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Melinda Reith, Head, Clara & Maria

From: Crystal Fischer <hcminfocfischer@gmail.com>
Sent: Tuesday, April 3, 2018 11:14 AM
To: hcmclerkmreith@gmail.com
Subject: FW: Bridge- Deux Rivieres
Attachments: Deux Rivieres Bridges.pdf

fyi

From: HUMPHREY Mike -RE&SERVICES [<mailto:Mike.Humphrey@opg.com>]
Sent: April 3, 2018 9:51 AM
To: hcminfocfischer@gmail.com
Cc: BRYAN Nick -RE&SERVICES
Subject: Bridge- Deux Rivieres

Crystal,

Ontario Power Generation (OPG) has concerns about the condition of its bridge on Ferry Trail in Deux Rivieres. I have provided an aerial image of the bridge ("Bridge 1") so that you can see its exact location. These bridges were constructed in about 1961 to connect a Quebec logging operation to highway 17 by using a ferry. For some time after the logging operation ended a ferry continued to be operated by the Quebec ZEC's until about 2010. The access to this bridge has been blocked off from pedestrian and vehicle access since 2015. At this time OPG plans to have the bridge fully removed. Prior to undergoing this project we wanted to ensure that there was no interest from the Township of Head, Clara and Maria to assume this bridge?

If you have any question please don't hesitate to contact me at 613-433-9673 x 3393.

Thanks,

Mike Humphrey

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Melinda Reith, Head, Clara & Maria

From: AMO Communications <communicate@amo.on.ca>
Sent: Tuesday, March 27, 2018 4:34 PM
To: hmcclerkmreith@gmail.com
Subject: AMO Policy Update - One-Third Tax Free Exemption for Municipal Officials

March 27, 2018

One-Third Tax Free Exemption for Municipal Officials

In March 2017, the federal budget announced the government's intention to eliminate the one-third tax free exemption for municipal elected officials beginning in 2019. The 2018 federal budget delivered last month did not signal any change from that plan.

AMO's Board of Directors passed a resolution last June seeking the involvement of the Federation of Canadian Municipalities (FCM) on this matter. FCM has advised they have been raising this issue with federal officials over the past months but again, there have been no signs to suggest a change of plan for 2019.

While 2019 is nine months away, a municipal government may want to begin considering what course of action to take or at least to note it as a matter for the incoming council after the fall's municipal election.

AMO would also like to thank the 144 municipal treasurers who took part in our salary survey. Over 90% of survey respondents indicated their municipality uses the exemption. This information was provided to FCM in support of their advocacy efforts.

Here are some examples from the survey which illustrate the impact of this change in 2019:

- The cost increase for a central Ontario municipality with a council of nine and a population of 30,000 will be at least \$28,000.
- The cost increase for an eastern Ontario county council of seventeen and a population of 77,000 will be at least \$74,000.
- The cost increase for a southwestern Ontario municipality with a council of seven and a population of 24,000 will be at least \$14,000.

For almost half of Ontario's municipal governments, a one per cent property tax increase raises only \$50,000.

Also available for member municipal governments is 2017 survey results on council salaries. Use your AMO login to access the salary survey information available on the Dashboard. If you have forgotten your login details, please email amo@amo.on.ca.

PLEASE NOTE: AMO Breaking News will be broadcast to the member municipality's council, administrator, and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

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John Yakabuski, MPP
Renfrew-Nipissing-Pembroke

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March 26, 2018



Melinda Ruth
United Townships of Head, Clara and Maria
15 Township Hall Road
Stonecliffe, ON K0J 2K0

Dear Ms. Ruth:

I was very pleased to learn that the United Townships of Head, Clara and Maria's application for a Seniors Community Grant Program has received approval and that you have been approved to receive up to a maximum of \$11,860.00 to help seniors in your municipality stay connected, active and involved in their community. I would like to extend congratulations to everyone who contributed to the application.

If I can be of any assistance to you in this endeavor, I hope you will feel free to contact me. Also, if there were an opportunity to join you in announcing your grant or celebrating the project, I would certainly make every effort to be there with you.

I wish you every success with this project and I look forward to seeing the significant benefits it will undoubtedly provide to our community.

Sincerely,



John Yakabuski, M.P.P.
Renfrew-Nipissing-Pembroke



Ontario Provincial Police
Police provinciale de l'Ontario

News Release/ Communiqué

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FROM/DE: Upper Ottawa Valley OPP

DATE: April 11, 2018

OPP CHARGE 10 DRIVERS FOR FAILING TO YIELD TO PEDESTRIANS

Local road safety initiative held from March 23 – April 8, 2018

(PEMBROKE, ON) – Members of the Upper Ottawa Valley Detachment of the Ontario Provincial Police (OPP) conducted directed patrols from March 23 to April 8, 2018 to ensure drivers and cyclists were yielding to pedestrians at crossovers. During this local road safety initiative police charged 10 motorists with failing to yield to pedestrians at crossovers.

Drivers are reminded that in 2016 the Province of Ontario adopted a law to ensure pedestrians crossing roads are safe. The law states that vehicles must yield the right of way to pedestrians as they cross the whole roadway. The rules apply at pedestrian crossovers identified with specific signs, road markings and lights – the rules do not apply to pedestrian crosswalks at intersections with stop signs or traffic signals, unless a school crossing guard is present.

Although the directed patrol has concluded officers will continue to monitor crossovers and crosswalks throughout the detachment area to ensure the safety of pedestrians and all road users.

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Contact: Cst. Shawn Peever
Upper Ottawa Valley OPP Detachment
(613) 732-3332 - office
(613) 633-3294 - mobile

www.opp.ca

Twitter: @OPP_ER or @OPP_COMM_ER

(ORILLIA, ON) - The Ontario Provincial Police (OPP) has released their 2017 traffic data, noting increases in almost all fatality categories.

On the road:

A total of 343 people died on OPP-patrolled roads last year, marking a five-year high. By comparison, there were 307 deaths in 2016.

The OPP responded to 68,794 collisions last year, 304 of which were fatal. By comparison, there were 67,450 crashes in 2016 with 275 of the incidents resulting in fatalities.

Three of the Big Four fatality causal factor categories were up last year over the previous year:

Big Four	2017	2016
Inattentive-related:	83	64
Speed-related:	75	54
Seat belt-related:	49	45
Alcohol/drug-related:	46	47

Motorcycles:

Forty eight (48) motorcyclists died last year, marking the highest number of motorcycle deaths in ten years. Also marking a ten-year high are the 27 motorcyclists who were driving properly (not at fault) at the time of the collision. There were 36 motorcycle deaths in 2016.

Transport trucks:

Ninety one (91) people died in 76 collisions that involved a commercial transport truck, marking another ten-year high. By comparison, 77 people died in 66 fatal transport truck collisions in 2016. The driver of the transport truck accounted for 15 of last year's 91 fatalities, while 76 of the victims were in other vehicles involved (69), four (4) were pedestrians and three (3) were passengers in the transport truck.

Pedestrians:

Fewer pedestrian were killed last year with 27 deaths, compared to 39 deaths in 2016.

Snowmobilers:

Snowmobile fatalities reached an all-time record high in 2017, with 29 deaths. Excessive speed, loss of control and driver inattention led the list of primary causes. There were 16 snowmobile deaths in 2016.

Boaters/paddlers:

Marine (boating) fatalities reached an eight-year high with 31 people dying last year, compared to 23 deaths in 2016. With falling overboard being the lead contributing factor both years, the outcome could have been different for the 42 victims who were found not (or not properly) wearing a personal floatation device over the two-year period.

Off-road:

A total of 22 people died in off-road vehicle incidents last year which is the same number of deaths as in 2016. Approximately half of those who died over the two-year period were found not wearing a helmet.

"The OPP is saddened and disappointed to see 2017 mark one of the worst years in recent history for fatalities on and off the road. As is the case every year, the majority of these deaths were preventable and attributed to poor driving behaviours. Until all drivers respect and observe road, off-road and marine laws that are designed to keep us all safe, these tragic deaths will continue".

- Commissioner J.V.N. (Vince) HAWKES, Ontario Provincial Police

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Contacts by Region:

Highway Safety Division:	Sgt. Kerry Schmidt	Ph: (416) 460-4701
Central Region:	Sgt. Peter Leon	Ph: (705) 330-3713
East Region:	A/Sgt. Tina Hunt	Ph: (613) 296-4516
North West Region:	Sgt. Shelley Garr	Ph: (807) 473-2734
North East Region:	Sgt. Carlo Berardi	Ph: (705) 845-2738
West Region:	Sgt. Dave Rektor	Ph: (519) 429-0969

opp.ca

TWITTER: @OPP_NEWS

RISK CONSIDERATIONS

PUBLIC SECTOR | MARCH 2018

Biking & Pedestrian Trails

Throughout Canada, various government bodies and the medical community are consistently promoting a healthy lifestyle that includes recreational exercise. One of the best ways this can be achieved is by the general public being able to take advantage of the millions of kilometres of trail systems found across the country. While there is increased liability for a municipality to build and maintain a trail system, it is a great way for your community to stay active and to learn about nature.



TRAIL SYSTEMS HAVE BEEN IDENTIFIED AS FOLLOWS:

TRAILS THAT ARE NOT MAINTAINED

- Many trails exist in a rugged state and provide one-lane passage. These trails will be used primarily by hikers, are rarely or never groomed and have a surface of rock, mud, sand and other natural materials.

TRAILS THAT ARE PARTIALLY MAINTAINED

- Some trails maintained, yet remain in a rugged, primitive state. These trails are often suitable for one-lane passage and have frequent locations requiring reductions in speed and more care in maneuvering.

TRAILS THAT HAVE BEEN ALTERED

- Many trails have been developed for many uses. These "man altered" trails are generally wide and suitable for two-way passage. Many of these trails are developed for a particular use type including snowmobiling, ATV's, equestrian use, and others.

TRAILS THAT ARE MAN MADE

- Numerous trails that have been built are wide, often smooth and with few irregularities. Such trails have multiple uses and often include motorized vehicles. The trail usually consists of hard natural materials.

TRAILS THAT ARE MAN MADE AND HAVE MULTIPLE PURPOSES

- Many Parks and Recreation departments have built trails for use in their municipality. These trails are fully groomed and often paved or built with appropriate imported materials. These trails are wide, and usually have a wide variety of uses.

Though municipalities owe a duty of care for recreational trails, the Occupiers Liability Act requires that risks are reasonably marked for the user. To summarize, for recreational trails, a municipality has the duty to create a trail that is not dangerous or deliberately harm or damages the person or their property. They cannot act with reckless disregard. Municipalities are not, however held to the same overall standard of care for their municipal trails as they are for their roadways and sidewalks.

When designing and building a new trail system or expanding your trail system, it is recommended consideration be given to:

- Engaging your municipal neighbours - see how they are managing their trails. For example:
 - Do they already have a master trail plan in place?
 - Does the plan include a maintenance/inspection schedule?
 - What does their trail map tell the general public about their trail system?

- If you will be engaging a professional firm to help design the trail it is important that your municipality ensures:

- The firm carries the required insurance; and
- The trail is built to their specifications.
- What materials will be used, if any, to build the trail?
- Will it be natural ground with cleared trees and brush or crushed stone?
- If crushed stone, will it be maintained in the winter months?
- Will a bridge(s) need to be built? Will fencing/railings need to be installed to prevent users from entering into or falling into a hazardous condition?
- If motorized vehicles are not allowed do you want to erect bollards/fences to discourage the use of motorized vehicles?



If the trail system is multi purposed, which is the case for the majority of the trail systems across the country, the trail will need to be wide enough to accommodate the various users such as:

- Walkers/runners/bird watchers
- Cyclists, mountain bikers
- Cross country skiing/snow shoeing
- Motorized vehicles
- Equine activities
- Or a combination of pedestrian traffic, motorized vehicles and equine activities.

Currently there are no minimum legal standards for trail systems, just guidelines. When a municipality creates policies and procedures pertaining to their trail systems it is important that they can show they have adopted and followed the standards set by staff and/or members of council. Therefore, whether it is a new trail system, an existing trail system or expanding on an existing trail system, it is important to engage your staff. By doing this, you can gather their thoughts on how best to inspect and maintain the trails and discuss what is achievable before finalizing your policies and procedures. Consider the following:

- If motorized vehicles are going to be allowed, will these users be given access to the same sections as pedestrian traffic, or will they be restricted to certain areas? Whatever you decide, it needs to be managed from both a safety and maintenance perspectives.
- Will the trails and any parking areas leading to the trail systems be maintained during winter months?
- How often will staff be able to complete their inspections (e.g. spring and fall or once a year)?
- How will you maintain your trails? What timelines do you want to set for repairs, removing unsafe debris etc.?
- Will you inspect your trail system after a significant wind storm?
- Will you include a program to maintain and inspect trees, potentially prioritizing areas where trees are close to the path in areas where there is heavy traffic, regular pruning etc.?



- Will you have a system in place for the general public to let you know if there is an unsafe condition (e.g. a fallen tree on the path)? If yes and you are notified of an unsafe condition, how quickly can staff get out to fix/repair the unsafe condition?
- Are your policies and procedures realistic based on the availability of staff and the level of expertise required?
- How will you protect environmentally sensitive areas?

Once your municipality's policies and procedures have been written and approved the next step is to ensure your documentation can support your municipal inspections/maintenance program. In the event of a loss, the municipality will need to be able to demonstrate through documentation that your policies and procedures were being adhered to on a consistent basis. For example, depending on the type of loss your adjuster/legal counsel will require:

- Detailed checklists, inspection records, maintenance log books

- Confirmation that volunteers received the required training
- Copies of formal agreement with associations and land owners
- Certificate of insurance showing the municipality has been added as an Additional Insured

Signage is a very important risk mitigation tool. While the main purpose of a sign is to warn of the public of any hazards or inherent dangers, they can also be used to educate the public on the environment, plant life and wild life that can be found in the area where the trails are. You can use words or pictures to advise/warn the general public of:

- What is or is not allowed
- If the trail will be maintained during winter months
- What to expect - similar to road signs i.e. steep slopes, sharp turn or curve, marking the end of the trail onto a highway
- **Hazardous conditions or activities** (unusual, concealed dangers) i.e. sudden drop, fast moving waters especially in spring time, thin ice, motorized vehicles etc.

- If they are entering into an environmentally sensitive area
- Regulate speed
- The trail being segregated i.e. only certain sections allow the use of motorized vehicles or equine activities
- When creating signage consideration should be given to:
 - Location and height of the sign
 - Size of the sign, letter height and symbol size
 - Distance from sign to hazards

If any part of the trail includes travelling over private property, it is important an agreement is in place between the municipality and the landowner outlining each party's responsibilities and obligations. If a landowner has given consent to allow the general public to travel through their property, the landowner needs to agree that they will not act with "reckless disregard" as described above. The inspection and maintenance program should also include any private property that forms part of the trail system.

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We are quoted on the London Stock Exchange, have over 10,000 colleagues and own offices in 40 territories. Supported by the JLT International Network, we service clients in over 135 countries.

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CONTACT

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Vice President, Risk Manager

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If the trail is intended to be used by snowmobilers or ATV's it is recommended that the municipality work with the various associations to enter into formal agreements that will transfer the liability from the municipality to the association in the event the actions of one of their members cause a loss to the municipality. An insurance clause should form part of the agreement requiring the association to forward a Certificate of Insurance to the municipality annually. The certificate needs to confirm both the limit of insurance and add the municipality as an Additional Insured. An Indemnification Clause should also be inserted stating that the association is to indemnify and hold harmless the municipality, save and except any negligence or willful misconduct on the part of the municipality.

Trail systems can expand for great distances and because they are an important asset to any community, volunteers groups can be utilized to assist in the maintenance and inspections of a municipality's trail system. It is recommended that formal training sessions are created and offered on a regular basis, supervisors/leaders be assigned and that the proper gear is provided so that volunteers can safely perform their designated tasks i.e. gloves, reflective vests. Overall it is the municipality's responsibility to ensure the safety of their volunteers and even if a particular volunteer has many years' experience i.e. trimming trees with sharp objects, this should not form part of their allocated duties. If a volunteer is injured and they do not have access to benefits, their only recourse is to sue the municipality.

Please note that the content of this document is from a risk management perspective and for information purposes only. It should not be used as a substitute for the advice of suitably qualified legal counsel. No liability can attach to JLT Canada arising from the use or non-use of the information contained in this document.

As the warmer months near, the trail systems will be utilized more by those wishing to emerge from their winter hibernation. The spring is the best time of year to consider implementing some new procedures or re-evaluate your existing policies and processes to ensure everyone can enjoy the municipal trail system in a safe and considerate manner. When there is a clear understanding of roles and responsibilities, the municipal employees, volunteers and trail users will all benefit. Trails are a great way to enjoy the outdoors, learn about nature and exercise so it's good practice to encourage the public to utilize them by keeping the trails safe and functional.

Happy Trails.

Emergency Management Community of Practice Spring Freshet 2018 – Call #1

March 28, 2018, 10:30am

Introduction and Current Status – Ministry of Natural Resources and Forestry Pembroke District: Christina Davis

- Pembroke District Flood Status: no flood messages issued
- Neighbouring District Status:
 - North Bay: no flood messages issued
 - Bancroft: no flood messages issued
 - Kemptville: no flood messages issued

Weather Forecast and Update – Ministry of Natural Resources and Forestry Surface Water Monitoring Centre: Lak Ramanathan

- Over the next 5 days the nights will be colder and below zero and the days will be slightly above zero, no significant precipitation is expected

Dam Updates

- Ministry of Natural Resources and Forestry Pembroke District: Christina Davis
 - Balaclava Dam: no issues, monitoring, some dam operations
 - Lake Dore Dam: no issues, monitoring, some dam operations
- Ottawa River – Ottawa River Regulation Secretariat: Manon Lalonde
 - Over the winter levels and flows were in the normal range
 - Starting to see lower levels in some areas
 - There is slightly less snow in the western part of the basin, significantly less snow in the eastern part
 - Reservoirs in the north have been gradually drawn down over the past 3 months and is complete now
 - The drawdown at Des Joachims was completed in March
 - Reservoirs are ready to store run-off
 - Expecting conditions to be stable over the next few days
 - Are not starting daily assessments yet but will be reassessing in the near future
- Madawaska River – Ontario Power Generation: Marc Bisson
 - Snow pack in the upper part of the river (Bark Lake) is close to normal and in the lower part (Bancroft – Barrett Chute – Arnprior) snow pack is at 50% of normal

- The Bark Lake drawdown was close to target a few weeks ago and filled a bit with the melt at the end of February
- Bark Lake is passing inflows and this will continue
- Anticipate an increase in run-off over the next couple of days but nothing significant
- With the colder temperatures flows are being maintained and are 50% of normal for this time of year
- Levels at Barrett Chute are close to the bottom and ready for the freshet to begin
- Bonnechere River – Renfrew Power Generation Inc.: Shawn Cameron
 - Have been drawing Round Lake down since December and are now 6cm above the lower limit set out in the Bonnechere River Water Management Plan (BRWMP)
 - Added a log in at Round Lake to stay within the BRWMP limit
 - With the colder temperatures and the log in, Golden Lake water level has decreased back down to where it was before the February thaw
 - Lake Clear levels are below average
 - At Renfrew the flows are below average
 - Rivers are open, dams are thawed

Government Updates Affecting Renfrew County

- Office of the Fire Marshal and Emergency Management:
 - No update
- Ministry of Transportation: Dave Johnson
 - Nothing to report, no issues
- Ministry of Municipal Affairs/Ministry of Housing: Steve Seller
 - Nothing to report, no issues
- Renfrew County District Health Unit: Greg Kirke
 - Nothing to report, no issues

Municipal Updates

- County of Renfrew CEMC: Steve Osipenko
 - Nothing to report, no issues
- County of Renfrew Public Works:
 - No update

- City of Pembroke:
 - No update
- Pikwakanagan Reserve:
 - No update
- Lower Tier Municipalities
 - See Renfrew County and Municipality Resources Activity Spreadsheet

Questions/Information Requests

- Q: Is there any feedback about Municipal 511?
- A: It is simple enough to use and no issues

Update Renfrew County Flood Status

- No plans to issue a flood message at this time

Key Information Websites:

- Ministry of Natural Resources and Forestry Surface Water Monitoring Centre: www.ontario.ca/flooding
- Ottawa River Regulation Planning Board: www.ottawariver.ca/ (or call the 24hr toll free number 1-800-778-1246)
- Ontario Power Generation (Madawaska River/Ottawa River): www.opg.com
- Renfrew Power Generation (Bonnechere River) water levels and freshet: www.renfrewpg.ca/water-levels-flow-history
- Emergency Management Ontario: www.emergencymanagementontario.ca/english/home.html

National Health and Fitness Day 2018



HELP MAKE CANADA THE FITTEST NATION ON EARTH!

Sport leaders have a key role in this national initiative. Following the passage of the *National Health and Fitness Day Act* last year, more than 270 cities and towns across Canada have proclaimed the first Saturday in June as National Health and Fitness Day. This provides an opportunity for communities to mark the day with local events to celebrate and promote the use of indoor and outdoor sport and fitness facilities.

Let's inspire Canadians to become fitter and more active! Show you believe that by working together, we can increase the rates of physical activity across the generations and impact on population wellness. In 2018, National Health and Fitness Day is Saturday, June 3rd.

Communicate the date and plan to partner with recreation staff, healthy living specialists, sporting goods stores, private gyms and others and consider some of the following ideas:

1. Ask the Mayor to lead a community walk or fun run.
2. Organize and host events in local parks and schools – a scavenger hunt, nature walk, etc...
3. Organize community soccer and baseball games for all ages and abilities.
4. Encourage local sports groups and clubs to offer information sessions, or "try it" days.
5. Plan community fun fairs and use local parks to host multi-sport events for kids.

Check the new website <http://www.NHFDcan.ca/> (<http://www.NHFDcan.ca/>) to see if your community has proclaimed the day and plan to get involved to make it even more successful.

Spread the word! Help us engage all Canadians in National Health and Fitness Day 2018 via Twitter. #fittestnation







News

-  Prime Minister Launches Canada Service Corps (funding program) (/news/prime-minister-launches-canada-service-corps-funding-program)
-  F-P/T Priorities for Collaborative Action 2017-2022 - Steps towards Implementation (/news/f-pt-priorities-collaborative-action-2017-2022-steps-towards-implementation)
-  Sport Matters Group Submission to the Standing Committee on Finance Pre-Budget Consultations (/news/sport-matters-group-submission-standing-committee-finance-pre-budget-consultations)
-  Sport Matters Group Announces New Senior Leader (/news/sport-matters-group-announces-new-senior-leader)

More news 

Events

-  2018 Gold Coast Commonwealth Games (/events/2018-gold-coast-commonwealth-games)
-  PyeongChang 2018 Paralympic Games (/events/pyeongchang-2018-paralympic-games)
-  2018 PyeongChang Winter Olympics (/events/2018-pyeongchang-winter-olympics)
-  Ski Day on the Hill (/events/ski-day-hill-0)

More events 

Contact Us

Melinda Reith, Head, Clara & Maria

From: AMO Communications <communicate@amo.on.ca>
Sent: Wednesday, March 28, 2018 5:03 PM
To: hcmclerkmreith@gmail.com
Subject: AMO Policy Update - 2018 Provincial Budget

March 28, 2018

The 2018 Provincial Budget

Today the Honourable Charles Sousa, Minister of Finance, presented the 2018 Provincial Budget. As context, the budget projects a \$6.7 billion deficit for 2018. Deficits are also projected for 2019-20 (\$6.6 billion) and in 2020-21 (\$6.5 billion). Provincial revenues from income tax and the health premium are \$2.8 billion lower than projected.

These are the highlights of interest to municipal governments:

- **Upload Agreement:** The budget reaffirms the commitment to the upload agreement, which matures this year.
- **Connecting Links:** the fund is increased by \$5 million to \$30 million as planned for 2018-19.
- **Broadband:** the budget allocates \$500 million (new) over three years, further details on specific project funding is to come.
- **Public libraries:** \$28 million is provided over three years for digital library services. The Public Library Operating Grant is increased by \$51 million over 3 years.
- **Gasoline Tax for transit and OCIF:** previously planned program spending increases are included in the budget. The gas tax allocation for transit will increase from 2 cents to 4 cents by 2021-22. The OCIF will increase to \$300 million by 2018-19.
- **Community Transportation Grant Program:** provides \$40 million over three years to help municipalities and others in underserved areas.
- **Policing Grants:** remain stable at \$74.8 million.
- **Police Board training:** Officials confirm dollars will be set aside for the training of police service board members. Exactly how these dollars will be allocated has not been announced however this is an initial acknowledgement of a key ask of municipal governments following the passage of the *Safer Ontario Act, 2018*.
- **Property Taxation:** a number of adjustments are made to the property tax system including,
 - **Railway Right-of-Way:** further adjustments will continue related to the indexing of rates (an increase of \$7 per acre for 2018), the variance of rates (minimum of \$110 per acre), and will provide municipalities with the option to increase rates per acre on high-tonnage lines.
 - **Non-Profit Child Care in Schools:** these facilities will be exempted from taxation.
 - **Business Vacancy Rebate and Reduction:** the provincial education portion will be aligned with changes made by municipalities to ensure greater consistency.

- **Valuation Date:** for the next assessment update, the valuation date of January 1, 2019 will be used to provide better quality data. The rest of the process will remain the same.
- **Previous Announcements:** the budget reaffirmed previous government announcements from earlier this month. These include: \$1.2 billion for mental health and addiction services, \$2.2 billion for child care expansion, \$2.3 billion for income security reform, \$1.8 billion to expand services to those with developmental disabilities, \$1 billion to expand drug coverage for seniors, and \$1.3 billion for health care among other new initiatives.

AMO Contact:

Matthew Wilson, Senior Advisor, mwilson@amo.on.ca, 416-971-9856 ext. 323.

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Melinda Reith, Head, Clara & Maria

From: AMCTO <broadcasts@amcto.com>
Sent: Wednesday, March 28, 2018 5:14 PM
To: hcmclerkmreith@gmail.com
Subject: 2018 AMCTO Provincial Budget Update

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March 28, 2018

2018 AMCTO Provincial Budget Update



Ontario Budget Update

This afternoon Finance Minister Charles Sousa delivered Ontario's 2018 budget, *A Plan for Care and Opportunity*. This year's budget, which comes just over two months before the 2018 provincial election, is full of new spending commitments in human services, health, and childcare. The most significant new investments in the budget were:

- Free daycare for children aged two-and-a-half (beginning in 2020)
- \$1 billion of funding for a Senior's Healthy Home Program
- New funding for mental health and hospital operations
- A new Ontario Drug and Dental Program
- Expanding OHIP+ to all Ontarians over the age of 65

For local governments the budget contains few funding commitments or new initiatives. With the majority of new money dedicated to social programs and healthcare, the budget document primarily highlights historical spending and previous commitments to the municipal sector.

While AMCTO will continue to review the budget in greater depth over the coming days and weeks, below is a brief summary of some of the highlights of the budget for the municipal sector:

Fiscal Overview

Ontario's Ministry of Finance is forecasting 1.9 per cent average growth over the 2018-21 period, and a net debt-to-GDP ratio below its 2014–15 peak of 39.3 per cent—resuming its downward trend in 2022–23. Last year's budget was the government's first balanced budget following a series of deficits that reached \$19 billion at the height of the global recession in 2009. After one year of balance, the government is once again plunging the province back into deficit for the next six years by way of \$20.3 billion of new spending.

Infrastructure:

Following several years of budgets that contained significant new investments in infrastructure, transit, and housing, Budget 2018 primarily confirms previous infrastructure commitments, existing programs, and recent agreements, such as the bi-lateral agreement that the province recently signed with the Government of Canada. Other commitments:

- Budget 2018 allocates approximately \$800 million from the Trillium Trust in 2018–19 to continue supporting key infrastructure investments across the province, including the Ontario Community Infrastructure Fund and the Small Communities fund. The Trillium Trust is funded from proceeds of the sale of shares of Hydro One
- A new Community Transportation Grant Program that will provide \$40 million over five years to help municipalities, Indigenous communities, Indigenous-led organizations and not-for-profits improve travel options in areas that are not served or are underserved by public transit and intercommunity bus service
- Increasing Ontario Municipal Partnership Fund (OMPF) funding by an additional \$5 million in 2018 to a total OMPF envelope of \$510 (announced in previous budgets)
- Ontario Community Infrastructure Fund (OCIF) funding will increase to \$300 million per year by 2018–19 to support the construction and renewal of critical road, bridge, water and wastewater infrastructure (previously announced)
- In 2018–19 connecting links funding will increase by \$5 million to \$30 million, benefiting 22 municipalities (previously announced)
- An increase in the gas tax from 2 cents to 4 cents by 2021-22 (previously announced)

Broadband Infrastructure

- \$500 million over three years to expand broadband connectivity in rural and northern communities. This will include an investment of up to \$71 million towards improving cellular coverage in eastern Ontario, and up to \$20 million to Telesat to support a Low Earth Orbit (LEO) satellite constellation project

Regional Economic Development

- Additional investments of \$100 million over the next 10 years for the Southwestern Ontario Development Fund and the Eastern Ontario Development Fund

Public Library Funding:

- \$28 million over three years to create a provincial Digital Public Library that provides access to digital content
- An increase in the Public Library Operating Grant by \$51 million over three years

Cyber-security

- An additional \$64 million over three years to enhance existing cyber-security programs and practices (primarily at the provincial level)

Regional Transit Integration

- A commitment to undertake regional transit planning, including a new commitment to explore potential provincial ownership of the TTC and other regional transit assets
- A number of new initiatives around fare integration in the GTHA

Railway Right-of-Way Property Taxation

- Railway right-of-way property tax rates for 2018 will increase by approximately \$7 per acre for 2018
- The lowest property tax rates on mainline railway rights-of-way will be increase to a minimum of \$110 per acre in 2018
- Municipalities will have the option to increase rates per acre on high-tonnage rail lines based on a new adjusted tax rate schedule (Details of the schedule will be released in the spring)

- The Province will continue to freeze shortline railway property tax rates at 2016 levels

Airport Taxation

- Conducting a review of the current approach used to calculate payments in lieu of property tax (PILT) for municipalities that have airports and collect taxes under this method

Business Vacancy Rebate and Reduction Programs

- Beginning in 2019 the education portion of property taxes will be aligned with changes that municipalities have made under the vacancy rebate and reduction program to ensure that they are consistent

MPAC Large Business Property Advanced Disclosure Process

- For the 2021 taxation year the valuation date for MPAC's Advanced Disclosure process for complex and specialized business properties will be January 1, 2019

Other MPAC Property Tax Updates

- A commitment to reviewing the format of MPAC's requests for information to ensure that they are clear and reasonable and introducing amendments in the fall of 2018 to provide a framework for addressing non-compliance

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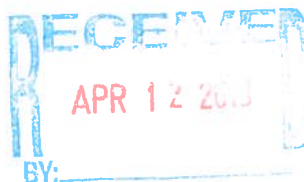
ERNIE HARDEMAN, M.P.P.

Oxford

March 26, 2018

~~Jim Gibson~~

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~~Dear Reeve Gibson,~~

I am writing to let you know that I recently introduced a private members' bill which would give municipalities the authority to decide whether or not they would be willing to receive a landfill. I have enclosed a copy for your information and comments. I believe municipalities should have a say in the location of something that would have such a lasting impact on their community.

As you know, today municipal governments can decide where a Tim Hortons should go, but they can't decide where something as significant as a landfill should go. That doesn't make sense.

Currently, only the Ministry of the Environment approves a new landfill, but Bill 16, *Respecting Municipal Authority Over Landfilling Sites*, would ensure that waste companies are required to have approval from the municipality as well before they can move forward with the landfill placement.

I know that this authority has been requested by a number of municipalities. The Mayor of Ingersoll requested this legislative change during a committee hearing on Bill 139 last fall at Queen's Park. Since then, nearly 30 municipalities have passed resolutions of support and another 150 municipal leaders have signed petitions to demand this right.

I would appreciate hearing your comments on the bill and any support you can offer. For your convenience I have enclosed a sample resolution of support.

Thank you for your consideration. As always please feel free to contact me if I can be of assistance.

Sincerely,

Ernie Hardeman, MPP
Oxford



Draft resolution

MUNICIPALITIES CALL ON PROVINCE FOR “RIGHT TO APPROVE” LANDFILL DEVELOPMENTS

WHEREAS municipal governments in Ontario do not have the right to approve landfill projects in their communities, but have authority for making decisions on all other types of development;

AND WHEREAS this out-dated policy allows private landfill operators to consult with local residents and municipal Councils, but essentially ignore them;

AND WHEREAS municipalities already have exclusive rights for approving casinos and nuclear waste facilities within their communities, AND FURTHER that the province has recognized the value of municipal approval for the siting of power generation facilities;

AND WHEREAS the recent report from Ontario’s Environmental Commissioner has found that Ontario has a garbage problem, particularly from Industrial, Commercial and Institutional (ICI) waste generated within the City of Toronto, where diversion rates are as low as 15%;

AND WHEREAS municipalities across Ontario are quietly being identified and targeted as potential landfill sites;

AND WHEREAS municipalities should be considered experts in waste management, as they are responsible for this within their own communities, and often have decades’ worth of in-house expertise in managing waste, recycling, and diversion programs;

AND WHEREAS municipalities should have the right to approve or reject these projects, and assess whether the potential economic benefits are of sufficient value to offset any negative impacts and environmental concerns;

THEREFORE BE IT RESOLVED THAT the **[INSERT NAME OF MUNICIPALITY]** supports *Bill 16, Respecting Municipal Authority Over Landfilling Sites Act* introduced by MPP Ernie Hardeman and calls upon the Government of Ontario, and all political parties, to formally grant municipalities the authority to approve landfill projects in or adjacent to their communities

AND FURTHER THAT the **[INSERT NAME OF MUNICIPALITY]** send copies of this resolution to MPP Ernie Hardeman and all municipalities.

Changing plastics strain recycling programs

By Lynn Desjardins | english@rcinet.ca

Wednesday 28 March, 2018 , 1 Comment ↓



Canada “among the most wasteful”

“Canada is among one of the most wasteful countries in the world,” says Ashley Wallis of Environmental Defence, and although we recycle, the changing nature of waste is making that difficult.



Ashley Wallis says there is no one-size-fits-all solution to recycling in Canada. (Environmental Defence)

Listen

Total waste disposal amounted to more than 25 million tonnes in 2014. Many Canadians can place recyclable materials at the curb and have it picked up by their municipalities. But recycling programs were designed 30 years ago at a time when there was a lot of newspaper, glass and cans filling those recycling bins.

Some plastics can compromise recycling process

These items had value and municipalities could make money selling them to offset the cost of picking them up. But there is now less of

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that material and much more plastic which presents two problems, according to Wallis.

"Not all plastics are recyclable. And then...there's a lot of new plastics which are being introduced on a fairly regular basis which are complicated and, as a consumer or resident, you might not be able to identify whether this new plastic should be going in your recycling bin or...in your garbage bin.

"And if you put it in your recycling bin and it's not actually recyclable it becomes a contaminant and it can actually compromise the entire recycling process."



There used to be more newsprint in recycling boxes and other materials which could be sold to offset the cost of collection.

Businesses made responsible in B.C.

There is no one-size-fits-all solution in Canada. Waste is managed by provincial and municipal authorities and rules may differ across the country. Consumers could contact their municipality to try to sort out which plastics are recyclable but that could be complicated and more effort than most people would make.

Another solution is to make businesses responsible for recycling the packaging of their products. This is the rule in the western province of British Columbia. There are several jurisdictions where manufacturers share the cost of recycling.

Firm targets needed, says environmentalist

Wallis says it would be helpful for other provinces to make businesses shoulder the cost of recycling their packaging and, at the

same time, the federal government should set one target for the whole country as to what percentage of waste should be recycled.

It appears the Canadian government will raise the issue of plastic waste in marine environments at the G7 meeting it will host in June 2018. Wallis hopes that will result in a firm target or goal for the recovery of plastic waste and not simply an aspirational statement.

Meanwhile, choose wisely

In the meantime, she adds, consumers can help by not using bottled water, straws or one-time use plastic bags, and by preferring products packaged in glass, cardboard, cans or other materials that are more easily recycled.



Tagged with: Canada, contamination, plastics, recycling

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