe 1 Grader 1 Compactor
Fire Department	1 Pick Up Truck 1 Rescue Unit 1 Pumper/Tanker 1 Tanker 1 Pumper 1 Trailer 1 Side by Side unit

6.2 LEVELS OF SERVICE (LOS)

The Municipality monitors LOS for its vehicle fleet to support objectives related to municipal service delivery, operational efficiency, and public safety.

Table 6.2: Community LOS – Fleet and Equipment

Attribute	Qualitative Description	2024-2025 Performance	Target Performance
Quantity	List of services provided by the municipality that require vehicles and equipment.	CBO Inspections Council/Staff Services By-Law Enforcement Road Maintenance Snow Removal Brushing Ditching Landfill Maintenance Fire/Emergency Response Public Education Mutual Aid Support	Maintain sufficient fleet vehicles and equipment to provide the expected services for residents.

Table 6.3: Technical LOS – Fleet and Equipment

Attribute	Quantitative Metric	2024-25 Performance	Target Performance
Age / Reliability	% of vehicles and equipment beyond their expected useful life	Currently 2 / 19 (10.5%)	Maintain no more than 10% of the fleet beyond its expected useful life
Suitability	Number and description of essential services required from vehicles where vehicles are inadequate or insufficient to meet demand.	2 services do not have adequate vehicles for timely and efficient service delivery: Snow removal: Sanding hillsides Emergency response: vehicles for transporting firefighting personnel and equipment	Township will review the adequacy of its fleet for service demands annually.

6.3 RISK ASSESSMENT

The Township has identified risks to maintaining its proposed Levels of Service for fleet assets:

- **Winter Maintenance:** Currently, the Township closes roads on hillsides after significant weather events of freeze/thaw or freezing rain, to allow operations teams time to treat and sand those roads to return them to safe service. This results in a temporary loss of service lasting up to several hours on certain roads. Part of this loss of road service is due to crews relying on a single pick-up truck equipped with a sanding unit, capable of spreading salt and navigating the steep slopes more safely

and effectively than the larger tandem plow truck. The dependence on this vehicle reduces operational capability to respond to several road closures and other winter maintenance needs.

- *Safe Transportation of Firefighting Personnel:* Currently, there are not sufficient vehicles in the fleet for safe and effective transportation of firefighting personnel and equipment following an emergency response. While this does not affect the Township's emergency response capability, it does affect Township staff after an emergency is finished.

In addition, the following risks are common to municipal fleets, also affecting Nipissing:

- *Aging Fleet:* Several high-use service and emergency vehicles have exceeded their useful lives, increasing risk of breakdowns and service disruptions.
- *Operational Dependence:* Dependence on single, specialized vehicles means that vehicle failures could delay critical services such as snow removal or emergency response.
- *Regulatory Compliance:* Older vehicles may require upgrades or replacements to meet evolving safety and environmental standards.
- *Climate and Usage Impacts:* Harsh operating conditions and heavy seasonal usage accelerate wear on winter control and road maintenance vehicles.

Risk mitigation strategies include proactive maintenance scheduling, condition-based replacement planning, and prioritization of critical service vehicles to support operational reliability and compliance with safety standards.

6.4 LIFECYCLE ACTIVITIES

Fleet reliability calls for timely maintenance, rehabilitation of heavy-duty vehicles, and replacement of vehicles at end-of-life. Typical lifecycle activities for vehicles include:

- **Maintenance**
 - Daily pre-operation inspections (circle checks), weekly and monthly preventive maintenance, and scheduled servicing per manufacturer guidelines.
 - Regular monitoring of fluid levels, tire condition, braking systems, and safety equipment.
 - National Fire Protection Association (NFPA 1911) standards for inspection and testing of fire apparatus.
- **Rehabilitation**
 - Mid-life overhauls for fire, winter control, and high-value heavy-duty vehicles to extend operational life.
 - Refurbishment of critical components (e.g., hydraulic systems, mounted equipment, and drivetrains).
 - Targeted upgrades for emissions systems, safety technology, and service-specific modifications according to operational requirements.
- **End-of-Life, Replacement, and Strategic Changes**
 - Planned replacement of vehicles that have reached the end of their useful life or are no longer cost-effective to maintain.
 - Evaluation of remounting or reusing mounted equipment before vehicle replacement.

- Decommissioning, sale, and/or environmentally compliant disposal of retired vehicles.

Asset Financial Requirements

Based on the current age and condition, staff assessment of suitability, and risks, the following investment profile is presented for Fleet and Equipment assets:

- *Estimated capital requirement:* Approximately **\$2.67 million** in total over the next **10 years**.
- *Key cost drivers:* Replacement of major fleet assets at end of service life.

Table 6.5: Annual Funding Needs – Fleet and Equipment

Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost \$	33,997	226,925	329,412	351,801	73,338	32,186	159,669	474,979	407,834	578,982

Table 6.5 outlines the annual funding requirements for replacement of fleet assets, based on cost projections detailed in Appendix B. Key considerations outlined in the Appendix include a decision to not replace the Administration SUV, and rather allocate those funds to a larger, 4-door pickup truck that can address Administration and Fire personnel transportation needs. This will assist the Township to better meet its service requirements.

Asset Financial Strategy

The Township uses funding reserves to procure major fleet and equipment assets, and for certain assets uses a process to lease the equipment to itself, creating a financial system where the use of those assets pays for their cost of ownership. For other Fleet assets, strategic use of reserve funds assists in evening out the funds needed for lifecycle activities year-over-year.

7. FINANCIAL STRATEGY

This chapter consolidates the financial requirements identified for the Municipality's tangible capital assets over the 10-year horizon and evaluates financial strategies to respond to these needs. Timely rehabilitation, renewal, and replacement of assets sustains service levels, manages risks, and obtains value from Township assets. This chapter discusses ways to achieve this in a financially responsible manner.

Key considerations in this Financial Strategy include:

- *Lifecycle Perspective:* Funding needs are based on the lifecycle activities to sustain proposed levels of service for each asset class.
- *Data-Informed Decision Making:* Projections are developed based on the current state of assets, risk, and condition data, and refined through staff evaluation of the results with local, informed insights into asset needs.
- *Continuous Improvement:* Asset condition and lifecycle needs are continually evolving, as projects are completed and as assets deteriorate over time. This means continued attention to asset data will improve the quality and reliability of needs assessments, and
- *Integration with Municipal Planning:* The strategy complements the Municipality's capital planning and annual budgeting processes to consider asset needs and funding availability.

A robust funding strategy requires a balanced approach: maintaining stable and predictable local contributions, maximizing external funding opportunities, and strengthening reserves to offset year-to-year funding variability. Aligning funding strategies with lifecycle planning enables the Municipality to deliver timely rehabilitation and renewal activities, mitigate risks of service disruption, control escalating costs, and uphold levels of service commitments in a financially sustainable manner.

Overall, the AMP Financial Strategy serves as a reference for long-term financial planning related to the Township's assets and is intended to assist in the development of practical financial plans with additional considerations related to the Township's needs and capabilities in the year of budgeting.

7.1 ANNUAL ASSET FUNDING NEEDS

Analysis of lifecycle requirements for each asset category indicates that annual funding needs will fluctuate over the 10 years, driven by the timing of lifecycle activities. Current projections show a range from a low of **\$1.27 million** in **2032** to a high of **\$1.95 million** in **2026**, reflecting scheduled rehabilitation of high-value assets such as the Bear Creek Road Culvert and Public Works Garage.

The projected capital funding requirements for the 10-year horizon represent the financial resources necessary to implement the lifecycle activities outlined across asset classes. These projections reflect investments to maintain current and target levels of service, including overdue rehabilitation of aging infrastructure and planned replacement of critical assets. They also are intended to address regulatory standards, service demand, and adapt to risks such as climate change and technological shifts.

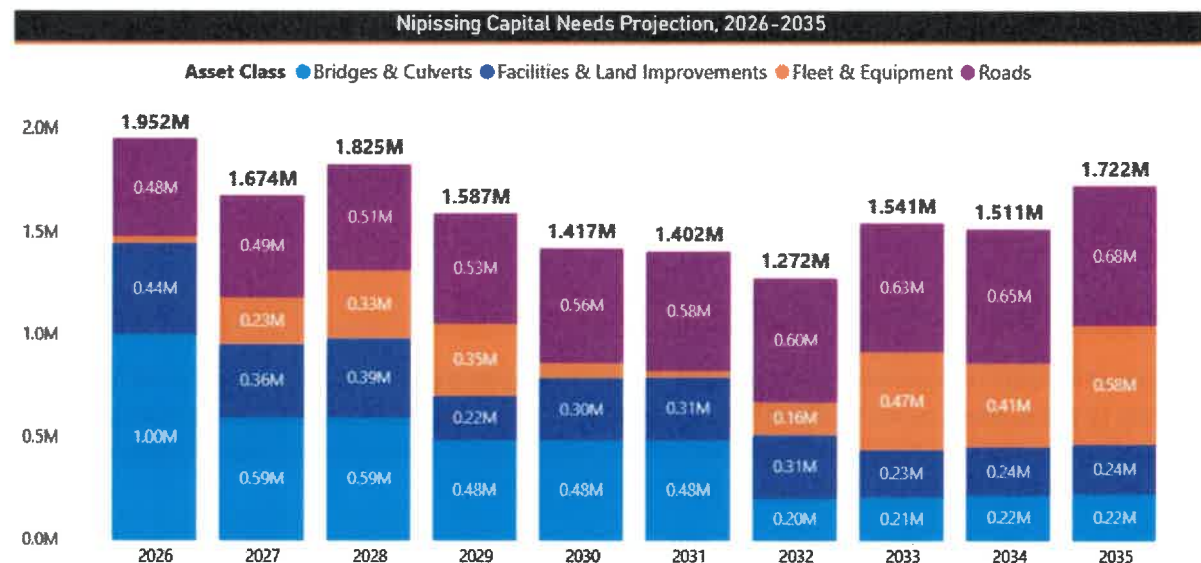
The table below summarizes the anticipated capital funding requirements by asset category:

Table 7.1: 10-Year Capital Needs Forecast

Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Roads	475,400	494,416	514,193	534,760	556,151	578,397	601,533	625,594	650,618	676,642
Bridges	1,000,000	594,417	594,417	484,667	484,667	484,667	200,000	208,000	216,320	224,973
Facilities	442,774	358,684	387,232	215,921	303,091	307,082	311,232	232,214	236,703	241,371
Fleet and Equipment	33,997	226,925	329,412	351,801	73,338	32,186	159,669	474,979	407,834	578,982
Total (\$M)	1.952	1.674	1.825	1.587	1.417	1.402	1.272	1.541	1.511	1.722

The investment needs in this table are derived from the lifecycle activities identified in prior chapters, outlining the combined needs to sustain infrastructure performance and service delivery over the 10 years.

Figure 7.1: 10-Year Capital Needs Projection



Overall, funding needs range between \$1.27 million and \$1.95 million per year, based on the required lifecycle activities identified for each asset class. Key highlights by asset class include a strong need for funding for Bridges and Culverts through to 2031, from an estimated high of \$1 million in 2026 to \$0.48

million per year in 2031, with lower requirements identified to 2035. Needs for Fleet and Equipment vary year over year based on the specific equipment that is due for replacement or rehabilitation each year. Needs for Roads and Facilities & Land Improvements are fairly consistent over the planning timeframe, as Roads are subject to regular maintenance regimes, while Facilities & Land Improvements include both planned projects and reserve funding, which stabilizes the overall investment profile.

With a 10-year total funding requirement of approximately **\$15.9 million**, the average annual capital expenditure of **\$1.59 million** corresponds to an overall annual reinvestment rate of **3.2%** of the Municipality's total asset portfolio replacement value as of 2025. This is slightly higher than reinvestment rates for comparable municipalities, which are typically in the range of **2-3%** of total asset value per year. Actual requirements vary by asset condition, age distribution, and service demand in each municipality.

For Nipissing, replacement of high-value assets including the Hummel Bridge are positioning Bridges as a major cost driver for at least the next five years, until 2031. Reserve funds for Bridge and Building upgrades and replacements from 2032 onward will assist with reducing long-term financial challenges related to managing these major assets.

Managing Variability in Annual Needs

To manage the variability of capital funding needs across the 10-year planning period, the Municipality may continue to leverage:

- *Dedicated Capital Reserves:* To offset costs in years where required investments exceed average annual budgets.
- *External Funding Sources:* Including provincial/federal grants, low-interest loans, and strategic partnerships (e.g with neighbouring municipalities or service organizations) to reduce the burden on local revenues.
- *Asset Prioritization:* To monitor funding allocation based on the criticality, risk, and service impact of individual assets.

While strategic deferral of certain activities may temporarily reduce immediate spending, ongoing investment remains necessary to avoid cost escalation and prevent service disruption.

Where actual expenditures fall below projected needs or additional funding becomes available, unspent amounts should be allocated to reserves. This approach provides financial flexibility for years of heightened investment, supporting consistent delivery of service levels and infrastructure reliability.

7.2 FINANCIAL CONTEXT

The Municipality's financial capacity to meet its asset needs can be assessed based on historic capital additions, funding sources, and reserves. Tangible capital asset (TCA) investment trends offers useful context for planning the 10-year lifecycle needs identified in Chapter 7.1.

Recent Capital Additions

The Municipality's audited financial statements show annual net additions to tangible capital assets have ranged from a low of **\$305,876** in **2024** to a high of **\$1,098,217** in **2023**. Over the **2020-2024** period, the annual average net capital addition was **\$694,720** (net of disposals and write-downs).

Not all capital additions have been drawn from Township funds; some capital contributions may have come from other funding sources or transfers in-kind.

Table 7.3: Net Capital Additions, 2020-2024

Year of Addition / Asset Class	2020 \$	2021 \$	2022 \$	2023 \$	2024 \$	Multi-Year Average
Roads and Bridges	348,641	265,384	359,347	816,441	105,348	379,032
Facilities	2,840	47,013	110,000	68,061	16,385	48,860
Fleet and Equipment	321,539	-2,088	616,830	213,715	184,143	266,828
Total	673,020	310,309	1,086,177	1,098,217	305,876	694,720

Table 7.3 above shows the net value of additions to capital assets of all types from 2020 to 2024. Note, the Township's financial statements combine Road and Bridge assets in a single line.

Annual Surplus Funds

Separate from funds committed to capital projects, the Township has managed to operate at a surplus relative to its budget each year since 2020, ranging from a low of \$230,793 in 2021 to a high of \$689,630 in 2024. Council has passed resolutions on allocations of surplus funds, in each year of surplus.

Table 7.4: Annual Surplus (Deficit), 2020-2024

Year	2020	2021	2022	2023	2024
Budget Surplus (\$)	522,611	230,793	409,059	647,909	689,630

The Township typically allocates most of its surplus funds to reserves, as shown in Table 7.5 below.

Capital Reserves

The Municipality has grown its Working Capital and Capital Reserves through dedicated allocations and commitments of surplus funds over recent years.

Reserve fund balances, as per the Township's audited financial statements, are as follows:

Table 7.5: Reserve Fund Balances, 2020-2024

Year / Reserve	2020	2021	2022	2023	2024
Working Capital	1,129,051	1,137,770	1,360,767	1,331,079	1,582,628
Capital	1,393,101	1,516,665	1,711,001	2,281,563	2,766,410
Total Reserves	2,522,152	2,654,435	3,071,768	3,612,642	4,349,038

The Township's total reserves at the start of 2025 were approximately **\$4.35 million**, reflecting growth in reserve funds related to investment returns and, in part, to allocations from budget surpluses in recent years.

Reserves can be used to address multiple needs:

- *Smoothing Investment Peaks:* Offsetting costs in years where lifecycle requirements exceed annual capital budgets.
- *Funding Strategic Projects:* Allowing for multi-year accumulation of funds to meet the Municipality's share of major rehabilitation or renewal projects
- *Strategic Contributions:* Having funds available when external matching funding opportunities arise for identified capital projects.
- *Risk Management:* Maintaining a minimum reserve balance to address emergency needs and unexpected asset failures that could carry significant financial and service-level impacts.

The total value of Working Capital and Capital reserves may continue to be used for these needs. Reserve Funds should not be considered an accumulated surplus, rather, as funds that may be used with appropriate discretion and oversight as required by law and according to the Township's reserve fund policies.

Implications for the Financial Strategy

The Township's historic capital spending, surpluses, and reserve funds demonstrate its capability to undertake the lifecycle activities as identified across this AMP with costs shown in Section 7.1. Based on multi-year averages, the Township has an estimated funding capacity of \$1.16 million in 2025.

Overall, maintaining the Township's asset portfolio will depend on continued strategic contributions to reserves, obtaining access to external funding programs, and aligning annual capital budgets with the long-term reinvestment needs of the asset portfolio. This will support the Municipality's ability to deliver services and manage risks, while responsibly managing revenues from residents, businesses, and external sources.

7.3 FUNDING NEEDS AND UNFUNDED PROJECTS

Based on the above assessments, there is a funding gap for the Township's capital needs relative to its financial capacity, averaging \$224,522 per year from 2026 to 2035. The gap varies from an estimated surplus capacity of \$150,365 in 2032 to a maximum gap of \$760,566 in 2026.

Overall, the total estimated funding gap is \$2.24 million over the 10-year timeframe. This gap means that the Township may not be able to undertake all of the lifecycle activities identified in the AMP, without additional source of funding. Strategies to obtain this funding is described in Section 7.4.

Unfunded Asset Needs

In addition to the overall funding gap identified for all lifecycle activities, this AMP identifies several projects which are only partially funded through this financial strategy.

Table 7.6: Costs and Risks – Unfunded Asset Needs

Asset	Estimated Total Cost	Township Funding	External Funding	Notes	Risks
Hummel Bridge	\$4,000,000	\$1,330,000	\$2,660,000	External funding sources and contribution from Powassan to be determined	The bridge is closed to traffic and operational mitigation measures are in place.
Bear Creek Culvert	\$1,000,000	\$1,000,000	TBD	Repairs completed in 2024, may require replacement with a bridge.	The crossing is critical for access to portions of the community and to mitigate flood risk.
Hart Road Culvert	\$438,000	\$219,000	\$219,000	Gap to be covered by Callander as funds become available.	The shared culvert is due for replacement and a funding or risk mitigation strategy should be adopted.
Township Office and Public Works Garage	\$4,000,000	\$800,000	\$3,200,000	Identified funds to be placed in reserve. Gap to be addressed as Township budget or external funding allows.	Continued operation of higher-risk facilities, including undersized / inadequate Twp Office and PW Garage.
Total	\$9,438,000	\$3,349,000	\$6,079,000		

The Township's contributions to these projects as earmarked in this AMP is \$3.35 million, is greater than the total funding gap for all lifecycle activities in the AMP. Put differently, these projects are almost completely unfunded based on the Township's current estimated financial capability and unconfirmed external sources.

Even at the target rate of contribution from the Municipality for each project, the Municipality's financial capability accounts for less than 10% of required contributions to these projects over the next 10 years. Funds for these projects may be obtained through the additional funding strategies outlined in Section 7.4.

7.4 ADDITIONAL FUNDING STRATEGIES

Delivering the investment requirements identified in Chapter 7.1 requires a multi-faceted funding approach that balances internal capacity, external opportunities, and strategic planning. Funding strategies must enable the Municipality to repair, rehabilitate, and renew its aging infrastructure while maintaining service levels and adapting to emerging needs.

Under *O. Reg. 588/17*, municipalities must demonstrate internal capacity to meet long-term rehabilitation and replacement obligations. For smaller communities with limited revenue bases, leveraging external funding remains a key component of sustaining infrastructure investments.

Leveraging External Funding

Investment may be aligned with opportunities to leverage external funding, including provincial and federal grants, low-interest loans, and targeted donations. Major lifecycle projects, such as Bridge replacements and accessibility improvements to Facilities may be completed when matching funds are available. This would reduce the Municipality's reliance on internal funding sources and diversify funding available to address lifecycle requirements across the Township's assets.

External programs, including federal and provincial grants, remain critical to financing major capital projects. Current funding programs increasingly tie eligibility to specific policy objectives, such as housing-enabling infrastructure. While new housing is not a primary objective for Nipissing, the Municipality may monitor and pursue opportunities to strategically align projects with available funding streams.

Proactive project planning provides readiness to capitalize on short-lived funding windows. The AMP itself provides the supporting evidence required by many programs, demonstrating sound asset management practices and clear prioritization of community needs.

Supplementary Local Funding Strategies

In addition to grants and transfers, the Municipality may adopt or expand local revenue measures to enhance long-term funding sustainability:

- **Capital Levies:** Targeted levies can be introduced to address specific infrastructure renewal needs or to maintain service levels, with Council-approved adjustments reflecting annual investment priorities. These may be associated with specific needs, such as Bridges and Culverts.
- **Capital Reserve Contributions:** Regular contributions build reserves to fund in-year rehabilitation, cover emergency needs, and meet municipal matching requirements for external funding. A reserve target may be established as something the Township works toward over time.

Debt Financing

Prudently employed, debt financing can address significant lifecycle investments within regulated repayment limits. The Township monitors its borrowing capacity under Ministry guidelines and may re-evaluate debt utilization as existing debentures mature.

7.5 FINANCIAL STRATEGY SUMMARY

The Municipality's ability to provide reliable and sustainable services depends on a financial strategy that balances long-term investment needs with available funding. This financial strategy translates asset conditions, lifecycle requirements, risk considerations, and levels of service into a 10-year investment roadmap to be funded through internal and identified external funding sources.

Key conclusions from this analysis include:

- **Investment Requirements:** Forecasted needs vary over the 10-year horizon, with peaks associated with major rehabilitation and renewal projects. A higher capital need in the first 5 year of the plan reflects current investment needs, while annual fluctuations influenced by both predictable lifecycle investments and reserves for unexpected asset failures.
- **Financial Context:** The use of external grants, as well as current spending and reserve management practices, influences the Municipality's capacity to meet these needs. Maintaining a realistic understanding of available funding sources will help the Township set meaningful budgets moving forward.
- **Sustainability Strategies:** A balanced approach—drawing on tax- and rate-supported revenues, dedicated reserves, external grants, and, where appropriate, debt financing—will be necessary to bridge funding gaps and sustain service levels.
- **Future Readiness:** Strengthening capital reserves, refining financial forecasts as data improves, and aligning budgets with long-term priorities will position the Municipality to respond to planned rehabilitation and unforeseen events. Proactive preparation of “shovel-ready” projects will also improve the Municipality's ability to capture time-limited funding opportunities.

This forward-looking financial strategy provides the foundation for informed decision-making, reduces the risk of deferred maintenance, and supports the continued delivery of essential services. By committing to continuous improvement—grounded in reliable data, sound asset management practices, and ongoing collaboration—the Township will remain on a financially resilient path that benefits both current residents and future generations.

8. CONCLUSION AND NEXT STEPS

The Municipality's ability to deliver reliable, sustainable services is supported through an effective asset management strategy that aligns lifecycle investment requirements with available funding. Looking ahead, the Township will continue to refine its financial forecasts as asset data, lifecycle modelling, and levels of service targets are further developed. Capital budgets will be aligned with long-term priorities, maintaining a careful balance between affordability and service reliability.

Efforts to strengthen capital reserves will provide greater flexibility to respond to both scheduled rehabilitation needs and unanticipated asset failures. At the same time, the Municipality can maximize external funding opportunities, preparing shovel-ready projects to take advantage of short-lived grant windows.

This AMP is intended to support informed decision-making, reduce the risks associated with deferred maintenance, and enable the sustainable delivery of municipal services. By committing to continuous improvement with reliable data and collaboration across departments, the Township will be able to manage its assets in a financially prudent manner.

CONTINUOUS IMPROVEMENT

There are opportunities to strengthen asset management practices for the Township over time. Continuous improvement helps to continue informing infrastructure investment decisions that are evidence-based, financially sustainable, and aligned with the service expectations of the community.

Key Activities to Strengthen Asset Management

Sustained progress in asset management calls for focused actions to improve data quality, analytical tools, and decision-making processes:

- *Software and Data Management:* The Municipality's current TCA spreadsheet consolidates asset information but maintaining accurate and up-to-date records is an ongoing challenge. Implementing dedicated asset management tools or enhanced spreadsheets can standardize data collection, reduce manual entry errors, and improve data accessibility for planning and reporting.
- *Data Validation:* Reviewing assets that have exceeded their estimated useful life helps determine whether replacement is necessary or if extended service life is feasible. Adjustments to service life assumptions and condition ratings e.g., for vehicles and equipment, can help projections reflect actual asset performance.
- *Risk Management:* Embedding risk-based decision-making in planning and budgeting processes enables the Municipality to allocate resources to assets where failure would have the greatest impact. A consistent methodology for assessing and updating asset risk profiles should be implemented and reviewed regularly.
- *Levels of Service (LOS):* Continuous refinement of LOS metrics, as defined in this AMP, will enable investment decisions to better align with community expectations and regulatory requirements. Additional metrics can identify when service expansion, upgrades, or replacements are warranted.

Next Steps for Asset Management

Building on these activities, the Municipality may consider the following initiatives over the coming years:

- *Refinement of Target Levels of Service:* Incorporate community engagement and strategic planning insights to define and track LOS performance. Establishing clear processes for consultation will allow for service delivery goals to remain aligned with community priorities.
- *Enhanced Financial Forecasting:* As asset data and LOS information improve, refine annual expenditure projections for each asset category over the 10-year horizon. Improved forecasting will enable more accurate planning for maintenance, rehabilitation, and expansion costs.
- *Integration with Financial Strategy:* Use enhanced data, refined LOS, and updated risk assessments to strengthen the financial planning framework outlined in Chapter 7, ensuring a clear link between asset needs, funding strategies, and long-term service sustainability.

By committing to these continuous improvement actions, the Municipality will build a more resilient and adaptive asset management framework, one capable of supporting informed decisions, optimizing investments, and safeguarding the long-term delivery of municipal services.

CONCLUSION

The Township of Nipissing manages a diverse portfolio of assets that support essential services for the community. Some of these assets date back to the Township's early development, and some have reached or surpassed their expected service life. Addressing challenges such as aging infrastructure, evolving service demands, and funding pressures requires a shift toward proactive, data-driven asset management.

This AMP provides a roadmap for sustaining municipal infrastructure by linking asset condition, lifecycle strategies, risk management, and service level commitments with long-term financial planning. It highlights the need for consistent reinvestment in core and non-core assets and emphasizes the importance of aligning capital spending with community priorities, regulatory obligations, and available funding.

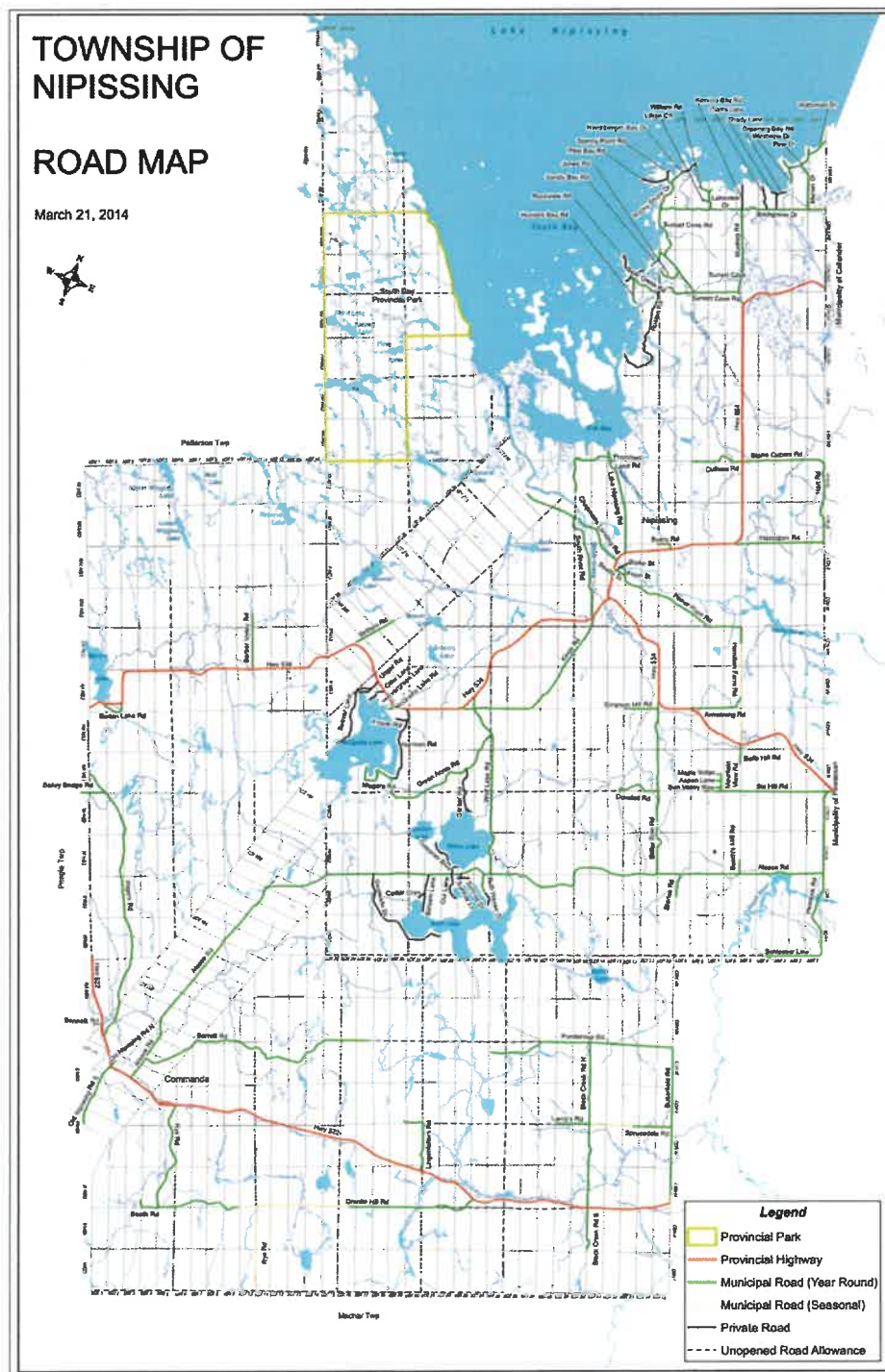
Moving forward, Nipissing will continue to prioritize investments that address risks and deliver value for residents, supported by the information in this AMP. The financial strategies outlined in Chapter 7 and continuous improvement initiatives will enable the Municipality to anticipate future funding requirements, plan capital projects efficiently, and mitigate the risks of deferred maintenance.

Ultimately, this AMP reflects a commitment to building a stronger, more resilient community. By considering its key findings, Nipissing can be confident that its infrastructure is managed responsibly and sustainably, providing reliable service delivery today and for generations to come.

APPENDIX A: SUPPLEMENTARY ASSET DATA

APPENDIX A1: ROAD MAP

The following map is presented in response to Levels of Service requirements for Road assets. The township retains a more detailed version showing the spatial extent of roads within Nipissing. This provides the geographic location of the Township's road assets and assists with the evaluation of road lifecycle needs.



APPENDIX A2: DATA SOURCES

The asset condition, lifecycle activity, and financial projections in this AMP are based on the best available data at the time of preparation. Data were consolidated from multiple sources to create a reliable foundation for asset management planning and to support the continuous improvement initiatives outlined in Chapter 8.

Table A.1: Primary Data Sources by Asset Class

Asset Class	Key Documents & Reports	Asset Condition Basis	Lifecycle & Financial Basis
Roads	2023 Road Needs Study Report, D.M. Wills	2023 Road Needs Study	2023 Study, TCA and lifecycle cost modelling
Bridges & Culverts	2024 Structure Inspection Report, HP Engineering Inc.	Inspection Report	Inspection Report results and staff assessment of needs
Facilities & Land Improvements	2024 Baseline Property Condition Assessment, Pinchin Ltd.	Age- and inspection-based	TCA and building condition reports, staff assessment of needs
Fleet & Equipment	TCA spreadsheets and municipal input	Age-based	TCA and fleet lifecycle tracking

In addition, the Municipality's *Tangible Capital Asset (TCA)* inventory and its audited financial returns from **2020 to 2024** were used to source, validate or enhance the asset information presented in this AMP.

Why Data Sources Matter

Reliable, consistent data supports effective asset planning, providing information from asset condition ratings and lifecycle planning to financial forecasting and risk assessment. Continuous refinement of these data sources will improve investment planning accuracy, strengthen the Municipality's funding strategies, and support evidence-based decisions on service levels and priorities.

APPENDIX A3: ASSET CONDITION AND ESTIMATED USEFUL LIFE APPROACH

Asset conditions presented in this AMP are based on the most reliable assessment data available for each asset category, as outlined in *Appendix A2: Data Sources*. Where direct condition inspections were unavailable, asset condition has been estimated using an age-based approach that compares the current age of the asset to its estimated useful life.

Methodology

The remaining useful life of each asset is calculated as:

$$\text{Remaining Useful Life (\%)} = (\text{Useful Life} - \text{Current Age}) \div \text{Useful Life}$$

For example:

- An asset installed in [Year] is [XX] years old as of [Current Year].
- With an estimated useful life of [YY] years, the remaining useful life is:
 - $([YY] - [XX]) \div [YY] = [X\%]$.
- This equates to [Remaining Years] years remaining out of an expected [YY] years.

Condition ratings based on remaining useful life:

Condition Rating	Remaining Useful Life (%)
Very Good	>= 75%
Good	50% – 74%
Fair	25% – 49%
Poor	0% – 24%
Very Poor	< 0%

Integration with Asset Management Planning

- *Lifecycle Forecasting:* Remaining useful life percentage estimates guide capital planning for maintenance, rehabilitation, and replacement activities.
- *Risk-Based Decision-Making:* Combined with asset criticality and performance, RUL informs prioritization of investments where failure risks are highest.
- *Financial Strategy Alignment:* Age-based condition data underpin the funding forecasts outlined in Chapter 7, linking asset condition directly to required reinvestment.

Limitations of the Age-Based Approach

While practical and consistent, this method provides only an approximation of actual asset performance. Factors such as operating environment, usage intensity, maintenance history, and unforeseen deterioration can significantly affect asset condition. Consequently:

- Age-based ratings may *over- or under-estimate* remaining service life.
- Actual asset inspections remain the preferred method for validating condition and refining lifecycle forecasts.

As part of the Municipality's continuous improvement program (Chapter 8), the development of a more comprehensive condition assessment framework including regular field inspections and standardized evaluation templates will enhance the accuracy of future asset condition reporting.

APPENDIX B: ASSET INVENTORY DETAILS

Table B.1: Roads Details

Asset Sub-Class	CRV, Est. (2025)	Asset Length	Overall Condition	Notes
Paved: Surface Treated (LCB)	\$9,399,764.42	33.2 km	PCI = 69.5 (Fair)	~9.3 km rated Poor-Very Poor; base/subgrade issues emerging, resurfacing required to avoid reconstruction.
Paved: Hot Mix Asphalt (HCB)	\$478,964.72	1.2 km		
Unpaved: Gravel	\$21,061,624.89	115.7 km	Surface condition = 7.7/10 (Good)	Deficiencies include drainage problems, corrugation, and gravel loss; require routine resurfacing lifts.

Table B.2: Bridges and Culverts Details

Asset	CRV, Est. (2025)	Asset Dimension (Length * Width)	Age (Years)	Bridge and Culvert Condition Details - Notes	Lifecycle Activity, Estimate
Hummel Bridge	\$2,403,440	37.5 m * 4.9 m	100	Bridge closed - stringers severely corroded with perforations, deck separated from stringers	Replace in 2027-2031: \$4,000,000
Seventh Concession Bridge	\$375,440	5 m * 5.4 m	75	Abutment rotation/cracking, deck separation, wingwall displacement	Rehabilitate in 2027-2031: \$750,000
Pilger's Road Bridge	\$1,194,960	18.8 m * 7.8 m	45	Substandard guiderail, deck scaling/cracking	Maintenance in 2027-2031: \$99,000
Old Nipissing Road Bridge	\$572,000	11.1 m * 5 m	45	Missing/damaged handrails, deck soffit spalls, T-beam separation	Post-2035
Bear Creek Road Culvert	\$505,440	19.6 m * 5.5 m	40	Emergency repairs completed in 2024 - barrel perforation / deformation, fill washout	Replace in 2026: \$1,000,000
Hart Boundary Road Culvert	\$289,120	11.6 m * 4.0 m	55	Severe corrosion, perforations ~50% of barrel, crimping of north wall	Replace in 2027-2028: \$439,000

Alsace Road #1 Culvert	\$370,240	17.3 m * 3.9 m	40	Moderate waterline corrosion, barrel sagging, end treatment deficiencies	Maintenance in 2027-2031: \$73,000
Black Creek Road Culvert	\$264,160	16.3 m * 2.7 m	26	Minor erosion at corners, low cover depth (0.2m)	Maintenance in 2027-2031: \$5,000
Alsace Road #2 Culvert	\$462,800	36.2 m * 3.0 m	13	Light-moderate invert corrosion, small perforations, severe outlet erosion	Maintenance in 2027-2031: \$99,000
Wolfe Creek Culvert	\$258,960	15.9 m * 2.7 m	26	Light invert corrosion, minor wall deformation, no approach barriers	Maintenance in 2027-2031: \$64,000
South River Road Culvert	\$494,000	38.0 m * 3.0 m	0	Repaired or replaced in 2025	Post-2035
Stone Cutter's Road Culvert	\$684,320	29.6 m * 5.5 m	0	Repaired or replaced in 2025	Post-2035

Table B.3: Details – Facilities and Land Improvements

Asset	CRV (2025 Est.)	Property Address	Age (Yrs)	Facility Condition Details - Notes	Lifecycle Activity Estimate
Township Office	\$626,808	45 Beatty Street	53	Roof replacement; Deteriorated window sealants; Minor damage to vinyl siding; Corrosion and flaking paint on wood columns on the north elevation.	Replace in 2035: \$4,000,000
Public Works Garage	\$1,106,976	27 Beatty Street	55	Sloped corrugated metal roof is ~51 years old, exceeding its expected useful life; Active leaking reported; Areas of corrosion on vertical metal siding; Deteriorated window sealants; Spalling parge coating and damaged insulation atop foundation walls; Water-damaged wood ceiling finishes in the office, with a mould investigation recommended.	Rehabilitate in 2026: \$167,500 Replace in 2035: together with Township Office
Sand Dome	\$356,616	27 Beatty Street	35	Areas of corrosion on cast-in-place concrete walls	Post-2035
Quonset Hut	\$108,160	27 Beatty Street	50	Corrugated metal dome roof is ~51 years old, exceeding its expected useful life; Active leaking reported throughout the building; Areas of corrosion on pre-formed metal panels	Dispose in 2035 with new Twp Office and PW Garage complex

Bear Creek Landfill Building	\$31,408	Bear Creek Landfill	6	Not Available	Post-2035
Wolfe Lake Landfill Building	\$31,408	Wolfe Lake Landfill	6	Not Available	Post-2035
Museum Office Building	\$207,376	4363 Hwy 654	39	Roof replaced recently; Minor damage to vertical board and batten wood siding; Cracking in concrete foundation and parging coat	Rehabilitation planned in 2025
Museum Church Building	\$214,344	4363 Hwy 654	143	Roof replaced recently; Minor damage to chinking; May contain aluminum wiring due to age (~1882) - licensed electrician's review advised	Post-2035
Museum Harland's Hut	\$5,928	4363 Hwy 654	35	Sloped asphalt shingled roof is ~34 years old, exceeding its expected useful life; Minor damage to vertical board and batten wood siding	Post-2035
Museum Hardware Store	\$83,512	4363 Hwy 654	23	Not Available	Post-2035
Rink Building	\$93,080	14 Blake Street	28	Sloped metal roof system is ~27 years old, approaching its expected useful life; One failed Insulated Glass (IG) insert/vision panel on the west elevation; Isolated crack in cast-in-place concrete foundation wall; Minor damage to vertical metal siding; Deteriorated paint on wood outdoor rink boards	Post-2035
Community Centre / Fire Station #1	\$2,450,760	2381 Hwy 654	45	Two failed IG inserts/vision panels on the west elevation; Areas of spalling parge coating atop the foundation walls on the east elevation; Cracks on the cast-in-place concrete foundation wall on the north elevation; Cracked vinyl sheet flooring in the stairwell	Rehabilitate in 2028: \$175,000
Fire Station #2	\$387,712	3509 Hwy 534	35	Sloped pre-formed metal roof system is ~31 years old, approaching its expected useful life; One failed IG insert/vision panel on the west elevation; Minor damage to vertical metal siding; Domestic hot water	Post-2035

				tank is ~25 years old and has reached its end of useful life.	
Museum Gazebo	\$24,128	4363 Hwy 654	6	Not Available	Post-2035
Rink Boards/ Lighting	\$25,376	14 Blake Street	28	Not Available	Post-2035
Heritage Park Playground	\$105,144	14 Blake Street	3	Not Available	Post-2035
Communication Tower, Hwy 654	\$5,720	2381 Hwy 654	44	Not Available	Post-2035
Communication Tower, Hwy 522	\$47,840	3878 Hwy 522	3	Not Available	Post-2035
McQuaby Lake Boat Launch	\$100,000	McQuaby Lake	25	Staff estimate condition as Poor.	Rehabilitate in 2030-2032: \$250,000
Chapman's Landing Dock	\$400,000	Chapman's Landing Rd	25	Staff estimate condition as Poor.	Rehabilitate in 2026: \$70,000
Wade's Landing Dock	\$400,000	Lake Nipissing Rd	5	Staff estimate condition as Very Good.	Post-2035

Table B.4: Fleet and Equipment Details

Asset	CRV Est. (2025)	Location	Age (Years)	Lifecycle Activity, Estimate
Admin 2015 Ford Escape	\$31,466	45 Beatty Street	10	Will not replace in 2026, contribute funds to a dual-cab pickup truck shared with Fire.
FD 2020 Amerilite Trailer	\$34,107	2381 Hwy 654	5	Post-2035
FD 2020 Ford 150 Pick Up Truck	\$63,262	2381 Hwy 654	5	Replace in 2030: \$73,338
FD 2012 Ford Rescue Truck	\$129,825	3509 Hwy 534	13	Replace in 2032: \$159,669

*2025 Asset Management Plan
Township of Nipissing*

FD 2011 Freightliner Pumper/ Tanker Truck	\$301,459	3509 Hwy 534	14	Replace in 2028: \$329,412
FD 2019 International Tanker Truck	\$365,271	2381 Hwy 654	7	Post-2035
FD 2015 Mini Pumper Truck	\$310,260	2381 Hwy 654	10	Replace in 2035: \$416,964
FD 2020 Polaris Ranger ATV	\$33,388	2381 Hwy 654	5	Post-2035
PW 2025 Backhoe	\$106,827	27 Beatty Street	0	Post-2035
PW 2024 Chev 3/4 Ton	\$86,450	27 Beatty Street	1	Replace in 2035: \$116,182
PW Compactor	\$285,920	Landfill Sites	35	Post-2035
PW Excavator	\$153,837	27 Beatty Street	4	Post-2035
PW 2019 Ford Pick Up Truck	\$34,107	27 Beatty Street	6	Replace in 2027: \$36,184 & Replace in 2035: \$45,836
PW 2023 Freightliner Tandem Truck	\$374,953	27 Beatty Street	2	Replace in 2033: \$474,979
PW 2012 GMC Pick Up Truck	\$33,006	27 Beatty Street	13	Replace with a new vehicle with a sanding unit to improve winter maintenance
PW John Deere Grader	\$179,792	27 Beatty Street	15	Replace in 2027: \$190,741
PW 2011 Loadstar Float Trailer	\$50,000	27 Beatty Street	14	Replace in 2031: \$63,266
PW 2021 WS Tandem Truck #1	\$312,571	27 Beatty Street	4	Replace in 2029: \$351,801
PW 2023 WS Tandem Truck #2	\$312,571	27 Beatty Street	2	Replace in 2034: \$407,834

TOWNSHIP OF NIPISSING

CORRESPONDENCE

November 18, 2025

- 1. Minister of Finance, Peter Bethlenfalvy – 2026 Municipal Partnership Fund. (OMPF)**
- 2. Associations of Municipalities of Ontario (AMO) – Policy Update – Speed Camera Legislation, First Time Home Buyer HST Relief, AMO's Homelessness Research Update and Energy Advocacy.**
- 3. Associations of Municipalities of Ontario (AMO) – Bill 60, Fighting Delays, Building Faster Act, 2025.**
- 4. Associations of Municipalities of Ontario (AMO) – Policy Update – Fall Economic Statement.**
- 5. Municipality of Blue Water – Resolution urging the Federal Government to Keep Climate Change as a Foremost National Priority.**
- 6. Tay Valley Township – Resolution – Collective Action on Sustainable Waste Management in Ontario.**
- 7. Town of Parry Sound EMS Advisory Committee – Meeting Minutes held October 23, 2025.**
- 8. Powassan & District Union Public Library Meeting Minutes held September 15, 2025 and October 20, 2025.**
- 9. Nipissing Township Museum Board of Management meeting minutes held November 5, 2025.**

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**Minister of Finance | Ministre des Finances
PETER BETHLENFALVY**

October 31, 2025

Dear Head of Council:

I am writing to provide you with an update on the 2026 Ontario Municipal Partnership Fund (OMPF).

We understand the importance of the Ontario Municipal Partnership Fund to communities across Ontario. The government is committed to supporting the economic vitality and sustainability of Ontario's small, northern, and rural municipalities.

To support these objectives, as announced in Fall 2024, the government will invest a further \$50 million into the OMPF for the payment cycle beginning in January 2026. This brings the two-year incremental investment to \$100 million, and increases the total funding envelope to \$600 million. This continued enhancement for 2026 will once again be targeted towards small, northern, and rural municipalities, as well as those with a limited property tax base. This funding will assist municipalities in providing critical services to people across the province.

With the further \$50 million enhancement to the OMPF, each of the program's core grant components will again increase in 2026. The program will remain responsive to changing circumstances of individual core grant recipient municipalities through annual data updates and related adjustments. Transitional assistance will also ensure that core grant recipient municipalities in northern Ontario receive at least 90 per cent of their 2025 OMPF allocation, while those in southern Ontario receive at least 85 per cent.

In addition, starting in 2026, municipalities who are ineligible for core grants will be gradually phased-out of Transitional Assistance over a five-year period. This adjustment will allow for further investment in municipalities with measurable challenges, through the OMPF's four core grant components.

The enhancement to the OMPF builds on the significant increases in support that the government is providing to municipalities, including:

- An additional \$1.6 billion investment through the Municipal Housing Infrastructure Program (MHIP), increasing the total investment to \$4 billion;

.../cont'd

- A further \$1 billion investment through the Ontario Community Infrastructure Fund (OCIF) over five years, initiated in 2022; and
- An increase in annual funding for Connecting Links from \$30 million to \$45 million to support municipalities in addressing critical road and bridge improvement needs, extending the life cycle of their assets and advancing local development.

We have always been committed to working closely with our municipal partners and recognize how important the OMPF is for many municipalities. During consultations with municipalities over this past summer, the government heard perspectives and advice on municipal priorities for the program. We want to thank our municipal partners for their input on the future of the OMPF. In early 2026, the ministry will be engaging municipalities through a short survey to better understand how the OMPF is supporting local communities.

The Ministry of Finance's Provincial-Local Finance Division will be providing your municipal treasurers and clerk-treasurers with further details on your 2026 OMPF allocation. Supporting materials on the 2026 program are available on the ministry's website at [Ontario.ca/document/2026-ontario-municipal-partnership-fund](https://ontario.ca/document/2026-ontario-municipal-partnership-fund).

As we continue to work together to build up our communities and move Ontario's economy forward, maintaining a close relationship with our municipal partners remains critical. I look forward to our continued collaboration in building a stronger future for our province.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Bethlenfalvy".

Peter Bethlenfalvy
Minister of Finance

c: The Honourable Rob Flack, Minister of Municipal Affairs and Housing
 The Honourable Lisa M. Thompson, Minister of Rural Affairs

From: AMO Policy <policy@amo.on.ca>
Sent: October 29, 2025 5:00 PM
To: admin@nipissingtownship.com
Subject: AMO Policy Update – Speed Camera Legislation, First-Time Homebuyer HST Relief, AMO's Homelessness Research Update & Energy Advocacy



AMO Policy Update – Speed Camera Legislation, First-Time Homebuyer HST Relief, AMO's Homelessness Research Update & Energy Advocacy

Top Insights

- The province is fast-tracking its Bill banning municipal speed cameras, limiting MPP debate and bypassing public consultation.
- AMO commends the province for providing tax relief to first-time homebuyers.
- AMO is working with OMSSA, NOSDA and municipal partners to update data from our groundbreaking January 2025 homelessness report.
- AMO provided the province with advice on how to best implement a data centre strategy that protects utility capacity needed to deliver housing and economic priorities.
- The province announced a new advisory panel to recommend ways to strengthen local electricity distribution, responding to AMO's call for new Local Distribution Company (LDC) funding approaches.

Province to Fast-Track *Bill 56, Building a More Competitive Economy Act, 2025*

The provincial government will fast-track their red tape reduction Bill tabled earlier this month, which included amendments to the Highway Traffic Act to remove municipal authority to operate Automated Speed Enforcement (ASE). The government's proposal would halt debate in the legislature at the second reading stage and bypass the legislative committee stage that typically follows.

By eliminating this essential component of the democratic process, the government removes the public's ability to comment and provide feedback on the Bill's numerous proposals, many of which will directly impact municipalities. See [AMO's previous post](#) for a summary of these proposals. AMO is disappointed in the government's decision as we had planned to use the legislative committee process to provide comments and detail the impacts of the Bill for the municipal sector. However, we look forward to providing feedback on the Bill through any future Regulatory/Environmental Registry postings.

AMO has written to Minister Sarkaria advocating for early collaboration with municipalities on the design of the new road safety funding program to ensure investments translate to improved road safety and highlighting the significant sunk costs municipalities have invested into ASE in accordance with provincial regulation.

Tax Break for New Homebuyers

Yesterday, the province [announced](#) a new rebate for the provincial portion of the HST for first-time home buyers of most new and substantially renovated homes. This mirrors proposed federal policy, combining to give first-time buyers a full HST break on qualifying homes under \$1 million. Provincial and federal plans allow for a phased HST reduction for first-time buyers for qualifying homes between \$1-1.5 million. AMO commends the province on taking steps to reduce the cost of new homes for first-time home buyers. This tax relief could boost buyer demand and help increase new home construction – an important priority for municipalities and the province.

Homelessness Research

AMO has partnered with OMSSA, NOSDA and HelpSeeker Technologies to update some of the data included in [Municipalities Under Pressure: The Human and Financial Cost of Ontario's Homelessness Crisis](#). The original

report was successful, in large part, because we had full participation from all 47 municipal service managers. AMO is encouraging all impacted municipalities and District Social Services Administration Boards to participate and support AMO's continued advocacy on the homelessness crisis.

AMO's Advocacy on Ontario's Data Centre Plan

AMO [submitted comments](#) to the province with advice on how to best implement its [plan](#) to prioritize the connection of large-load facilities, including data centres, to Ontario's electricity grid. Given escalating electricity capacity constraints, AMO supports the province's prioritization framework for data centres to avoid them impeding housing and economic growth. We recommended criteria for data centre prioritization and asked that the final process involve collaboration with municipalities and retain local planning approval authority.

New Local Electricity Distribution Panel

On Monday, the province [announced a new advisory table](#) named the "Panel for Utility Leadership and Service Excellence" (PULSE). PULSE's industry and municipal members will make recommendations to the province on local distribution company (LDC) funding and service delivery. Ontario's LDCs will need upwards of \$120 billion to meet growing electricity demands over the next 25 years. Making sure that LDCs can fund and deliver infrastructure when and where it is needed is critical to supporting local housing and economic growth. AMO is pleased that the panel will be responding to our call for new funding and financing mechanisms to renew and expand LDC infrastructure.

An online version of this Policy Update is also available on the [AMO Website](#).

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From: AMO Policy <policy@amo.on.ca>
Sent: October 28, 2025 10:55 AM
To: admin@nipissingtownship.com
Subject: AMO Policy Update - Bill 60, Fighting Delays, Building Faster Act, 2025



AMO Policy Update – Bill 60, *Fighting Delays, Building Faster Act, 2025*

Top Insights

The omnibus Bill 60 contains several significant municipal proposals, most notably:

- Draft regulations for development charge modernization, aligning with joint advice from AMO and the Ontario Home Builders' Association.
- Creation of a public corporation for water and wastewater services, beginning with Peel Region.
- Prohibitions on municipalities reducing motor vehicle lanes, including for new bike lane installation.
- Measures to shorten Landlord and Tenant Board (LTB) processes and eviction timelines.

Bill 60 *Fighting Delays, Building Faster Act 2025*

Last Thursday, the government tabled its latest [omnibus bill](#). The bill and [additional communications](#) include a large number of initiatives impacting the municipal sector.

Top items of interest

- **Development charges (DCs):** Responding to joint AMO-Ontario Home Builders' Association advocacy for DC modernization over cuts and discounts, the province introduced draft regulation based on Bill 17's framework changes. AMO is pleased the province adopted our joint technical advice developed over the summer, which standardizes calculation of DCs, including land and local service costs, and introduces new transparency measures, such as annual DC statement tabling to council. These changes will improve local municipal-developer relations by reducing questions and friction on DC fee calculation, reducing the incidence of lengthy appeals.
- **Peel Region water and wastewater services:** The bill introduced a pilot public corporation model for water and wastewater services, specifically targeting Peel Region. This legislation will transfer jurisdiction over these services from the Peel Region to the three lower-tier municipalities – Mississauga, Brampton, and Caledon – and establish this new public corporation to manage infrastructure funding. While governance shifts to a professional board of directors, the structure ensures that assets remain publicly owned, a key outcome advocated by AMO. The intent of this model is to create new revenue streams by allowing the constituent municipalities to borrow capital for water/wastewater investments from the public corporation. AMO is pleased that the province is committed to maintaining public asset ownership while exploring innovative utility models and ways to fund growth infrastructure. However, AMO's prior analysis indicated these models are best suited for small and medium-sized municipalities, not large, complex regions like Peel. AMO continues to advocate that the use of public corporations for water and wastewater services must remain voluntary, not mandatory.
- **Vehicle lanes:** Bill 60 proposes to prohibit municipalities from reducing motor vehicle lanes for new bike lanes or other purposes (to be defined by regulation). This follows 2024's Bill 212 changes to constrain local bike lane decisions, which AMO opposed and continues to oppose now. Municipalities, relying on local knowledge and community input, are best positioned to balance traffic flow with active transportation, road safety, and community needs. Biking is a key tool for combating congestion; bike lanes are an essential element of multi-modal planning that removes cars from the road for short trips and transit connections, thus alleviating congestion, not causing it.

Other Bill proposals

- Changes to the LTB with a focus on strengthening landlord rights, providing shorter timelines for tenant evictions, and improving the speed and effectiveness of the LTB to address the active case backlog. While AMO recognizes that landlords need adequate rights to provide rental opportunities and increase housing supply, Ontario needs a balanced approach that provides tenants with strong protection from unlawful and illegal evictions such as bad faith renovations.
- Streamlining approvals for developments near transit and through Community Improvement Plans, expanding use of minor variances as-of-right, and prohibiting municipal green building standards.
- Creating a new legislative authority to create harmonized road construction standards for municipalities.
- Streamlining environmental approvals and making it easier to use excess soils where there is a low risk of contamination.

Items announced for future consultation

In addition to these legislative and regulatory changes, the government announced a commitment to consult on a review of the Ontario Building Code, streamlined official plans and digital approvals, expanding the use of communal and small-scale water and wastewater systems, and implementing harmonized road construction standards. The government has already walked back plans to consult on potential changes to end-of-lease provisions.

AMO will continue collaborating with the province to advise on and advocate for municipal interests in housing and economic growth and will formally comment on the bill during the standing committee process.

An online version of this Policy Update is also available on the [AMO Website](#).

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From: Kris Croskery-Hodgins <admin@nipissingtownship.com>
Sent: November 7, 2025 8:14 AM
To: Kristin Linklater
Subject: Fwd: AMO Policy Update - Fall Economic Statement

Correspondence please.
Sent from my iPhone

Begin forwarded message:

From: AMO Policy <policy@amo.on.ca>
Date: November 6, 2025 at 5:27:13 PM EST
To: admin@nipissingtownship.com
Subject: AMO Policy Update - Fall Economic Statement
Reply-To: policy@amo.on.ca



AMO Policy Update – Fall Economic Statement

Top Insights

- The Fall Economic Statement makes some targeted investments in response to tariffs, but no update on a much-needed property tax re-assessment.
- The government will introduce legislative changes to the *OMERS Act* which will have significant implications for municipal employers.

2025 Fall Economic Statement

The province is now projecting a \$13.5B deficit for 2025-26, down from the \$14.6B originally projected in the 2025 Budget. Projected deficits for 2026-27 remain unchanged at \$7.8B. The government is projecting a return to surplus in 2027-28.

The Fall Economic Statement largely summarizes previously announced funding initiatives. It does include \$100 million in new funding for the Ontario Together Trade Fund to help small and medium businesses affected by US tariffs to shift and diversify sales to new markets. Municipalities will not be eligible for this funding.

The government will introduce legislation that will have significant implications for OMERS governance. These changes are outlined in the [Final Report on the 2025 OMERS Governance Review](#). The [Municipal Employer Pension Centre of Ontario \(MEPCO\)](#) is working to understand the implications of these changes and mitigate risks for municipal employers.

Unfortunately, the Fall Economic Statement included no update on the province's plans for a property tax reassessment. A provincial review of the property tax system was announced in 2023 but no results have been released. AMO will continue to advocate for a return to a regular assessment cycle to support a fair and transparent property tax system.

An online version of this Policy Update is also available on the [AMO Website](#).

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FOR IMMEDIATE RELEASE

November 6, 2025

FONOM Welcomes Northern Commitments in Ontario's Fall Economic Statement

Gore Bay, ON – The Federation of Northern Ontario Municipalities (FONOM) acknowledges the Ontario government's 2025 Fall Economic Statement, which highlights several important investments and initiatives that will directly benefit Northern communities. FONOM is encouraged by the Province's commitment to balance its books by 2027-2028 while continuing to invest in key infrastructure and affordability measures. The government's decision to match the federal cut to the HST on new home purchases for first-time buyers, up to \$1 million, will provide meaningful support to Ontarians seeking affordable housing.

For Northern Ontario, several initiatives stand out — including the pilot project to bring ride-sharing services to communities along the Northlander corridor, the commitment to source GO Transit bi-level rail coaches in Thunder Bay, and, as previously mentioned, the investments in road infrastructure such as the Greenstone corridor toward the Ring of Fire.

FONOM also welcomes the increased **Connecting Links program funding to \$45 million**, the rise of the **Ontario Community Infrastructure Program (OCIP) minimum to \$125,000**, and the **\$50 million increase to the Ontario Municipal Partnership Fund (OMPF), now totalling \$600 million**. These measures will provide municipalities with greater capacity to maintain and improve local infrastructure and essential services.

The government's ongoing investment in clean water systems, now totalling \$4 billion, including \$1.6 billion for upgrades, represents a significant step toward long-term sustainability for many Northern communities.

"The increase to the Ontario Municipal Partnership Fund and the higher minimum under the

Ontario Community Infrastructure Program are positive steps for our member communities,” **said Dave Plourde, President of FONOM.** “We’ll continue to advocate on issues that impact Northern municipalities, including the effects of tariffs on local economies. As this is a Fall Economic Statement, FONOM looks forward to continuing our work with the Province to ensure Northern communities can address their current challenges and are prepared to contribute to Ontario’s overall success.”

FONOM also acknowledges the fiscal challenges outlined in the Statement, with Ontario ending last year with a deficit just over \$1 billion and projecting a \$14.5-billion shortfall for 2025-26. Despite these pressures, the Province continues to make important commitments that reflect confidence in the North’s role in driving growth and opportunity.

FONOM will continue to advocate for policies and programs that reflect the unique needs and priorities of Northern municipalities.

Media Contact:

Dave Plourde, President

Federation of Northern Ontario Municipalities (FONOM)

705-335-1615 | fonom.info@gmail.com



October 16, 2025

Resolution Urging the Federal Government to Keep Climate Change as a Foremost National Priority

WHEREAS, the impacts of climate change—such as rising temperatures, extreme weather events, flooding, droughts, wildfires, and sea-level rise—are already affecting communities across Canada;

WHEREAS, climate change poses a serious threat to public health, infrastructure, local economies, biodiversity, and future generations;

WHEREAS, municipalities are on the front lines of climate change, often bearing the burden of disaster response, infrastructure adaptation, and long-term community resilience;

WHEREAS, despite local action, meaningful progress on climate change requires bold and coordinated leadership at the federal level, including policies, legislation, funding, and international cooperation;

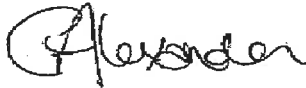
WHEREAS, Canada has made national and international climate commitments, including under the Paris Agreement, and must continue to strengthen its role in mitigating greenhouse gas emissions and supporting adaptation;

NOW THEREFORE BE IT RESOLVED THAT the Municipality of Bluewater Council urges the Government of Canada to:

1. **Maintain climate change as a top national priority**, reflected in legislation, national planning, funding, and public policy;
2. **Prioritize investments in the clean energy transition in the upcoming Federal budget**;
3. **Continue to support municipalities** in their efforts to mitigate and adapt to climate change, including through sustainable infrastructure funding, disaster preparedness support, and clean energy investments since municipalities have the ability to influence change in ~50% of emissions within Canada;
4. **Accelerate the transition to a low-carbon economy**, ensuring that it is just, inclusive, and economically beneficial for all regions and communities;
5. **Engage in transparent, science-based policymaking** that reflects the urgency of the climate crisis and the lived experiences of Canadians;
6. **Collaborate with Indigenous communities** and respect Indigenous knowledge and leadership in addressing climate change including obtaining free, prior and informed consent; and
7. **Continue to report annually** on national progress in reducing emissions and implementing adaptation strategies.

BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to the Prime Minister of Canada, the Minister of Environment and Climate Change, local Members of Parliament, the Federation of Canadian Municipalities, the Premier of Ontario, the Association of Municipalities of Ontario as well as local MPPs and all municipalities for their consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Alexander", with a large, stylized initial "A".

Chandra Alexander
Manager of Corporate Services/Clerk

cc: The Right Honourable Mark Carney, Prime Minister of Canada
The Honourable Doug Ford, Premier of Ontario
The Honourable Julie Dabrusin, Minister of Environment and Climate Change
Lisa Thompson, Huron-Bruce MPP
Ben Lobb, Huron-Bruce MP
Federation of Canadian Municipalities
Association of Municipalities of Ontario
All Ontario Municipalities



October 24, 2025

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

Sent by Email

Dear: Honorable Doug Ford,

RE: Municipality of Tweed – Collaborative Action on Sustainable Waste Management in Ontario.

The Council of the Corporation of Tay Valley Township at its meeting held on October 21st, 2025 adopted the following resolution:

RESOLUTION #C-2025-10-22

MOVED BY: Fred Dobbie
SECONDED BY: Marilyn Thomas

“WHEREAS, the Council of the Corporation of Tay Valley Township Support the Municipality of Tweed’s resolution regarding waste incineration and a more Robust Recycling Program;

AND WHEREAS, It is incumbent upon the members of council, MPP's and MPs to make the decisions that will result in the most positive outcomes for now and future generations;

AND WHEREAS, with large urban centres now looking in rural areas of our province and entire country for lands to bury their garbage waste;

AND WHEREAS, a large landfill site owned by a large urban centre which receives 50% of their garbage at the present time is expected to be full by 2029 creating more environmental impacts;

AND WHEREAS, continuing to bury garbage in the ground will result in our future generations having lost potable groundwater as a result of garbage leachate rendering it unusable;

AND WHEREAS, burying garbage, particularly organic waste in landfills, leads to the production of methane a greenhouse gas, which escapes into the atmosphere and contributes to climate change causing more environmental destruction;

AND WHEREAS, we continue to destroy our environment jeopardizing our future generations;

AND WHEREAS, we have worldwide technology that will allow us the use of clean incineration and also produce much needed electric energy;

AND WHEREAS, the incineration of household and other municipal waste has a long tradition in Germany, which currently has 156 municipal thermal waste incineration facilities with an aggregate annual capacity of around 25 million tons;

AND WHEREAS, with a strong focus on community involvement, innovative infrastructure, and sustainable practices, Germany has set a high bar for municipal recycling programs that the rest of the world can learn from and emulate;

AND WHEREAS, at the present time, Germany recycles 66.1% of its garbage waste at a municipal level. This places the country as the most effective and prominent country when it comes to recycling in the entire world. This highlights the citizen's strength and motivation to deal with environmental issues on a daily basis;

AND WHEREAS, German schools often integrate recycling education into their curriculum. This early exposure to the importance of recycling instills a sense of responsibility in the younger generation, creating a culture of sustainability that transcends generations;

BE IT RESOLVED THAT, the Council of Tay Valley Township support the Municipality of Tweed in investigating the possibility of working together with Ontario Municipalities, Provincial and Federal Governments and manufacturing partners to form a working group to ensure that waste disposal issues can be resolved quickly, efficiently and effectively with the use of incineration, more robust recycling programs and sustainable practices, so that future generations will not suffer from our environmental mismanagement;

AND THAT, this support be sent to Premier Ford, Marit Stiles, Leader of the Official Opposition Party, and all Ontario Municipalities."

ADOPTED

If you require any further information, please do not hesitate to contact the undersigned at (613) 267-5353 ext. 130 or deputyclerk@tayvalleytwp.ca

Sincerely,



Aaron Watt, Deputy Clerk

cc: Marit Stiles, Leader of the Official Opposition Party,
All Municipalities in Ontario

Town of Parry Sound EMS Advisory Committee

Open Minutes

Date:

October 23, 2025

Time:

7:00pm

Location:

Dunchurch Community Centre, 2199 Hwy 124, Dunchurch, ON

Members Present:

Jamie McGarvey - chairperson, Scott Sheard, Ann MacDiarmid, Joel Constable, Dan Robertson, Pearl Ivens

Regrets:

Shelly Foote

Present:

Dave Thompson, Director of Development and Protective Services

Recording:

Sheri Skinner, Administrative Assistant

Guests:

Matt Thomas, EMS Manager

Land Acknowledgment

Town of Parry Sound EMS Advisory Committee

Open Minutes

1. Agenda

1.1 Additions to Agenda

5.1 Discussion prompted by Councillor Scott Sheard about the AED Foundation Ontario with Matt Thomas to give a summary to the Committee.

1.2 Prioritization of Agenda

1.3 Adoption of Agenda

Moved by Ann MacDiarmid

Seconded by Scott Sheard

That the October 23, 2025 Parry Sound District Emergency Medical Services Committee meeting agenda be approved.

carried

1.4 Disclosure of Pecuniary Interest and the General Nature Thereof

2. Minutes and Matters Arising from Minutes

2.1 Adoption of Minutes

Moved by Pearl Ivens

Seconded by Joel Constable

That the Minutes of the May 22, 2025 meeting of the Parry Sound District Emergency Medical Services Committee be approved as circulated.

Carried

3. Correspondence

4. Deputations

5. Emergency Services Director's Report

Moved by Scott Sheard

Seconded by Dan Robertson

That the Emergency Services Director's Report dated October 23, 2025 be accepted as submitted.

Carried

5.1 AED Foundation Ontario

Matt Thomas provided a description on the AED Foundation Ontario which is a province wide nonprofit organization network to make AED's visible and accessible to the general public. Discussions on what the AED Foundation Ontario hopes to achieve as well as registering personal/private AEDs thru the website aedfoundationontario.ca. The website and database is still being developed but should be live in early 2026.

6. Reports

6.1 EMS Statistical Report - August 2025

6.2 EMS Night Call Statistics - August 2025

6.3 EMS Vehicle Inventory - August 2025

Dave Thompson provided a descriptive overview of the various reports attached.

Resolution

EMS Committee members have received reports 6.1, 6.2, 6.3 as listed above.

Moved by Ann MacDiarmid

Second by Scott Sheard

Carried

Town of Parry Sound EMS Advisory Committee

Open Minutes

7. Ratification of Matters from Closed Agenda

8. Other Business

8.1 DT RR 2026 Land Ambulance Budget-2025

8.1.1 DT ATT#1 2026 Land Ambulance Budget-2025

Resolution

Moved by Joel Constable

Seconded by Dan Robertson

That the EMS Advisory Committee recommends Town of Parry Sound Council approve the 2026 District Land Ambulance Budget in the total amount of \$13,687,699.00 including capital expenditures of \$595,000 from the EMS Capital Reserve.

Carried

8.2 DT RR South River Brewery - 2025

Resolution

Moved by Pearl Ivens

Seconded by Joel Constable

That the EMS Advisory Committee recommends that staff further discuss with South River about the possible relocation of the EMS Base to the former South River Brewery property.

Carried

9. Adjournment @ 7:54pm

Moved by Scott Sheard

Seconded by Dan Robertson

Carried

Powassan & District Union Public Library

Minutes for Monday, October 20, 2025 – 6:15 p.m.

Board Meeting @ Library

In-person: Tina Martin, Debbie Piper, Randy Hall, Bernadette Kerr, Jennie Leblond, Pat Stephens,
Marie Rosset

Via Zoom: Valerie Morgan

Absent with regrets: Laurie Forth, Steve Kirkey,

Recording of meeting

Item	Action	Responsibility
1. Call to order	6:12 pm	
2. Respect and Acknowledgement Declaration	Declaration read by CEO We respectfully acknowledge that we are on the traditional territory of the Anishinaabe Peoples, in the Robinson-Huron and Williams Treaties areas. We wish to acknowledge the long history of First Nations and Métis Peoples in Ontario and show respect to the neighbouring Indigenous communities. We offer our gratitude for their care for, and teachings about, our earth and our relations. May we continue to honour these teachings and recognize their value going forward.	
3. General Consent Motion: Presents the general Consent Motion for October 2025, which includes: a) Approval of October 20, 2025 Agenda b) Approval of Minutes from the September 15, 2025 meeting with amendment c) Approval of the September 2025 Financial Statements d) Library Report for August 2025	<u>Motion: 2025-34</u> That the General Consent Motion for October 2025 be adopted as amended Moved by: Debbie Piper Seconded by: Pat Stevens Carried.	
4. Disclosure of pecuniary interest	None	
5. Business a) Reminder – Session related to Board governance	Date: November 20, 2015 – 6-8pm CEO will send link to Board members as a reminder shortly before Nov 20th. Board members are encouraged to register, thus	CEO

	allowing them to view the recorded presentation later, should they miss it.	
b) Wage Parity – Six-year Plan Approval	Request to CEO to modify plan to make it current, starting in 2025 and add a total cost line showing total increase per year.	CEO
c) Grants update	- Final payment received for CSJ - OTF Resilience Grant and OTF Capital Grant are completed. Acknowledgement Event for both grants cancelled due to inability of MPP Fedeli to be present. Press release will be issued to the satisfaction of the OTF organization. - New 2025 Canada Summer Job grant opens on Nov 4 and due by Dec 1. - Enbridge Grant for volunteer hours submitted, waiting for reply. - Darlene Stone Aro, volunteer new grant writer, to help write applications	
d) Enter Closed Meeting	Motion: 2025-35 That the PDUPL move into a session that is closed to the public in accordance to the Public Act, Section 16.1(b) personal matters about an identifiable individual at 6:30pm. Moved by: Jenny Leblond Seconded by: Bernadette Kerr	
e) End closed meeting	Motion: 2025-36 That the PDUPL move out of a session that is closed to the public at 6:40pm Moved by: Bernadette Kerr Seconded by: Debbie Piper Motion: 2025-37 That the PDUPL Board Members have approved the response to the second letter from the Côté family Moved by: Debbie Piper Seconded by: Jennie Leblond	

f) Partnership with Municipality	- CEO met with Allison Quinn from the Municipality of Powassan and there will be a Halloween Skate with the Voodoos on October 30, 2025. Municipality is providing ice time, and the library will host everyone at the library after the skating. - On December 30, 2025 there will be a Nearly New Year's Eve Party for teens and pre-teens, details to be worked out. - New brochure listing all activities available for parents of very young kids with time and location produced by library.	Randy Hall, Steven Kirkey, Bernadette Kerr
g) Library Agreement Renewal Meeting	- Councillor Hall informed the Board that meetings were occurring and talks were going forward. - Goal is to have agreement completed by the end of November 2025	
h) Upcoming Activities	- CEO reviewed activities listed on Calendar handout. - October 30, 2025 The Halloween Skate, see above 5 f).	
6. Correspondence	Email received from Coté family on September 15, 2025	
7. Committee Reports		CEO
a) Property Committee	- New light fixture in staircases installed and paid for by the Friends of the Library.	
b) Financial Committee	- First draft for 2025 budget was presented. Budget will not be addressed until Library Agreement is signed, deferred to November.	
c) Policy Committee	- GOV-04 Succession Planning Policy for CEO and Board Members. A few additions on remuneration will be added.	

d) Friends of the Library	Motion: 2025-38 • That the PDUPL GOV-04 Succession Planning Policy for CEO and Board Members be approved with amendments. Moved by: Bernadette Kerr Seconded by: Pat Stephens - Policy RES-7 Code of Conduct – Summer program was deferred until the November meeting for revisions. - Their major fundraising event, the annual Gloria Brown Crafting Items Sale was very successful and netted at least \$1,400. - The Friends agreed to cover the cost of a new light fixture in the staircase, a new side-table in the kids' department, the Christmas StoryWalk®, and a cleaning mopping system.	CEO
8. Adjournment	Motion: 2025-39 That the October 20, 2025 meeting be adjourned at 7:10 pm. Moved by: Bernadette Kerr	Next meeting: November 17, at 6:15 pm

Chairperson: _____
Tina Martin, Chair

Recorder: _____
Marie Rosset, CEO

Powassan & District Union Public Library
Minutes for Monday, September 15, 2025 – 6:15 p.m.
Board Meeting @ Library

In-person: Debbie Piper, Bernadette Kerr, Steve Kirkey, Jennie Leblond, Valerie Morgan, Pat Stephens, Marie Rosset

Via Zoom: Randy Hall at 6:45pm

Absent with regrets: Tina Martin, Laurie Forth

Recording of meeting

Item	Action	Responsibility
1. Call to order	6:15 pm	
2. Respect and Acknowledgement Declaration	Declaration read by CEO We respectfully acknowledge that we are on the traditional territory of the Anishinaabe Peoples, in the Robinson-Huron and Williams Treaties areas. We wish to acknowledge the long history of First Nations and Métis Peoples in Ontario and show respect to the neighbouring Indigenous communities. We offer our gratitude for their care for, and teachings about, our earth and our relations. May we continue to honour these teachings and recognize their value going forward.	
3. General Consent Motion: Presents the general Consent Motion for September 2025, which includes: a) Approval of September 15, 2025 Agenda with amendments b) Approval of Minutes from the July 7, 2025 meeting c) Approval of the June, July, and August 2025 Financial Statements d) Library Report for June and July 2025	<u>Motion: 2025-30</u> That the General Consent Motion for September 2025 be adopted as amended Moved by: Bernadette Kerr Seconded by: Jenny Leblond Carried.	
4. Disclosure of pecuniary interest	None	
5. Business		
a) Reminder – Session related to Board governance	Date: November 20, 2015 – 6-8pm CEO will send links to Board members about one week before Nov 20th.	CEO

b) New Recycling Provincial Legislation for IC&I Location	- New provincial legislation on the pick-up of recyclable material for libraries starting in January 2026. CEO contacted Municipal CAO and was informed pick-up would remain the same.	
c) Music Festival Outcome	- Library hosted a Music Festival on August 22, 2025 from 5 to 10pm, in their backyard. - Profits amounted to \$1,991 - Total attendance, including musicians, volunteers, attendees, and employees, was over 140 - Municipality supplied the wooden stage and the BBQ free of charge - Next year library will apply for a grant through the Ontario Art Council to cover some of the costs and compensation for musicians	
d) Grants update	- Canada Summer Job Program: Completed final report, and waiting for final payment - Lifejackets Program About 5 children's lifejackets and 2 adults' were circulated. Good for first year. - OTF Resilience Grant and OTF Capital Grant are completed. Both grants need their Acknowledgement Event to be scheduled. Working on date to accommodate MPP Vic Fedeli - Completed and submitted the 2025 PLOG	CEO and OTF
e) Enter Closed Meeting	Motion: 2025-31 That the PDUPL move into a session that is closed to the public in accordance to the Public Act, Section 16.1(b) personal matters about an identifiable individual at 6:30pm. Moved by: Jenny Leblond Seconded by: Bernadette Kerr	

f) End closed meeting	Motion: 2025-32 That the PDUPL move out of a session that is closed to the public at 7:07pm Moved by: Valerie Morgan Seconded by: Stephen Kirkey	
g) Partnership with Municipality	Quite a few successful partnerships occurred this summer, namely: - The gap Kids and Mayor Peter McIsaac participated at our opening TD Summer Program event. Mayor was on Hot dog duty and the kids enjoyed the show and the hotdogs. - TD Summer Kids used the municipal pool every Friday from 2:30 to 3:30pm - Municipality supplied the stage and BBQ for the music festival - There was an end of program dance at the library for the GAP and TD kids – huge success!	
h) Library Agreement Renewal Meeting	- Schedule renewal meeting with all three Mayors and council representatives sitting on the Library Board. - Library space available if required, also any information or documents will be made available upon request. - Goal is to have agreement completed by the end of November 2025	Randy Hall, Steven Kirkey, Bernadette Kerr CEO
i) Fundraising Opportunities	- Jared Dupuis offered to run a Golf Tournament to raise funds for the library. - All members agreed that Music Festival worth continuing yearly.	
j) Upcoming Activities	- CEO shared new library bookmarks listing weekly, monthly and yearly activities with Board members. - Steve Kirkey requested some copies for Nipissing. - September 30th at 1pm, recognition event for Marty Schreiter. Board members encouraged to attend.	CEO

MINUTES

Nipissing Township Museum Board of Management
November 5, 2025

A regular meeting of the Nipissing Township Museum Board of Management was held on Wednesday, November 5, 2025 starting at 6:01 p.m.

The meeting was held in person at the Township of Nipissing Community Centre, 2381 Hwy 654.

Present: Chair Jane Aultman, Mary Heasman, Councillor Stephen Kirkey, and Mayor Dave Yemm.

Staff: Gillian Bernas, Museum Manager; Kim Turnbull, Deputy Treasurer-Office Assistant, Secretary to the Museum Board

Regrets: Gladys Bateman, Debbie Rennette and Alma Rice

Disclosure of pecuniary interests – none

MOTION NUMBER 2025 - 41

Moved by: Dave Yemm

Seconded by: Steve Kirkey

That we approve the Minutes of the Nipissing Township Museum Board Meeting held October 1st, 2025, as presented. **Carried.**

Staff Updates:

- **Financial & Visitor Statistics**
 - No updates at this time.
- **Building and Maintenance**
 - Work was completed on the walkways at the Museum during closing procedures. Weeds have been pulled and the walkways have been edged.
 - The foundations repairs have been completed over the last 2 weeks. Block work was completed, insulation was added, along with insulation and drainage outside. Sand was used to backfill around the museum. A heater will be installed next week to maintain a minimum temperature as per the Engineers recommendations.
- **Event Planning**
 - No updates at this time.
- **Artifact Status Report**
 - The artifacts that have been accepted as donation have been received by the Museum and will be catalogued in the upcoming season.
 - The Museum did not receive pictures of the postcards from the North Bay Museum for consideration for donation.
- **Exhibit Update**
 - Planning has begun for Nipissing along the Waterway theme for Heritage Day, enlarging the poster that was created for the roads exhibit to include the waterways.
 - Discussion about having a map in each of the Museum buildings to allow for reference during tours.
 - Discussion on the Remembrance Day travelling exhibit for next year.

- **Strategic Plan Update**

- Completing building repairs and updating exhibits is in line with the goals of the strategic plan.

Discussion about the 2025 Budget and recommendations for the 2026 Budget.

2025 Museum Budget Update		Dated: November 5, 2025		
Revenue:	Budgeted	Actual	Difference	2026
	Donations	\$ 1,500.00	\$ 969.54	\$ 1,200.00
	Books	\$ 300.00	\$ -	\$ 200.00
	Gifts/Shirts	\$ 1,950.00	\$ 1,058.00	\$ 1,500.00
	Candy/Drinks	\$ 3,000.00	\$ 647.50	\$ 1,000.00
	Special Events	\$ 2,400.00	\$ 2,208.20	\$ 2,400.00
		\$ 9,150.00	\$ 4,883.24	\$ (4,266.76)
Expenses:	Budgeted	Actual	Difference	
	Salary/Benefits (all staff)	\$ 44,135.00	\$ 30,654.71	
To Reserve	\$ 4,000.00	\$ 4,000.00		\$ 4,000.00
Staff Development	\$ 500.00	\$ 35.56		\$ 500.00
Structural/Other	\$ 3,500.00	\$ 2,924.72		\$ 3,500.00
Hydro	\$ 1,000.00	\$ 824.38		\$ 1,000.00
Telephone	\$ 800.00	\$ 694.20		\$ 800.00
Janitorial/Maintenance	\$ 500.00	\$ 153.19		\$ 500.00
Insurance	\$ 2,500.00	\$ 2,299.32		\$ 2,500.00
Brochures/Advertising	\$ 500.00	\$ -		\$ 300.00
Office Supplies	\$ 500.00	\$ 951.88		\$ 1,000.00
Special Events	\$ 1,500.00	\$ 1,219.86		\$ 1,500.00
Candy/Drinks	\$ 1,000.00	\$ 491.13		\$ 500.00
Merchandise/Gifts/Shirts	\$ 3,500.00	\$ 2,638.39		\$ 2,000.00
Store Supplies - Display	\$ 250.00	\$ 88.70		\$ 250.00
Books	\$ 500.00	\$ 85.00		\$ 250.00
Programming	\$ 700.00	\$ 254.46		\$ 500.00
Yard Maintenance	\$ 1,000.00	\$ 3,073.45		\$ 2,000.00
	\$ 66,385.00	\$ 50,388.95	\$ (15,996.05)	\$ 21,100.00
Revenues		\$ 4,883.24		
Expenses		\$ 50,388.95		

MOTION NUMBER 2025-42

Moved by: Mary Heasman

Seconded by: Steve Kirkey

THAT the Nipissing Township Museum 2026 Budget request be approved and be forwarded to Council for inclusion in the 2026 Municipal Budget. **Carried.**

MOTION NUMBER 2025-43

Moved by: Mary Heasman

Seconded by: Steve Kirkey

THAT the Board meeting is hereby adjourned at 6:55 p.m. Next meeting will be held Wednesday March 4, 2024 at 6:00 p.m. **Carried.**

Chairperson:

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.



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

Number: R2025-

Moved by

Seconded by

That we pass By-Law No. 2025-33, being a by-law to confirm the proceedings of Council at its meeting held on November 18, 2025.

Read the first, second and third time and passed this 18th day of November, 2025.

For Against

YEMM
CHALAPENKO
FOOTE
KIRKEY
SCOTT

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: November 18, 2025

NUMBER: R2025-

Moved by

Seconded by

**That the statement of accounts dated:
October 25, 28, November 5, 8, and 13, 2025**

Totaling \$257,941.70 be approved.

For	Against
------------	----------------

YEMM	
CHALAPENKO	
FOOTE	
KIRKEY	
SCOTT	

Carried

Mayor: Dave Yemm