



**The Corporation of the City of Temiskaming Shores
Regular Meeting of Council
Tuesday, April 16, 2024 – 6:00 p.m.
City Hall – Council Chambers – 325 Farr Drive**

Agenda

1. **Land Acknowledgement**

2. **Call to Order**

3. **Roll Call**

4. **Review of Revisions or Deletions to Agenda**

5. **Approval of Agenda**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that City Council approves the agenda as printed / amended.

6. **Disclosure of Pecuniary Interest and General Nature**

7. Public Meetings pursuant to the Planning Act, Municipal Act and other Statutes

- a) Zoning By-law Amendment (ZBA-2024-01)

Owner/ Applicant: RK Breau Holdings Inc.

Subject Land: 195 Roland Road

Purpose of the application: Site-specific amendment to amend the R4-18 zone provisions to permit the construction of a Duplex Dwelling (2 units), to replace the building containing a rental office and to increase the number of permitted units from 18 to 20.

8. Review and Adoption of Council Minutes

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that City Council approves the following minutes as printed:

- a) Regular Council Meeting – March 19, 2024; and
b) Committee of the Whole Meeting – April 2, 2024.

9. Presentations / Delegations

None

10. Correspondence/ Communications

- a) Norma Hughes, Chair/ Mike McArthur, Chair – Walkathon, Community Living Temiskaming South

Re: 52nd Annual Walkathon, 2024-03-19

Reference: Received for Information

- b) John Knifton, Managing Partner – JK Development GP² Limited

Re: Application to Purchase Municipal Land, 2024-02-12

Reference: Referred to the Municipal Clerk to process in accordance with Land Disposition By-law No. 2015-160

- c) Wayne Redekop, Mayor – Town of Fort Erie

Re: Resolution of Support - Architectural Conservancy Ontario - Request Provincial Government to Amend Deadline of Subsection 27(16), Ontario Heritage Act, 2024-03-22

Reference: Received for Information

- d) Timiskaming Health Unit

Re: Sociodemographic Data for the Timiskaming Health Unit, and Board of Health Briefing Note

Reference: Received for Information

- e) Kevin Narraway, Sr. Manager of Legislative Services/ Deputy Clerk - Town of Whitby

Re: Resolution of Support - Ontario Energy Board's Decision to end the Gas Pipeline Subsidy, 2024-03-25

Reference: Received for Information

- f) Sasha Helmky-Playter, Clerk/Director of Legislative Services - Township of Clearview

Re: Resolution of Support - Endorsement of Bill C-63 The Online Harms Act in the House of Commons, 2024-03-27

Reference: Received for information

- g) The Honourable Prabmeet Singh Sarkaria – Minister of Transportation
Re: 2023-24 Gas Tax Program, 2024-03-15
Reference: By-law Agreement presented under Section 15 – By-laws
- h) Town of Shelburne
Re: Resolution of Support - Eradicate all forms of racism, 2024-03-26
Reference: Received for Information
- i) Chris Gauthier, City Clerk - City of Brantford,
Re: Resolution of Support - Home Heating Sustainability, 2024-03-28
Reference: Received for Information
- j) Amberly Spilman, Deputy Clerk/ Lottery Licensing Officer – Town of Kirkland Lake
Re: Resolution of Support – Exotic Animals, 2024-04-05
Reference: Received for Information
- k) Federation of Northern Ontario Municipalities (FONOM)
Re: Proclamation Request – Hope Air Day (June 7, 2024), 2024-04-08
Reference: Proclamation presented under Section 14 - New Business for Council Consideration
- l) Rebecca Hunt, Library CEO - Temiskaming Shores Public Library
Re: Collaborative approach to homelessness
Reference: Received for Information

- m) Bernie Derible, Deputy Minister and Commissioner of Emergency Management

Re: Ontario's Provincial Emergency Management Strategy and Action Plan: 2023 Annual Report, 2024-04-09

Reference: Received for Information

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores agrees to deal with Communications Items 10 a) through m) in accordance with agenda references.

11. Committees of Council – Community and Regional

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that the following minutes be accepted for information:

- a) Minutes from the New Liskeard Business Improvement Area Board of Management meeting held on March 11, 2024;
- b) Minutes from the Temiskaming Shores Public Library Board meeting held on February 28, 2023; and
- c) Minutes from the Temiskaming Health Unit Board of Health meeting held on March 6, 2024, and on March 25, 2024.

12. Reports by Members of Council

13. Notice of Motions

14. New Business

- a) **Township of Perry – Resolution of Support to Amend Blue Box Regulation for ‘Ineligible’ Sources (Correspondence from the March 19, 2024 Regular Council Meeting)**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas Council for the Township of Perry adopted a resolution requesting support to amend the Blue Box Regulation for ‘Ineligible’ Sources, at their regular meeting of Council on February 21, 2024; and

Whereas under Ontario Regulation 391/21: Blue Box producers are fully accountable and financially responsible for their products and packaging once they reach their end of life and are disposed of, for ‘eligible’ sources only; and Whereas ‘ineligible’ sources which producers are not responsible for include businesses, places of worship, daycares, campgrounds, public-facing and internal areas of municipal-owned buildings, and not-for-profit organizations, such as shelters and food banks; and

Whereas should a municipality continue to provide services to the ‘ineligible’ sources, the municipality will be required to oversee the collection, transportation, and processing of the recycling, assuming 100% of the costs.

Be it resolved that Council for the City of Temiskaming Shores support the Township of Perry’s request that the province amend Ontario Regulation 391/21: Blue Box, so producers are responsible for the end-of-life management of recycling products from all sources; and

Further that a copy of this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; the Honourable Andrea Khanjin, Minister of the Environment, Conservation, and Parks; John Vanthof, MPP Timiskaming-Cochrane, and to the Township of Perry.

- b) **County of Lambton - Resolution of Support for the responsibility of and costs associated with the continued construction, operation, and maintenance of major municipally-owned highways (Correspondence from the March 19, 2024 Regular Council Meeting)**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas Council for the County of Lambton adopted a resolution requesting support for the responsibility of and costs associated with the continued construction, operation, and maintenance of major municipally-owned highways, at their regular meeting of Council on February 7, 2024; and

Whereas the Province of Ontario has agreed to assume responsibility for the Gardiner Expressway and the Don Valley Parkway from the City of Toronto, which will be uploaded to the Province of Ontario; and

Whereas like the City of Toronto, all municipalities in the Province of Ontario are experiencing significant financial and budgetary pressures including those related to infrastructure development, maintenance and repairs, and are seeking reasonable solutions to address the same while balancing their financial books; and

Whereas the uploading of municipal highway infrastructure to the Province of Ontario or, alternatively, appropriately increasing the Ontario Community Infrastructure Fund to Ontario municipalities will assist municipalities in addressing such financial challenges.

Be it resolved that Council for the City of Temiskaming Shores hereby supports the County of Lambton's request that the Province of Ontario:

- i. upload from local municipalities the responsibility of and costs associated with the continued construction, operation, and maintenance of major municipally-owned highways throughout the Province of Ontario to the Ontario Ministry of Transportation; or
- ii. Alternatively, if uploading is not the preferred option of the Province and/or local municipality, to appropriately increase the Ontario Community Infrastructure Fund to municipalities so as to fairly and equitably allocate resources to Ontario municipalities;

And further that a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Prabmeet Singh Sarkaria, Minister of Transportation; John Vanthof, MPP Timiskaming-Cochrane; the Association of Municipalities of Ontario, and the County of Lambton.

c) **City of Quinte West – Resolution of Support for Housing Funding (Correspondence from the March 19, 2024 Regular Council Meeting)**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas Council for the City of Quinte West adopted a resolution requesting support for Housing Funding, at their regular meeting of Council on March 6, 2024.

Be it resolved that Council for the City of Temiskaming Shores supports the City of Quinte West's call on the Federal Government to re-evaluate their lack of funding for municipalities with a population of less than 50,000 in rural Ontario and to make available funding for infrastructure programs to help build infrastructure to help build much-needed new homes; and

Further that the Province of Ontario be asked to invest more than the currently allocated \$200M into their Housing Enabling Water Systems Fund; and

Further that this resolution be circulated to The Right Honourable Justin Trudeau, Prime Minister of Canada; the Honourable Sean Fraser, Federal Minister of Housing, Infrastructure and Communities; the Honourable Doug Ford, Premier of Ontario; the Honourable Kinga Surma, Minister of Infrastructure; the Honourable Paul Calandra, Minister of Municipal Affairs and Housing; John Vanthof, MPP Timiskaming-Cochrane, and the City of Quinte West.

d) **FONOM Proclamation – Hope Air Day on June 7, 2024 (Correspondence Item No. 10. I)**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas access to healthcare is a fundamental right for all citizens, regardless of their geographic location; and

Whereas Hope Air, a charitable organization, has been tirelessly dedicated to providing access to healthcare by facilitating free flights and other services for patients living in rural and under-served communities in Ontario, ensuring they can receive vital medical treatment regardless of distance or financial means; and

Whereas Hope Air has been instrumental in bridging the gap between smaller communities and hospitals far from home, reducing the barriers that often prevent individuals from reaching medical care; and

Whereas the impact of Hope Air extends beyond the individual patients served, positively affecting families, communities, and the healthcare system as a whole by promoting wellness and reducing the burden of untreated medical conditions; and

Whereas the compassion, dedication, and commitment demonstrated by Hope Air and its volunteers embody the spirit of community and the belief in the inherent value of every individual's well-being.

Be it resolved that Council for the City of Temiskaming Shores hereby proclaims June 7th, 2024, as "Hope Air Day" in the City of Temiskaming Shores, in recognition of the invaluable contributions made by Hope Air to the health and well-being of individuals in Ontario's remote and rural communities; and

That Council asks citizens to join in celebrating Hope Air Day and to reflect on the significance of ensuring equitable access to healthcare for all members of our society, to reaffirm our commitment to supporting initiatives that promote health equity and extend our gratitude to Hope Air for their unwavering dedication to serving those in need.

e) **Amendment to Council Meeting Schedule**

Draft Resolution

Moved by: Councillor

Seconded by: Councillor Foley

Whereas Council adopted Resolution No. 2023-348 at the October 17, 2023 Regular Council meeting establishing a meeting schedule from January 2024 to July 2024; and

Whereas Mayor Laferriere, and Councillors Pelletier-Lavigne, Whalen and Wilson will not be in attendance for the scheduled May 7, 2024 Committee of the Whole meeting, as they will be attending the Federation of Northern Ontario Municipalities (FONOM) Conference in Sudbury.

Now therefore be it resolved that Council for the City of Temiskaming Shores hereby agrees to reschedule the May 7, 2024 Committee of the Whole meeting to April 30, 2024 at 3:00 p.m.

f) **Proclamation – Bi-Annual Proclamation Schedule**Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Whereas at the February 6, 2024 Committee of the Whole meeting, Council approved the development of a bi-annual proclamation schedule.

Be it resolved that Council for the City of Temiskaming Shores hereby proclaims the following days in the City of Temiskaming Shores:

National Drowning Prevention Week	July 21-27, 2024
International Overdose Awareness Day	August 31, 2024
Terry Fox Run	September 15, 2024
Franco-Ontarian Day	September 25, 2024
National Day for Truth and Reconciliation and Orange Shirt Day	September 30, 2024
Fire Prevention Week	October 6-12, 2024
Local Government Week	October 14-18, 2024
Falls Prevention Month	Month of November
Indigenous Veterans Day	November 8, 2024
Veterans Week	November 5-11, 2024
Elimination of Violence Against Women	November 25, 2024

And further that Council of the City of Temiskaming Shores respectfully acknowledges the importance of honouring these days in the City of Temiskaming Shores:

Canada Day	July 1, 2024
Civic Holiday	August 5, 2024
Labour Day	September 2, 2024
Thanksgiving	October 14, 2024
Remembrance Day	November 11, 2024
Christmas Day	December 25, 2024
Boxing Day	December 26, 2024

g) Administrative Report No. RS-008-2024 - Ball Diamond Equipment Purchase

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report RS-008-2024; and

That Council provides the Director of Recreation with the delegated authority to enter into an agreement with Turf Care Products Canada Ltd for the supply of one (1) Toro SandPro 2040Z in the amount of \$22,766 plus applicable taxes.

15. By-Laws

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that:

By-law No. 2024-037 Being a by-law to amend By-law No. 2020-118 to Authorize the Execution of the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream – Amendment No. 1

By-law No. 2024-038 Being a by-law to authorize an agreement with York1 Remediation LP, for construction services related to the placement of final cover at the closed Haileybury Landfill Site

By-law No. 2024-039 Being a by-law to authorize an agreement with Blanchfield Roofing Company Limited for the replacement of the McCamus Well Building Roof

By-law No. 2024-040 Being a by-law to authorize the execution of a Memorandum of Understanding between The Corporation of the City of Temiskaming Shores and One Light Diversity Centre to provide settlement support, welcoming events and community integration services for newcomers to the Temiskaming Shores region

- | | |
|---------------------|--|
| By-law No. 2024-041 | Being a by-law to amend By-law No. 2022-185 to appoint community representatives to various Committees and Boards for the 2022-2026 Term of Council (Temiskaming Shores Public Library Board) |
| By-law No. 2024-042 | Being a by-law to adopt an Asset Management Plan (Phase 2) for the City of Temiskaming Shores |
| By-law No. 2024-043 | Being a by-law to authorize the execution of a funding agreement between His Majesty the King in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario related to funding provided by the Province under the Dedicated Gas Tax Funds for Public Transportation Program - 2024 |

be hereby introduced and given first, second and third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

16. Schedule of Council Meetings

- a) Committee of the Whole – April 30, 2024 starting at 3:00 p.m.
- b) Regular Council Meeting – May 21, 2024 starting at 6:00 p.m.

17. Question and Answer Period

18. Closed Session

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council agrees to convene in Closed Session at _____ p.m. to discuss the following matters:

- a) Adoption of the March 19, 2024 and April 2, 2024 Closed Session Minutes; and
- b) Under Section 239 (3.1) 1. The meeting is held for the purpose of educating or training the members: Council Training Session (Training Presentation from the Integrity Commissioner).

19. Confirming By-law

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that By-law No. **2024-044** being a by-law to confirm certain proceedings of Council of The Corporation of the City of Temiskaming Shores for its Committee of the Whole Meeting held on April 2, 2024, and for its Regular meeting held on April 16, 2024, be hereby introduced and given first, second, third and final reading; and be signed by the Mayor and Clerk and the Corporate Seal affixed thereto.

20. Adjournment

Draft Resolution

Moved by: Councillor

Seconded by: Councillor

Be it resolved that Council hereby adjourns its meeting at _____ p.m.

Public Meeting – Zoning By-law Amendment



Zoning By-law Amendment

Application No.: ZBA-2024-01

Owner/ Agent: RK Breau Holdings

Subject Land:

- Northwest corner of Roland Road and Raymond Street
- Plan M-275T Lot 1 and part of Lot 2
- 54R-6002 Parts 1 and 3

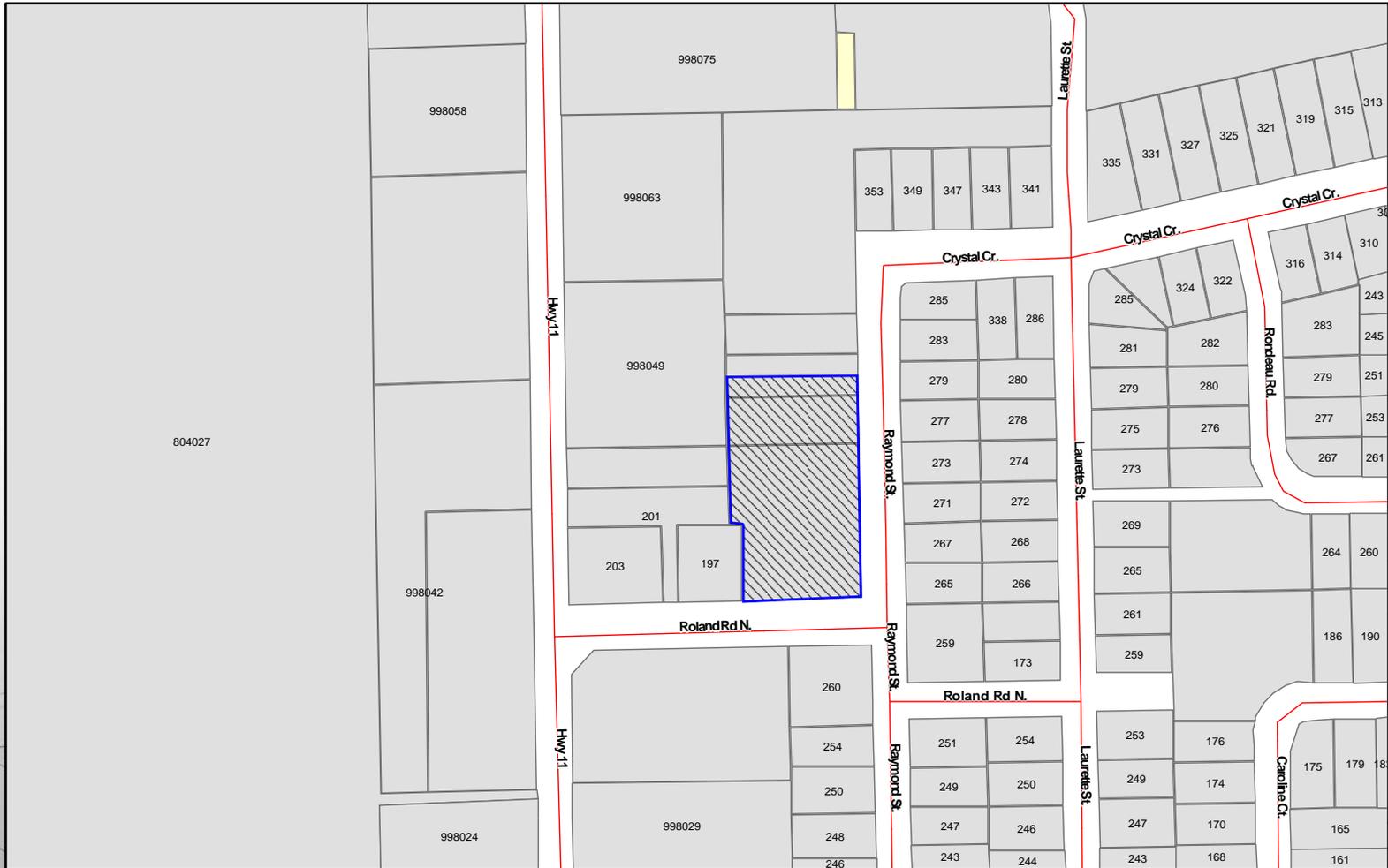
Public Meeting – Zoning By-law Amendment



Purpose of the Amendment

- Site-specific amendment to amend the R4-18 zone provisions to permit the construction of a Duplex Dwelling (2 units) to replace the building containing a rental office and to increase the number of permitted units from 18 to 20.

Public Meeting – Zoning By-law Amendment









Official Plan Designation

- Designated Mixed Use Areas
 - May include a mix of industrial, commercial and institutional uses, associated accessory uses and public service facilities and residential uses compatible with a Mixed Use Area:
 - All uses will be appropriately zoned;
 - All uses will be subject to site plan control



Current Zoning

- High Density Residential with Exception (R4-18)
 - Permitted uses:
 - 3 dwelling, street townhouse buildings (combined total of 18 units)
 - A building containing a rental office and amenities that can be considered generally incidental and accessory to the main residential use of the property.

Public Meeting – Zoning By-law Amendment



Proposed Zoning

- High Density Residential Exception (R4-18)
 - Permit the the construction of a Duplex Dwelling (2 units) to replace the building containing a rental office and to increase the number of permitted units from 18 to 20.

Public Meeting – Zoning By-law Amendment



Additional Information

- Traffic Impacts
 - Property is located within MTO permit control area around Highway 11/Roland Rd intersection (395m) so application circulated to MTO for comments
- Site plan control will apply to this development



The Corporation of the City of Temiskaming Shores
Regular Meeting of Council
Tuesday, March 19, 2024 – 6:00 p.m.
City Hall – Council Chambers – 325 Farr Drive

Minutes

1. Land Acknowledgement

We acknowledge that we live, work, and gather on the traditional and unceded Territory of the Algonquin People, specifically the Timiskaming First Nation.

We recognize the presence of the Timiskaming First Nation in our community since time immemorial and honour their long history of welcoming many Nations to this beautiful territory and uphold and uplift their voice and values.

2. Call to Order

The meeting was called to order by Mayor Laferriere at 6:00 p.m.

3. Roll Call

Council: Mayor Jeff Laferriere; Councillors Jesse Foley (Virtual), Melanie Ducharme (Virtual), Ian Graydon, Nadia Pelletier-Lavigne, Danny Whalen, and Mark Wilson

Present: Amy Vickery, City Manager
Logan Belanger, Municipal Clerk
Shelly Zubyck, Director of Corporate Services
Mathew Bahm, Director of Recreation
Brad Hearn, Information Systems & Technology
Steve Burnett, Manager of Environmental Services
Mitch McCrank, Manager of Transportation Services
Steve Langford, Fire Chief
Stephanie Leveille, Treasurer

Regrets: N/A

Media: 2

Delegates: Amar Lad - Team Lead, Mobility Planning with TYLIN

Members of 4
the Public:

4. Review of Revisions or Deletions to Agenda

None

5. Approval of Agenda

Resolution No. 2024-102

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that City Council approves the agenda as printed.

Carried

6. Disclosure of Pecuniary Interest and General Nature

Councillor Ian Graydon disclosed a Declaration of Conflict of Interest on Section 15) By-Law No. 2024-027 being a by-law to authorize the entering into a Lease Agreement with the Community Choir for the rental of space at the Lawrence “Bun” Eckensviller Community Hall, as his wife is a member of the Choir.

7. Public Meetings pursuant to the Planning Act, Municipal Act and other Statutes

None

8. Review and Adoption of Council Minutes

Resolution No. 2024-103

Moved by: Councillor Wilson

Seconded by: Councillor Graydon

Be it resolved that City Council approves the following minutes as printed:

- a) Regular Council Meeting – February 20, 2024; and
- b) Committee of the Whole Meeting – March 5, 2024.

Carried

9. Presentations / Delegations

- a) Amar Lad - Team Lead, Mobility Planning with TYLIN

Re: City of Temiskaming Shores Downtown Cores Mobility Study

Amar Lad - Team Lead, Mobility Planning with TYLIN, utilizing PowerPoint provided a presentation regarding the development of the City's Downtown Cores Mobility Study, to help give direction to create and improve opportunities to connect people to businesses and community spaces in the City, by balancing the needs of all modes of transportation.

The goals of the Study included providing the best transportation service for all users; accommodating land use and urban design; incorporating active travel; providing implementation feasibility; providing an estimated cost of construction, and a phasing strategy. Mr. Lad reviewed the project timeline; the consultation process, provided an overview of complete streets and Vision Zero principles; completed a review of policies and design guidelines; provided an overview of existing transportation network gaps and opportunities, and baseline traffic analysis; followed by a description of the proposed implementation phases (i.e. Phase 1: Minor / Partial Improvements and Phase 2: Major / Full Improvements), including cost estimates and potential funding sources, most notably the Green Municipal Fund. Mr. Lad completed the presentation by reviewing next steps (i.e. Council endorsement of the Plan, finalizing Plan documentation and publication of a notice of completion), as well as a review of additional considerations.

Mayor Laferriere thanked Mr. Lad for the presentation, and invited questions from members of Council. Councillor Whalen discussed considerations regarding the recommendation to align transit service with the ONTC train service (once operational), as the hours of operations may not align. Councillor Ducharme inquired about winter maintenance and snow removal with the addition of proposed design elements for Complete Streets.

Resolution No. 2024-104

Moved by: Councillor Graydon

Seconded by: Councillor Whalen

Be it resolved that Council for the City of Temiskaming Shores hereby acknowledges receipt of the City of Temiskaming Shores Downtown Cores Mobility Study presentation.

Carried

10. Correspondence/ Communications

- a) Claire Hendrikx, Temiskaming Shores Public Library Board Member

Re: Letter of Resignation, 2024-02-05

Reference: Accepts the resignation letter as submitted

- b) Eastlink

Re: Request for Permission to Conduct Door-Knocking Campaign, 2024-02-12

Reference: Received for Information

- c) Earlton Timiskaming Regional Airport Authority

Re: December 2023, January 2024, and February 2024 Financials

Reference: Received for Information

- d) Erika Luoma, Fund and Volunteer Coordinator – North Region Autism Ontario

Re: Celebration of World Autism Awareness Day – April 2, 2024

Reference: Proclamation presented under Section 14. New Business for Council Consideration

- e) Beth Morton, Clerk-Administrator – Township of Perry

Re: Request to the Province to Amend Blue Box Regulation for 'Ineligible' Sources, 2024-02-26

Reference: Received for Information

Note: Councillor Wilson requested this item be returned for Council consideration

- f) Olivia Leger, Clerk/County Solicitor – Lambton County

Re: Responsibility of and costs associated with the continued construction, operation, and maintenance of major municipally-owned highways, 2024-02-23

Reference: Received for information

Note: Councillor Wilson requested this item be returned for Council consideration

- g) Timiskaming Health Unit

Re: Community Safety and Well-Being Committee, Six Month Report

Reference: Received for Information

- h) Timiskaming Health Unit

Re: Porcupine Health Unit and the Timiskaming Health Unit Merger Community Update, 2024-02-29

Reference: Received for Information

- i) Nicole Martin, CAO/Clerk - Township of Amaranth

Re: Highway 413, 2024-02-23

Reference: Received for Information

- j) Josh Machesney, City Clerk - City of Quinte West

Re: Housing Funding, 2024-02-02

Reference: Received for Information

Note: Councillor Wilson requested this item be returned for Council consideration

k) Timiskaming Health Unit

Re: Report to the Board of Health Year-End Report – January to December 2023

Reference: Received for Information

l) Timiskaming Health Unit

Re: Board of Health Briefing Note - Endorsement of Public Health Sudbury & Districts Letter on Household Food Insecurity

Reference: Received for Information

Resolution No. 2024-105

Moved by: Councillor Wilson

Seconded by: Councillor Graydon

Be it resolved that the Council for the City of Temiskaming Shores agrees to deal with Communications Items 10 a) though l) in accordance with agenda references.

Carried

11. Committees of Council – Community and Regional

Resolution No. 2024-106

Moved by: Councillor Whalen

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that the following minutes be accepted for information:

- a) Minutes from the District of Timiskaming Social Services Administration Board meeting held on January 17, 2024;
- b) Minutes from the Earlton Timiskaming Regional Airport Authority meeting held on November 16, 2023 and January 18, 2024; and
- c) Minutes from the Temiskaming Shores Public Library Board meeting held on November 22, 2023; and
- d) Minutes from the Timiskaming Health Unit Board of Health meeting held on January 31, 2024.

Carried

12. Reports by Members of Council

Councillor Whalen updated that the Temiskaming Shores Development Corporation held their first meeting, and Tricia Anderson was elected as Chair and Councillor Mark Wilson as Vice-Chair for the Committee.

13. Notice of Motions

None

14. New Business

- a) **Prince Edward County Resolution of Support – Expand the life span of fire apparatus (Correspondence from the February 20, 2024 Regular Council Meeting)**

Resolution No. 2024-107

Moved by: Councillor Graydon

Seconded by: Councillor Whalen

Whereas Council for Price Edward County adopted a resolution requesting support to expand the life span of fire apparatus, at their regular meeting of Council on January 16, 2024; and

Whereas fire Apparatus is governed by industry best practices, the application of law and recognized industry partners, including the Ontario Fire Service Section 21 Guidance Notes, National Fire Protection Association Standards, The Occupational Health and Safety Act, and the Fire Underwriters Survey (FUS); and

Whereas the Fire Underwriters Survey (FUS) is a provider of data, underwriting, risk management and legal/regulatory services focusing on community fire protection and fire prevention systems in Canada, establishing apparatus replacement schedules based on safety and risk mitigation practices; and

Whereas no provincial funding is available for new fire trucks, yet small and rural municipalities must meet the same standards set by the FUS as larger municipalities for fire equipment, including additional pressure to move fire trucks out when they reach a specific age, even though they can still meet the safety regulations.

Be it resolved that Council for The Corporation of the City of Temiskaming Shores hereby supports Prince Edward County's request to the FUS for the creation of a new community fire-protection and fire prevention insurance

system that does not put all municipalities under the same umbrella, with distinct categories for rural and urban municipalities; and

That a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable David Piccini, Minister of Labour, Immigration, Training and Skills Development; and the Honourable Paul Calandra, Minister of Municipal Affairs and Housing; and

Further that a copy of this resolution be sent to the Federation of Canadian Municipalities (FCM), The Association of Municipalities Ontario (AMO), and Prince Edward County.

Carried

- b) **Federation of Northern Ontario Municipalities (FONOM) Resolution of Support - Amendment to the Occupational Health and Safety Act to Clarify the Definition of Employer (Correspondence from the February 20, 2024 Regular Council Meeting)**

Resolution No. 2024-108

Moved by: Councillor Whalen

Seconded by: Councillor Graydon

Whereas many municipalities in Ontario have seen an increase to their insurance rates due to Joint and Several Liability; and

Whereas in 2015 the City of Greater Sudbury (the "City") entered into a contract with a contractor experienced in road construction projects to complete a project on Elgin Street in the City's downtown core; and

Whereas the contract provided that the contractor would be the constructor for the project as that term is defined in the Occupational Health and Safety Act (the "Act"); and

Whereas an employee of the constructor operating a grader on the project struck and killed a pedestrian; and

Whereas the City was charged with offences under the Act as the constructor and the employer; and

Whereas after being acquitted at trial and on appeal, the Ontario Court of Appeal, in a decision issued on April 23, 2021, found the City to be liable for contraventions of the Construction Regulations as an employer as it employed quality control inspectors to monitor the quality of work on the project from time-to-time; and

Whereas the Supreme Court of Canada, in a decision issued on November 10, 2023, was evenly divided 4-4 on the issue resulting in dismissal of the City's appeal; and

Whereas the consequence of this decision is that municipalities in Ontario, as well as all other owners of property in the province, who wish to undertake construction, are subject to being charged and convicted as an employer for offences in relation to project sites for which they have no control and have, in accordance with the Act, contracted with an entity to assume plenary oversight and authority over the work on such site as the constructor; and

Whereas the potential of an owner being charged as an employer as that term is defined in the Act in circumstances where it has engaged a constructor disregards and renders meaningless the owner-constructor provisions contained in the Act and presents an unacceptable level of increased risk and confusion for owners and contractors throughout the province; and

Whereas the City of Temiskaming Shores believes that the safety of workers is paramount; however, the safety of workers on construction projects in Ontario is not increased by placing liability on parties that do not have control of and are not responsible for the conduct of the work on such sites.

Be it resolved that Council for the City of Temiskaming Shores requests the province amend the Occupational Health and Safety Act to clarify the definition of "employer" to exclude owners that have contracted with a constructor for a project; and

Further that this resolution be provided to the Honourable Doug Ford, Premier of Ontario; the Honourable David Piccini, Minister of Labour, Immigration, Training and Skills Development; the Honourable Paul Calandra, Minister of Municipal Affairs and Housing; France Gelin, MPP for Nickel Belt; Jamie West, MPP for Sudbury; the Association of Municipalities of Ontario; the Federation of Northern Ontario Municipalities; Ontario's Big City Mayors, Mayors and Regional Chairs of Ontario, Northern Ontario Large Urban Mayors; the Council of Ontario Construction Associations; the Ontario Chamber of Commerce, and the Clerk of the City of Greater Sudbury.

Carried

c) **Proclamation - April 2, 2024 World Autism Awareness Day (Correspondence Item No. 10 d.)**

Resolution No. 2024-109

Moved by: Councillor Wilson

Seconded by: Councillor Pelletier-Lavigne

Whereas in 2008, The United Nations General Assembly unanimously declared April 2nd as World Autism Awareness Day — an annual opportunity for a dedicated conversation about autism spectrum disorder (ASD); and

Whereas in 2012, Canadian Parliament passed the World Autism Awareness Day Act recognizing April 2nd as World Autism Awareness Day; and

Whereas Autism Spectrum Disorder affects more than 135,000 Ontarians on the autism spectrum, and ASD is now recognized as the most common neurological disorder affecting 1 in every 66 children, as well as their friends, family and community; and

Whereas ASD is a spectrum disorder, which means it not only manifests itself differently in every individual in whom it appears, but its characteristics will change over the life of each individual. A child with ASD will become an adult with ASD; and

Whereas Autism Ontario and its chapters share common goals of providing information and education, supporting research, advocating for programs and services for the autism community, and is dedicated to increasing public awareness about autism and the day-to-day issues faced by individuals with autism, their families, and the professionals with whom they interact; and

Whereas this year's campaign initiative is Celebrate the Spectrum to unite families, schools, communities, businesses, government, and professionals in recognizing World Autism Awareness Day, by celebrating people on the autism spectrum and bringing to light the systemic barriers that must be removed to create a more supportive and inclusive Ontario.

Be it resolved that Council for the City of Temiskaming Shores hereby proclaims April 2, 2024 as "World Autism Awareness Day" in the City of Temiskaming Shores.

Carried

d) **Memo No. 011-2024-CS - Treasurer’s 2023 – Statement of Remuneration**

Resolution No. 2024-110

Moved by: Councillor Graydon

Seconded by: Councillor Whalen

Whereas Section 284 (1) of the Municipal Act, 2001 states that the Treasurer of a municipality shall in each year, on or before March 31, provide to the Council of the municipality an itemized statement of remuneration and expenses paid in the previous year to each member of Council and to each person, other than a member of Council, appointed by the municipality to serve as a member of any body, including a local board, in respect of his or her services as a member of the body.

Now therefore be it resolved that Council acknowledges receipt Memo No. 011-2024-CS; and the 2023 Statement of Remuneration and Expenses as submitted by the Treasurer; and

That a copy of this statement be posted on the City’s website and advertised in the City Bulletin.

Carried

15. By-Laws

Councilor Ian Graydon declared a conflict of interest on the following By-Law; therefore, did not participate in the discussion or voting of Resolution No. 2024-111.

Resolution No. 2024-111

Moved by: Councillor Whalen

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that:

By-law No. 2024-027 Being a by-law to authorize the entering into a Lease Agreement with the Community Choir for the rental of space at the Lawrence “Bun” Eckensviller Community Hall

be hereby introduced and given first, second and third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

Carried

Resolution No. 2024-112

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that:

- | | |
|---------------------|--|
| By-law No. 2024-021 | Being a by-law to enter into an agreement with Timmins Kenworth Ltd. for the purchase of one (1) Kenworth Triaxle Truck |
| By-law No. 2024-022 | Being a by-law to enter into an agreement with Macnab Transit Sales Corp. for the purchase of a used Coach Transit Shuttle Bus |
| By-law No. 2024-023 | Being a by-law to authorize an agreement with D.M. Wills Associates Limited for professional engineering services to provide annual monitoring at the New Liskeard and Haileybury Landfill Sites |
| By-law No. 2024-024 | Being a by-law to enter into an agreement with Miller Paving Limited for the 2024 Roadway Rehabilitation Program |
| By-law No. 2024-025 | Being a by-law to amend By-law No. 2015-128 as amended, to establish a system for the Collection and Disposal of Garbage, Recyclables and other refuse – Free Tipping Fee Voucher Program |
| By-law No. 2024-026 | Being a by-law to amend By-law No. 2023-113 to authorize entering into a funding agreement with the Federation of Canadian Municipalities (FCM) under the Green Municipal Fund (GMF) to establish a roadmap to net zero emissions for eight municipal buildings in the City of Temiskaming Shores – Amendment No. 1: Addition of six municipal buildings |
| By-law No. 2024-028 | Being a by-law to authorize an agreement with Roger A. Rivard and Son Ltd. O/A Rivard Bros. Ltd., for the replacement of the Niven Reservoir Roof |
| By-law No. 2024-029 | Being a by-law to authorize an agreement with Temiskaming Power Sports Inc. for the lease of the New Liskeard Marina, for the operation of a marina and power sports store |

- By-law No. 2024-030 Being a by-law to authorize the execution of a Memorandum of Understanding and Operating Agreement with the Town of Cobalt for Transit Services “Temiskaming Transit”
- By-law No. 2024-031 Being a by-law of the Corporation of the City of Temiskaming Shores to authorize the borrowing upon serial debentures in the principal amount of \$330,215.29 towards the cost of snow blower attachments
- By-law No. 2024-032 Being a By-law of the Corporation of the City of Temiskaming Shores to authorize the borrowing upon serial debentures in the principal amount of \$522,631.56 towards the cost of ICI water meters
- By-law No. 2024-033 Being a by-law of the Corporation of the City of Temiskaming Shores to authorize the borrowing upon serial debentures in the principal amount of \$920,506.66 towards the cost of the New Liskeard Landfill Site
- By-law No. 2024-034 Being a by-law to authorize the entering into a Lease Agreement with the Haileybury Family Health Team for the rental of space at the Haileybury Medical Centre
- By-law No. 2024-035 Being a by-law to authorize the Sale of Land being 468 Georgina Avenue (PLAN M13NB BLK O LOT 1 LOT 2 PCL 1866NND FIRE HALL) 5418-030-003-02400

be hereby introduced and given first, second and third and final reading, be signed by the Mayor and Clerk and the corporate seal affixed thereto.

Carried

16. Schedule of Council Meetings

- a) Committee of the Whole – April 2, 2024 starting at 3:00 p.m.
- b) Regular Council Meeting – April 16, 2024 starting at 6:00 p.m.

17. Question and Answer Period

None

18. Closed Session

Resolution No. 2024-113

Moved by: Councillor Whalen

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council agrees to convene in Closed Session at 7:40 p.m. to discuss the following matters:

- a) Adoption of the February 20, 2024 and March 5, 2024 Closed Session Minutes; and
- b) Under Section 239(2)(b) of the Municipal Act, 2001 – Personal matter (identifiable individual) – HR Update.

Carried

Resolution No. 2024-114

Moved by: Councillor Foley

Seconded by: Councillor Ducharme

Be it resolved that Council agrees to rise with report from Closed Session at 7:46 p.m.

Carried

Matters from Closed Session

Adoption of the February 20, 2024 and March 5, 2024 Closed Session Minutes

Resolution No. 2024-115

Moved by: Councillor Pelletier-Lavigne

Seconded by: Councillor Ducharme

Be it resolved that Council approves the following as printed:

- a) Closed Session Minutes from the February 20, 2024 Regular Council meeting, and the Closed Session Minutes from the March 5, 2024 Committee of the Whole meeting.

Carried

Under Section 239(2)(b) of the Municipal Act, 2001 – Personal matter (identifiable individual) – HR Update

Staff provided Council with an update in Closed Session.

19. Confirming By-law

Resolution No. 2024-116

Moved by: Councillor Foley

Seconded by: Councillor Ducharme

Be it resolved that By-law No. **2024-036** being a by-law to confirm certain proceedings of Council of The Corporation of the City of Temiskaming Shores for its Committee of the Whole Meeting held on March 5, 2024, and for its Regular meeting held on March 19, 2024, be hereby introduced and given first, second, third and final reading; and be signed by the Mayor and Clerk and the Corporate Seal affixed thereto.

Carried

20. Adjournment

Resolution No. 2024-117

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council hereby adjourns its meeting at 7:48 p.m.

Carried

Mayor

Clerk



**The Corporation of the City of Temiskaming Shores
Committee of the Whole
Tuesday, April 2, 2024 – 3:00 p.m.
City Hall – Council Chambers – 325 Farr Drive**

Minutes

1. Land Acknowledgement

We acknowledge that we live, work, and gather on the traditional and unceded Territory of the Algonquin People, specifically the Timiskaming First Nation.

We recognize the presence of the Timiskaming First Nation in our community since time immemorial and honour their long history of welcoming many Nations to this beautiful territory and uphold and uplift their voice and values.

2. Call to Order

The meeting was called to order by Mayor Laferriere at 3:00 p.m.

3. Roll Call

Council: Mayor Jeff Laferriere; Councillors Melanie Ducharme, Ian Graydon, Nadia Pelletier-Lavigne, Danny Whalen, and Mark Wilson

Present: Logan Belanger, Municipal Clerk
Shelly Zubyck, Director of Corporate Services
Mathew Bahm, Director of Recreation Services
James Franks, Economic Development Coordinator
Jeremie Latour, Engineering Technologist
Steve Langford, Fire Chief
Steve Burnett, Manager of Environmental Services
Mitch McCrank, Manager of Transportation Services
Stephanie Levielle, Treasurer

Regrets: Councillor Jesse Foley

Media: 2
Delegates: N/A
Members of
the Public: N/A

4. Review of Revisions or Deletions to the Agenda

None

5. Approval of the Agenda

Resolution No. 2024-118

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that City Council approves the agenda as printed.

Carried

6. Disclosure of Pecuniary Interest and General Nature

None

7. Public Meetings Pursuant to the Planning Act, Municipal Act, and Other Statutes

None

8. Public Works

a) Delegations/Communications

1. Jeremie Latour, Engineering Technologist – City of Temiskaming Shores

Re: Presentation of 2024 Phase 2 Asset Management Plan

Jeremie Latour, Engineering Technologist, utilizing PowerPoint, presented an overview of the 2024 Phase 2 Municipal Asset Management Plan. The presentation included a regulatory overview related to plan timelines; a description of the assets added to the plan (expanded from core assets to all

assets), a summary of replacement costs by category, a review of the state of City assets, as well as the overall grade assignment, along with a general review of the analysis of each asset category to determine the state of the infrastructure. Mr. Latour concluded the presentation by providing examples of Cities that provide open portal data on municipal websites for public viewing; an option that the City may wish to consider in the future.

The Mayor thanked Mr. Latour for the presentation, and invited questions from Members of Council.

Councillor Pelletier-Lavigne requested an overview of the report card charts/ associated ratings, as well as the risk analytics outlined in the plan. Mr. Latour reviewed the charts to provide clarification on the percentage allocated for the asset report cards, and the associated risk levels.

Councillor Whalen commented that the Municipal Asset Management Plan will be an important piece for future funding applications, and inquired if a Committee should be established for the implementation of the plan.

Resolution No. 2024-119

Moved by: Councillor Wilson

Seconded by: Councillor Ducharme

Be it resolved that Council for the City of Temiskaming Shores hereby acknowledges receipt of the City of Temiskaming Shores 2024 Asset Management Plan presentation; and

Further that Council directs staff to prepare the necessary by-law to adopt the 2024 Asset Management Plan, for consideration at the April 16, 2024 Regular Council Meeting.

Carried

b) Administrative Reports

1. Memo No. 011-2024-PW – Investing in Canada Infrastructure Program – Transit Update

Resolution No. 2024-120

Moved by: Councillor Whalen

Seconded by: Councillor Graydon

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 011-2024-PW; and

That Council directs staff to prepare the necessary by-law to amend By-law No. 2020-118, for the execution of the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream, to extend the allowable construction end date and to update the project description and other clarification changes, for consideration at the April 16, 2024 Regular Council Meeting.

Carried

2. **Memo No. 012-2024-PW – Albert Street Project – 2024 Contract Change Order for Contract Administration Services with EXP Services Inc.**

Resolution No. 2024-121

Moved by: Councillor Wilson

Seconded by: Councillor Ducharme

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 012-2024-PW; and

That Council approves Change Order No. 1 of \$12,000, plus applicable taxes to the agreement with EXP Services Inc. related to project costs for the Albert Street Project - Contract Administrations Services, as authorized by By-law No. 2023-069, resulting in a revised contract value of \$151,820, plus applicable taxes.

Carried

3. **Memo No. 013-2024-PW – Environmental Services Operations Update**

Resolution No. 2024-122

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 013-2024-PW, regarding the Environmental Services Operations Update for information purposes.

Carried

4. Administrative Report No. PW-011-2024 – Request for Proposal Award – Haileybury Landfill Closure

Resolution No. 2024-123

Moved by: Councillor Wilson

Seconded by: Councillor Graydon

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. PW-011-2024; and

That Council hereby directs staff to prepare the necessary by-law to enter into an agreement with York1 Remediation LP for construction services related to the placement of final cover at the closed Haileybury Landfill Site, in the amount of \$ 565,925.00 plus applicable taxes, for consideration at the April 16, 2024 Regular Council Meeting.

Carried

c) New Business

None

9. Recreation Services

a) Delegations/Communications

None

b) Administrative Reports

1. Memo No. 008-2024-RS – Planet Youth Timiskaming

Resolution No. 2024-124

Moved by: Councillor Pelletier-Lavigne

Seconded by: Councillor Graydon

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 008-2024-RS, regarding Planet Youth Timiskaming for information purposes.

Carried

2. Memo No. 009-2024-RS – Ontario Northland Transportation Commission (ONTC) Agency Agreement

Resolution No. 2024-125

Moved by: Councillor Wilson

Seconded by: Councillor Ducharme

Whereas at the February 20, 2024 Regular Council Meeting, Council adopted Resolution No. 2024-072 to authorize the termination of the Ontario Northland Transportation Commission (ONTC) Agency Agreement, for an ONTC Agency at the Pool and Fitness Centre, effective March 22, 2024; and

Whereas the ONTC requested the termination date be revised to May 6, 2024, to limit the service disruption while transitioning to the new service location.

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 009-2024-RS, and

That Council hereby confirms the revised May 6, 2024 termination date related to the Ontario Northland Transportation Commission (ONTC) Agreement for an ONTC Agency at the Pool and Fitness Centre.

Carried

3. Memo No. 010-2024-RS – Recreation Operations Update – April 2024

Resolution No. 2024-126

Moved by: Councillor Graydon

Seconded by: Councillor Whalen

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 010-2024-RS, regarding the Recreation Operations Update for the Month of April 2024 for information purposes.

Carried

4. Administrative Report No. RS-007-2024 – McCamus Well Roof Replacement RFQ Award

Resolution No. 2024-127

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. RS-007-2024; and

That Council directs staff to prepare the necessary by-law to enter into an agreement with Blanchfield Roofing Company Limited for the replacement of the McCamus Well Building Roof in the amount of \$42,600.00 plus applicable taxes, for consideration at the April 16, 2024, Regular Council meeting.

Carried

c) New Business

None

10. Fire Services

a) Delegations/Communications

None

b) Administrative Reports

1. Fire Activity Report – March 2024

Resolution No. 2024-128

Moved by: Councillor Wilson

Seconded by: Councillor Ducarme

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of the Fire Activity Report for the month of March 2024, for information purposes.

Carried

2. Administrative Report No. PPP-004-2024 – Appointment of Volunteer Firefighter

Resolution No. 2024-129

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report PPP-004-2024; and

That Council hereby appoints Eric Leveille as Volunteer Firefighter to the Temiskaming Shores Fire Department, in accordance with the Recruitment and Retention Program.

Carried

c) New Business

None

11. Corporate Services

a) Delegations/Communications

None

b) Administrative Reports

1. Memo No. 012-2024-CS – Animal Services Update

Resolution No. 2024-130

Moved by: Councillor Whalen

Seconded by: Councillor Graydon

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 012-2024-CS, regarding an Animal Services update for information purposes.

Carried

2. Memo No. 013-2024-CS – Transition from Section 10 Board to OPP Detachment Board

Resolution No. 2024-131

Moved by: Councillor Wilson

Seconded by: Councillor Ducharme

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 013-2024-CS;

That Council hereby appoints Mayor Jeff Laferriere and Councillor Danny Whalen as Council Representatives, and Monique Chartrand as Community Appointee on the newly formed OPP Detachment Board for Temiskaming Shores for the remainder of the Council term, following receipt of a police record check; and

Further that Council directs staff to proceed with the recruitment of an additional Community Appointee as set out on the Community Safety and Policing Act, 2019 (CSPA); Section 33.

Carried

3. Memo No. 014-2024-CS – Temiskaming Foundation Sponsorship Request – Horne Granite Little Rocks

Resolution No. 2024-132

Moved by: Councillor Graydon

Seconded by: Councillor Whalen

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 014-2024-CS; and

That Council for the City of Temiskaming Shores approves the request from the Horne Granite Little Rocks, and agrees to sponsor funding applications to the Temiskaming Foundation – Community Fund in the amount of \$3,000, and to the Temiskaming Foundation – For Kids Sake Fund in the amount of \$3,000, to purchase equipment to help expand the Little Rocks program.

Carried

4. Memo No. 015-2024-CS – Temiskaming Foundation Sponsorship Request – Temiskaming Shores Soccer Club

Resolution No. 2024-133

Moved by: Councillor Wilson

Seconded by: Councillor Ducharme

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Memo No. 015-2024-CS; and

That Council for the City of Temiskaming Shores approves the request from the Temiskaming Shores Soccer Club, and agrees to sponsor the funding application to the Temiskaming Foundation – For Kids Sake Fund in the amount of \$3,000, to purchase equipment for the program.

Carried

5. Administrative Report No. CS-009-2024 – One Light Diversity Centre Agreement

Resolution No. 2024-134

Moved by: Councillor Graydon

Seconded by: Councillor Whalen

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-009-2024; and

That Council directs staff to prepare the necessary By-law to enter into a memorandum of understanding with the One Light Diversity Centre to provide settlement support, welcoming events and community integration services for newcomers to the Temiskaming Shores region, for consideration at the April 16, 2024 Regular Council meeting.

Carried

6. Administrative Report No. CS-010-2024 – Sale of Municipal Property – Three Vacant Lots on Albert Street

Resolution No. 2024-135

Moved by: Councillor Wilson

Seconded by: Councillor Ducharme

Be it resolved that Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report No. CS-010-2024;

That Council directs staff to continue with the disposition of municipal land, being three vacant lots described as PLAN M30NB LOTS 73 74 75 PCLS 6163 7724 14655SST, in accordance with the City's Disposition of Land By-law No. 2015-160; and

Further that Council directs staff to order a survey to legally describe the lands in order prepare an Offer of Purchase and Sale Agreement between the City of Temiskaming Shores as Vendor, and Yvon Champoux Inc. as Purchaser, in the amount of \$33,000 plus taxes (if applicable), plus all associated costs (legal, registration, survey, administration, etc.), in accordance with By-law No. 2015-160, for consideration at a future Regular Council meeting.

Carried

c) New Business

None

12. Schedule of Council Meetings

- a) Regular Council Meeting – April 16, 2024 starting at 6:00 p.m.
- b) Committee of the Whole – May 7, 2024 starting at 3:00 p.m.

13. Closed Session

Resolution No. 2024-136

Moved by: Councillor Graydon
Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council agrees to convene in Closed Session at 4:40 p.m. to discuss the following matters:

- a) Under Section 239(2)(b) of the Municipal Act, 2001 – Personal matter (identifiable individual) – Temiskaming Shores Public Library Board Applications for Seat Vacancy.

Carried

Resolution No. 2024-137

Moved by: Councillor Graydon
Seconded by: Councillor Whalen

Be it resolved that Council agrees to rise with report from Closed Session at 4:44 p.m.

Carried

Matters from Closed Session

Under Section 239(2)(b) of the Municipal Act, 2001 – Personal matter (identifiable individual) – Temiskaming Shores Public Library Board Applications for Seat Vacancy

Resolution No. 2024-138

Moved by: Councillor Ducharme

Seconded by: Councillor Wilson

Be it resolved that Council directs staff to prepare the necessary by-law to appoint Jule Booth to the Temiskaming Shores Public Library Board for consideration at the April 16, 2024 Regular Council Meeting.

Carried

14. Adjournment

Resolution No. 2024-139

Moved by: Councillor Graydon

Seconded by: Councillor Pelletier-Lavigne

Be it resolved that Council hereby adjourns its meeting at 4:45 p.m.

Carried

Mayor

Clerk

March 12, 2024

Dear Supporter:

We are excited to be back after a very long, four-year hiatus!!! Plans are well underway for our 52nd Annual Walkathon, which will be held on Saturday May 4th, 2024 with our Kick-Off Breakfast, at Riverside Place.

"JOIN THE JOURNEY – WALKING FOR INCLUSIVITY - An approach where groups or individuals with different abilities and backgrounds are welcomed, culturally and socially accepted, and treated equally. Engaging with each person as an individual. A sense of belonging that is respectful of people for who they are.

At times we don't even realize how fortunate we are when we don't have the same restrictions or barriers as others. Our goal for "Walking for inclusivity" is to attempt to shorten the gap for the individuals supported by Community Living Temiskaming South. Our goal is to use funds raised to purchase adaptive recreational equipment.

This is our only fundraiser, which we have depended on for many years and are thrilled to be bringing it back. All donations are appreciated; for donations of \$500.00 or more will be recognized on our Corporate Listings as well as in all media advertising. In addition, you also receive a charitable receipt for your full donation amount.

On behalf of the individuals in our community with an intellectual disability we thank you for any assistance you can provide to Walkathon 2024.

Yours truly,



Norma Hughes
Chair
Walkathon 2024



Mike McArthur
Chair
Walkathon 2024

*In support of people who have an intellectual disability
A l'appui des personnes ayant une déficience intellectuelle*

Rue 513 Amwell Street,
Box / C.P. 1149,
Haileybury, ON P0J 1K0

t. 705 672 2000
f. 705 672 2722
communitylivingts@clts.ca



March 13, 2024

Ms. Shelly Zubyck
Director of Corporate Services/CEMC
City of Temiskaming Shores
Temiskaming Shores Ontario

Re; 129 Davidson Drive, former Public School project, New Liskeard, ON, Application to acquire Municipal Lands, Dymond Crescent, New Liskeard, ON

Dear Ms. Zubyck

Thank you for the support and information that you have provided us so far to date on our proposed apartment building project located at 129 Davidson Drive, in New Liskeard.

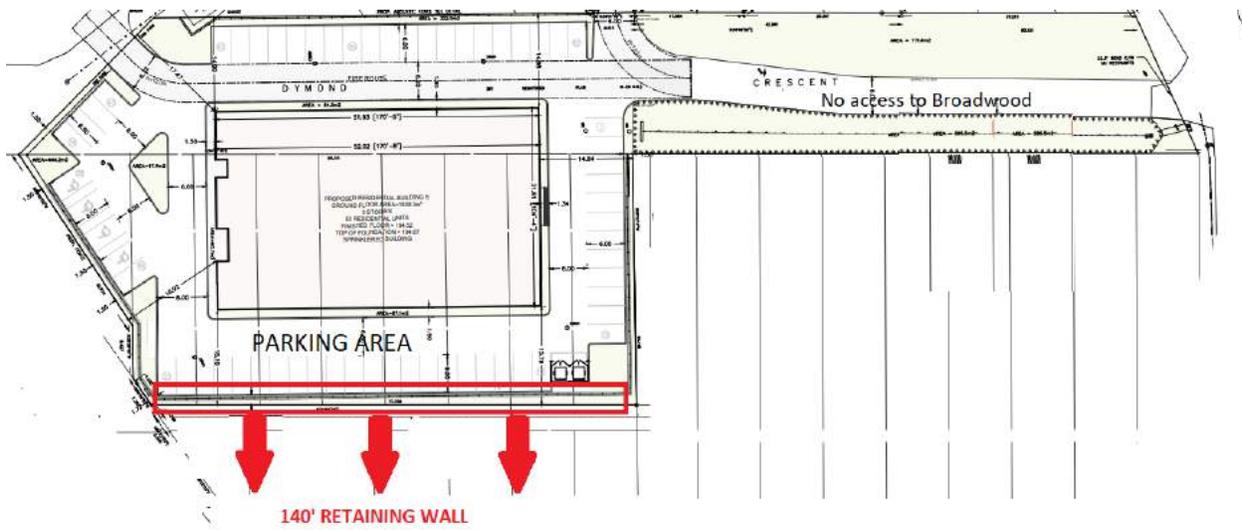
Pursuant to our Teams application for Site Plan Approval submitted to your attention on March 9, 2024, please be advised of the following.

On March 21, 2023, we made an application to the Municipality to purchase lands known as the Dymond portion of Dymond Crescent, which is the area of land between the former Catholic School École Catholique Paradis-des-Petits and the former playground area of the same school, in relation to our proposed development of a 53 unit apartment complex on the same lands. The application to acquire the southerly portion of the Dymond Crescent road allowance was necessary to accommodate the parking requirements of the project in order to join the Davidson school site and the apartment site on the former playground area of the property.

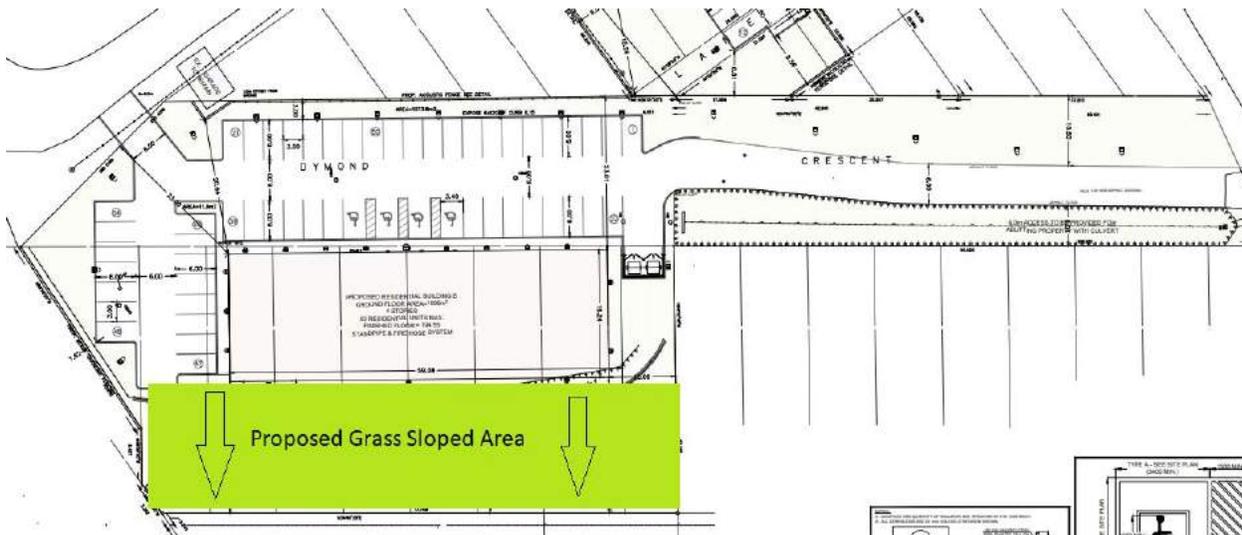
In the past year, much has happened to improve the project to help make it work from a planning and development perspective. After conducting a civil engineering study, of our original plan, it was determined that a significant slope that exists to the south east of the property adjacent to Northdale Manor and rising up to meet the elevation point of the proposed project on the former playground posed a significant challenge of having to construct a massive retaining wall directly east of the proposed building. The retaining wall, which would have had a significant height to it of possibly up to 20 feet, could have been a hazard, and would have needed a safety railing on top, and could have posed a dangerous situation for vehicles and pedestrians that could potentially be near it, as the wall was holding up the parking lot of the proposed building, and our civil engineering company told us that it would have a very significant cost associated with its design and construction. Additionally, the wall would have been esthetically not pleasing from Lakeshore Rd, the Towns main approach to downtown New Liskeard.

At the same time, on December 19 of 2023, we made an application to the Municipality for a zoning bylaw amendment to change the Zoning of the site from CF to R4, with some conditions. During the ZBA process we agreed to provide access to the site from Broadwood Ave (subject to acquiring Dymond Crescent) as well as accommodating request from Northdale Manor with a driveway for its shuttle bus service and providing pathway for future residents to a transit stop at the corner of Dymond Crescent and Maple Street, just to the north.

Original Plan below (March 2023) shows parking behind the building with Retaining Wall down to Northdale Manor. The Red Arrows show the potential area of the steep retaining wall.



As an alternative to having to construct this retaining wall, a new site plan was created to move the building back from the top of the slope, move the parking to the front of the building, closer to Davidson Drive, that resulted in our Engineers being able to eliminate the retaining wall and create a gentle slope of a grassed area, to the east of the proposed building as shown in the plan below.

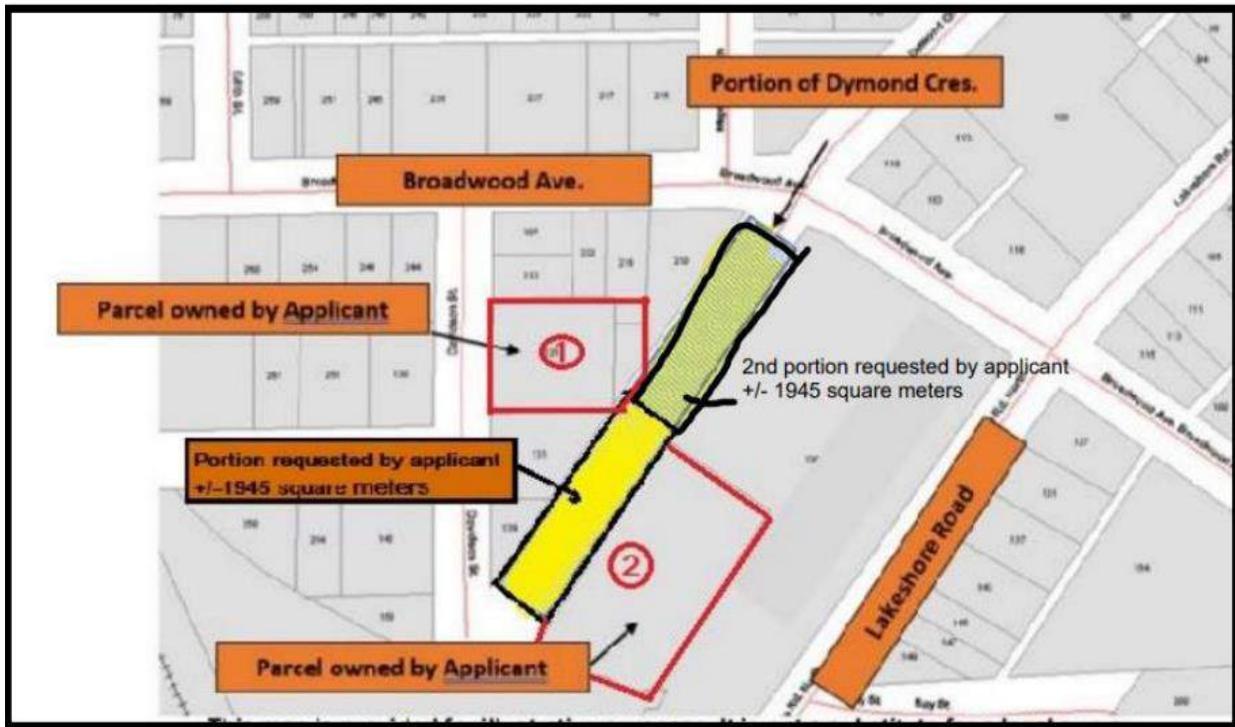


The net result of the proposed change is a smaller, more compact 4 story building with more of a green footprint of increased landscaped area with a gentle slope.

We believe the result of the adoption of the Zoning Bylaw amendment application will result in a better project, by providing vehicle access to the project from Broadwood and also from Davidson Drive for the

smaller 6 unit building, it became necessary for us to acquire the balance (in green) of Dymond Crescent as shown below in APPENDIX 1.

APPENDIX 1



Ms. Zubyk, in summary, we would formally request that Council consider our request to purchase for the sum of \$1000.00 approves the Application to purchase Municipal Land from Abdul Khaliq for a portion of Dymond Crescent as identified in Appendix 1, conditional on the approval of a Site Plan Agreement; and registration of any easements required by the municipality and applicable external agencies.

Thank you.

Sincerely,

John Knifton,
Managing Partner.
JK Development GP² Limited.

cc. Mr. Abdul Khaliq
cc. Mr. Umar Jahangir
cc. Candice Micucci MCIP, RPP, OALA



Office of the Mayor
WAYNE H. REDEKOP

March 22, 2024

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

The Honourable Michael D. Ford
Minister of Citizenship and Multiculturalism
14th floor, 56 Wellesley Street
Toronto, ON M7A 2E7
Michael.Ford@pc.ola.org

Honourable and Dear Sirs:

**Re: Architectural Conservancy Ontario - Request Provincial Government to Amend
Deadline of Subsection 27(16), Ontario Heritage Act**

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of March 18, 2024 received and supported correspondence from the Architectural Conservancy Ontario dated February 8, 2024 requesting the Provincial Government to amend Subsection 27(16) of the Ontario Heritage Act by extending the deadline for five years, from January 1, 2025 to January 1, 2030, and passed the following resolution:

Whereas subsection 27(16) of the Ontario Heritage Act stipulates that any non-designated heritage property listed on the municipal register of properties as of December 31, 2022 shall be removed from the municipal register on or before January 1, 2025, if the council of the municipality does not give a notice of intention to designate the property under subsection 29(1) of the Ontario Heritage Act on or before January 1, 2025; and

Whereas since January 1, 2023, municipal staff and members of the municipal heritage committee in this municipality have been diligently working to: review the municipal heritage register; research the heritage value and interest of listed (non-designated) properties; review and research the heritage value and interest of non-designated properties; contact owners of such properties; determine which properties should potentially be designated in accordance with the provisions of Section 29 of the Ontario Heritage Act; and take all required steps to designate such properties; and

Whereas the above-noted work involving 34 listed properties in this municipality is extremely time-consuming and cannot be completed by December 31, 2024 with the limited municipal resources available;

.../2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 4:30 p.m.

Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

Now therefore be it resolved,

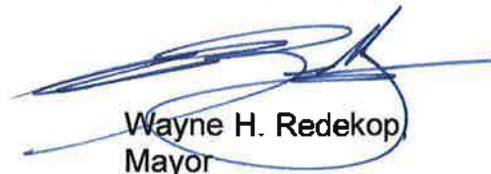
That Council authorize the Mayor to promptly send a letter to Doug Ford, Premier of Ontario, and Michael Ford, Minister of Citizenship and Multiculturalism, requesting that Subsection 27(16) of the Ontario Heritage Act be amended to extend the above-noted deadline for five years from January 1, 2025 to January 1, 2030.

Attached please find a copy of the Architectural Conservancy Ontario correspondence dated February 8, 2024.

I know that you value the history and heritage of our province and the contributions made to our society of those who came before us. By preserving our architectural and built heritage, we honour those contributions and the historical foundations of our communities.

Thank you for your attention to this matter.

Yours very truly,



Wayne H. Redekop
Mayor

WHR:dlk
Attach.
c.c. All Ontario Municipalities

February 8, 2024



**ARCHITECTURAL
CONSERVANCY
ONTARIO**

Premier Ford,

Re: Looming expiry date for protection of heritage properties listed under the *Ontario Heritage Act*

We are writing to express our concerns with a key amendment to the *Ontario Heritage Act*; which your government passed in 2022. Under it, any heritage property listed on a municipal register as of December 31, 2022 shall be removed from the register on January 1, 2025, unless that council has given notice of its intention to designate the property under the Act. Properties that lose listing status cannot be re-listed for another five years.

This change affects some 36,000 listed heritage properties, according to the Ministry of Citizenship and Multiculturalism, in over 100 municipalities across the province. These properties have only limited, short-term (60 day) protection. As ACO warned in December 2022, forcing municipalities to designate all listed properties within two years or drop them from the register was draconian and totally unrealistic. With the expiry date now less than one year away, municipalities, large and small, are scrambling to review their registers and prioritize properties for designation or other protection. The staff/financial cost in research alone is enormous.

Automatically removing listed properties from the registry in less than eleven months will encourage demolition of existing and affordable housing alternatives at a time when we need them the most.

ACO is asking that Subsection 27(16) of the *Ontario Heritage Act* be amended in the spring session of the Legislature, to extend the deadline in the Act for five years, from January 1, 2025 to January 1, 2030. This early certainty of an additional five years for implementation would give municipalities the opportunity to better plan, resource and undertake this complex exercise. The 2030 timeline would help municipalities ensure that properties are not "thrown off the list" prematurely and without input from property owners.

ACO believes that property owners should not be forced to choose between designation and nothing at all to recognize the heritage significance of their property. However, this is the choice your government has forced on them. At the very least, owners and municipalities should be given more time to make this choice, and given reasonable notice of this extension.

Diane Chin
President

401 Richmond Street West, Suite 206, Toronto, ON M5V 3A8
T 416.367.8075 TF 1.866.221.1420 F 416.367.8630 E info@acontario.ca

www.acontario.ca

The past. Our present. Your future.

RECEIVED

MAR 18 2024

BY COUNCIL

Sociodemographic data for the Timiskaming Health Unit

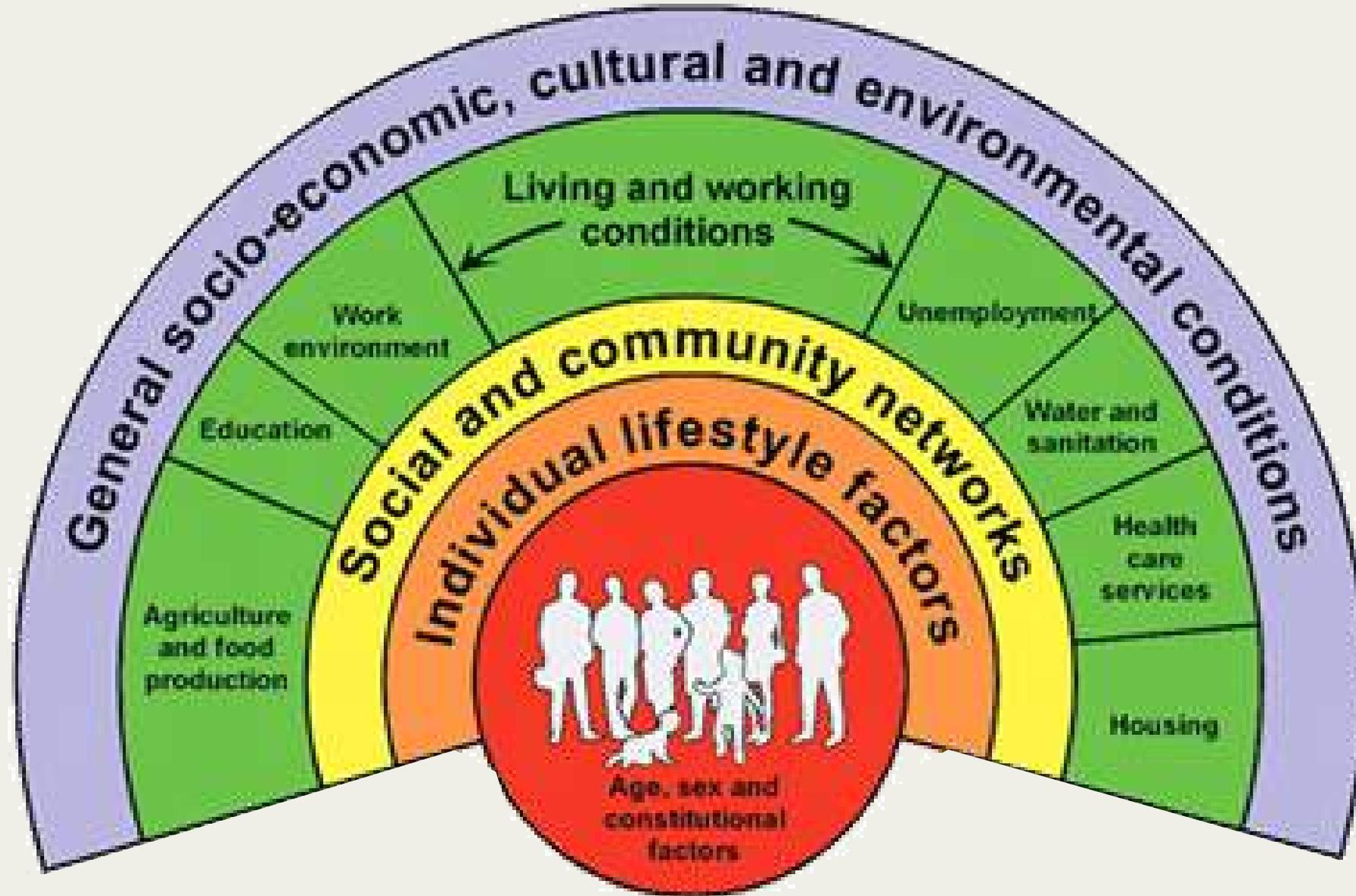
Celine Butler &
Angela Osei



OUTLINE

- Determinants of health
- Our geography
- Where the data comes from
- Sociodemographic data
- Wrap up

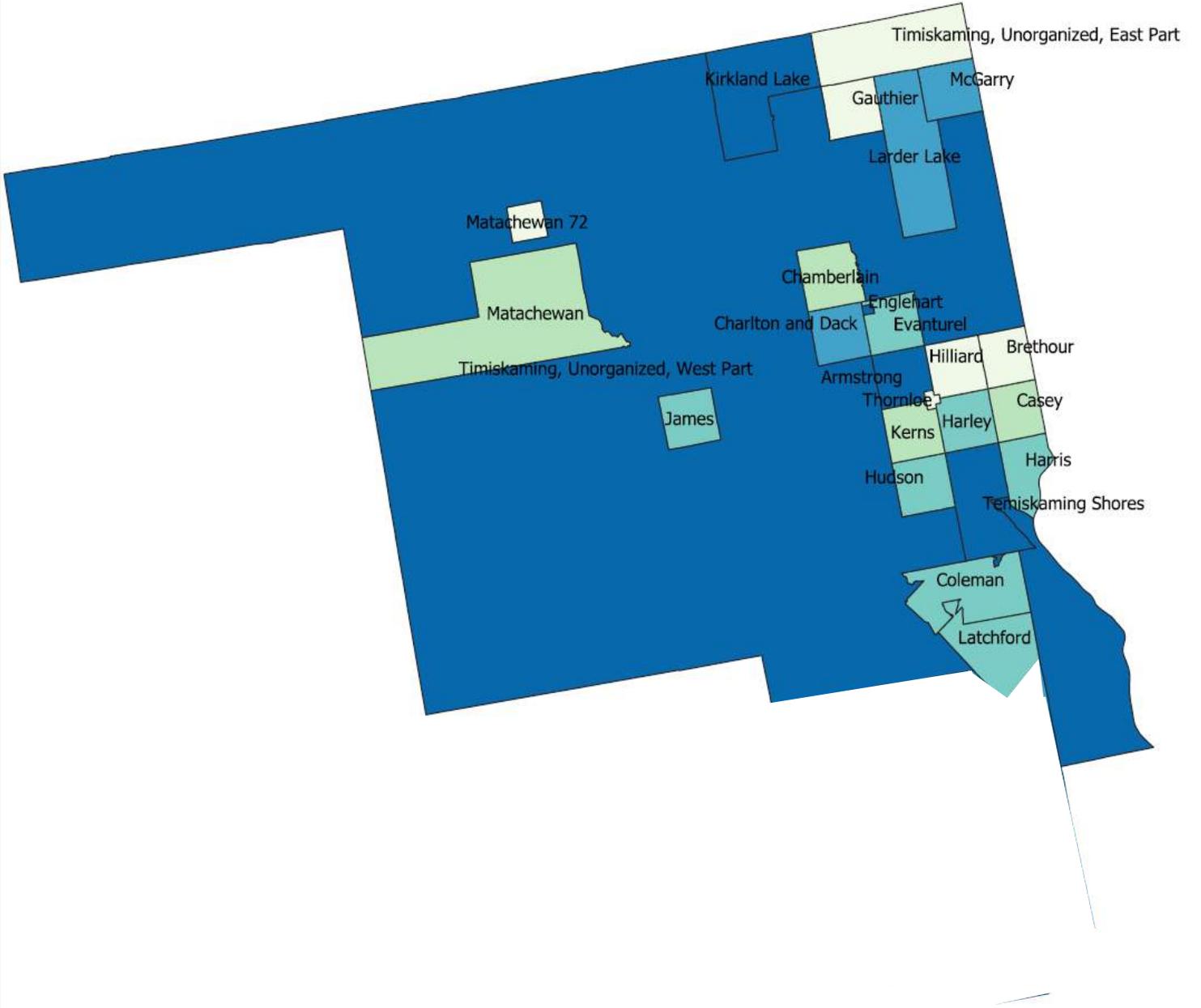
DETERMINANTS OF HEALTH¹



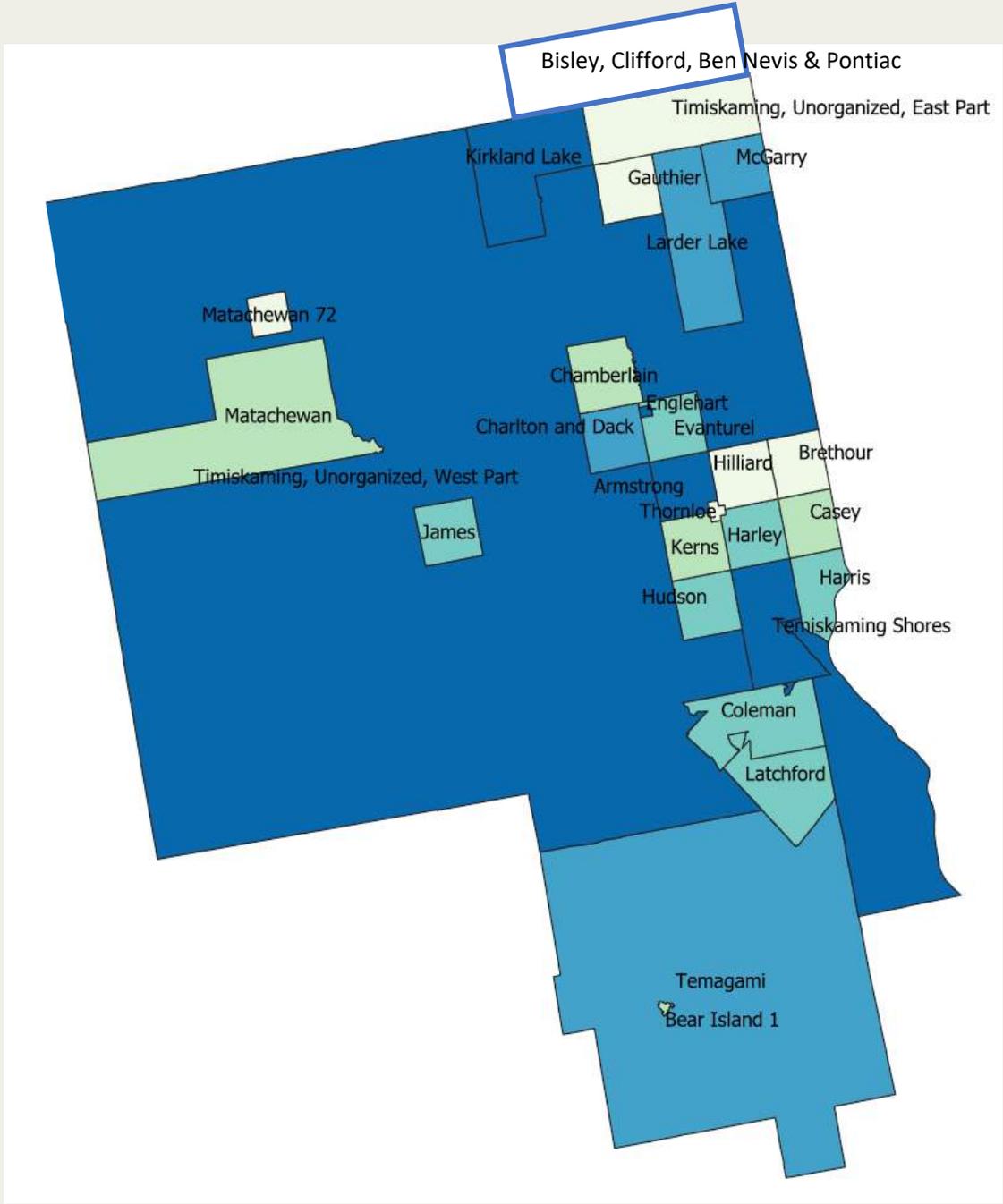
2021 CENSUS²

The screenshot shows a web browser window with two tabs: 'Census Profile, 2021 Census of Population' and 'how to do epidemiology - Google'. The address bar shows the URL 'www12.statcan.gc.ca/census-recensement/2021/dp'. The page header includes the Statistics Canada logo and a search bar. A navigation menu contains links for Subjects, Data, Analysis, Reference, Geography, Census, Surveys and statistical programs, About StatCan, and Canada.ca. The main content area features a breadcrumb trail: Home > Census of Population > Data products, 2021 Census. The title is 'Census Profile, 2021 Census of Population'. Below the title, there are two buttons: 'Release date: February 9, 2022' and 'Updated on: November 15, 2023'. To the right are 'Download data' and 'About this product' buttons. The text describes the profile's purpose: 'This profile presents information from the 2021 Census of Population for various levels of geography, including provinces and territories, census metropolitan areas, communities and census tracts. Using the search or browse options below, users can search for an area of interest by typing its place name, postal code^{OM} or geographic code or by browsing a list.' Below this is a search input field with the placeholder text 'Place name, postal code^{OM} or geographic code' and a search icon and a 'Help' link. The 'Browse' section is partially visible at the bottom, with the text 'Browse a list. View data for Canada or browse geographies by province or territory:'.

TIMISKAMING DISTRICT



TIMISKAMING HEALTH UNIT¹²



POPULATION DENSITY²



THU

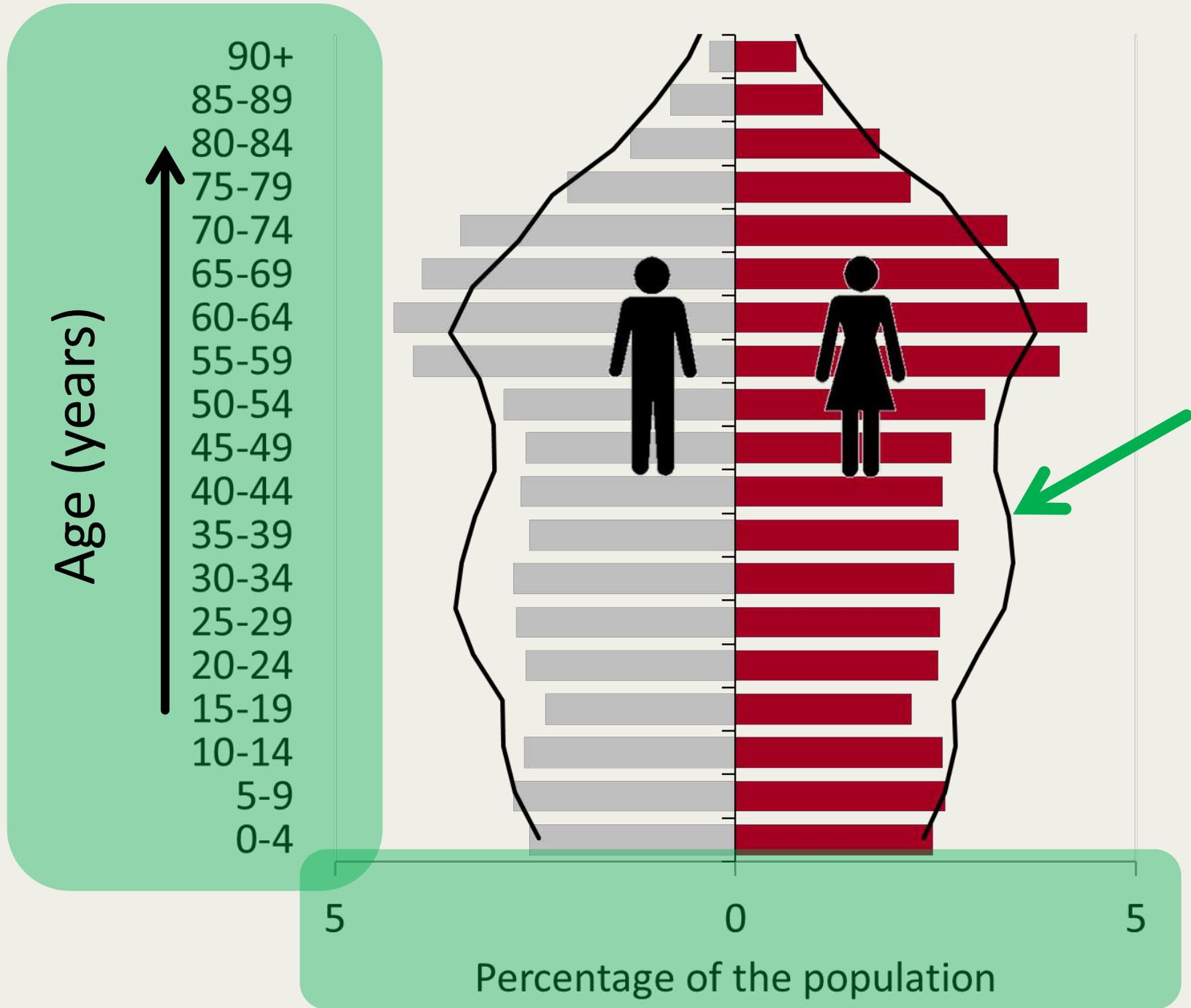
2.3 people per km²

TORONTO

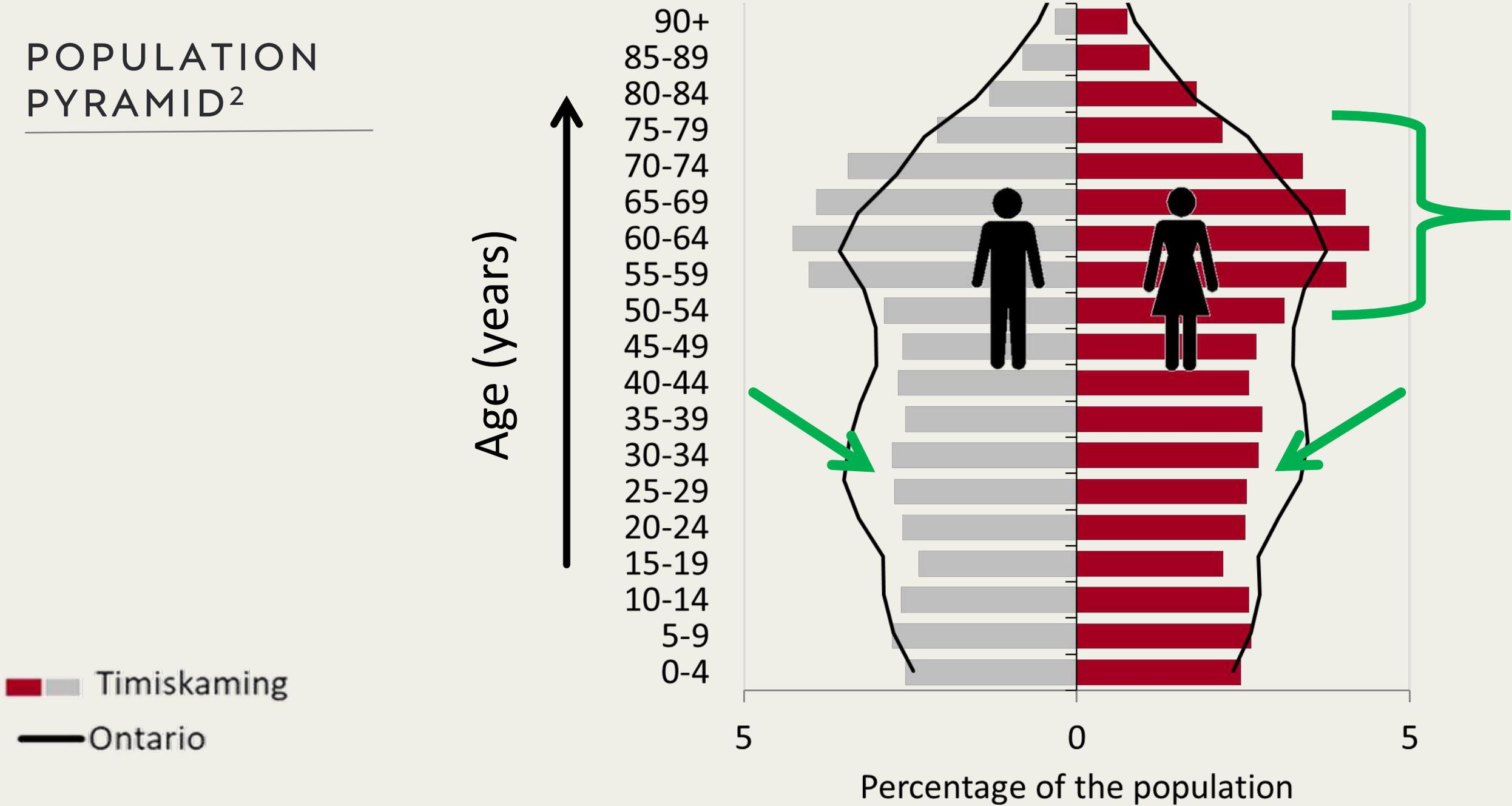
4,334 people per km²

POPULATION PYRAMID²

■ Timiskaming
— Ontario



POPULATION PYRAMID²



Dependency ratio

2021

THU = 69%

ON = 53%

2031

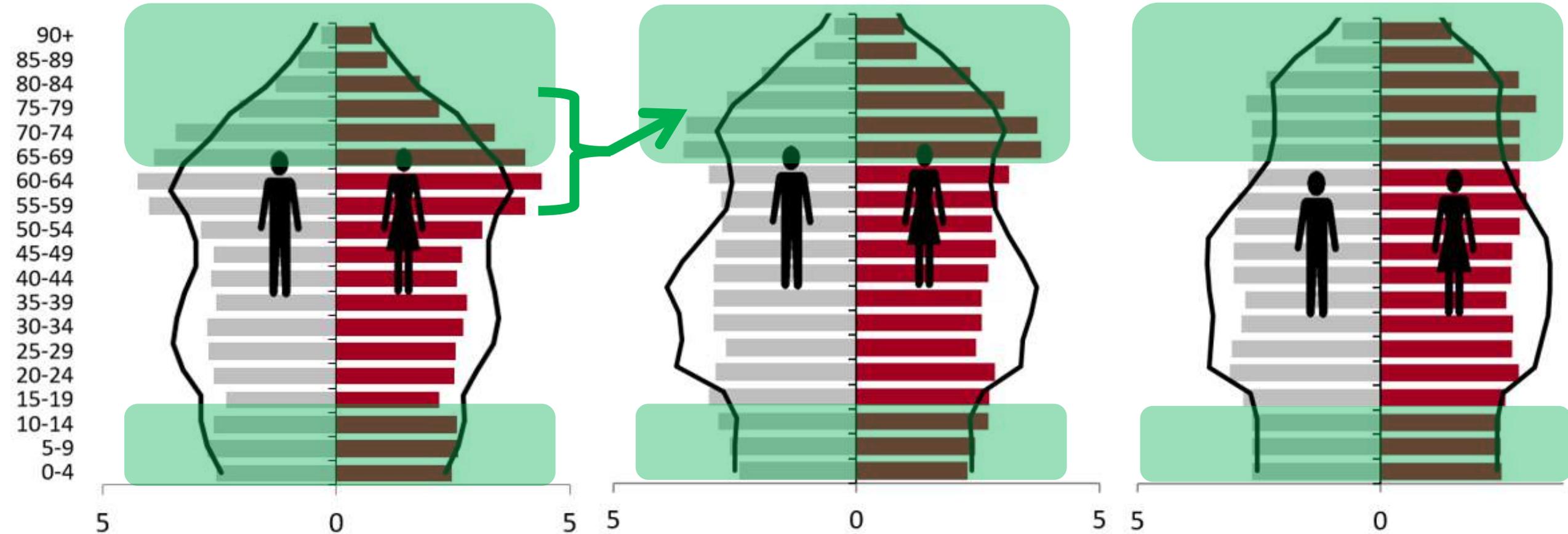
THU = 77%

ON = 56%

2041

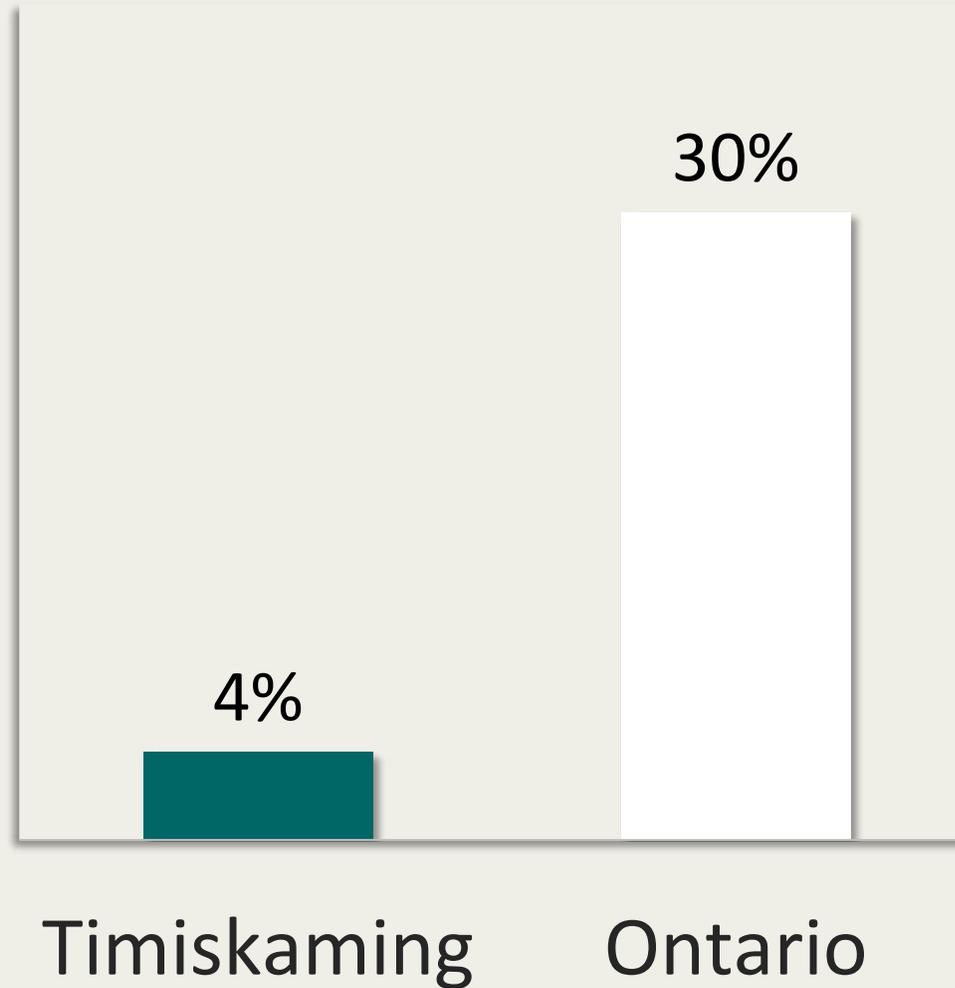
THU = 76%

ON = 58%



IMMIGRATION STATUS²

■ Timiskaming
■ Ontario



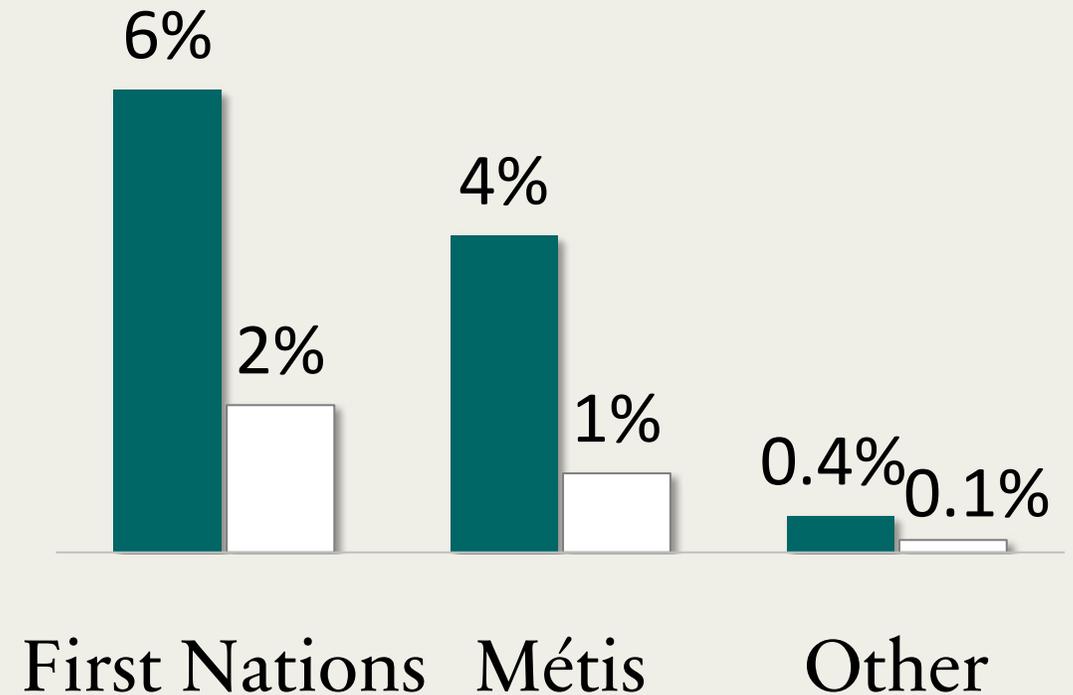
INDIGENOUS IDENTITY²

■ Timiskaming
■ Ontario

10% of people in
Timiskaming identify as
Indigenous.

Ontario = 3%

Of this 10%,

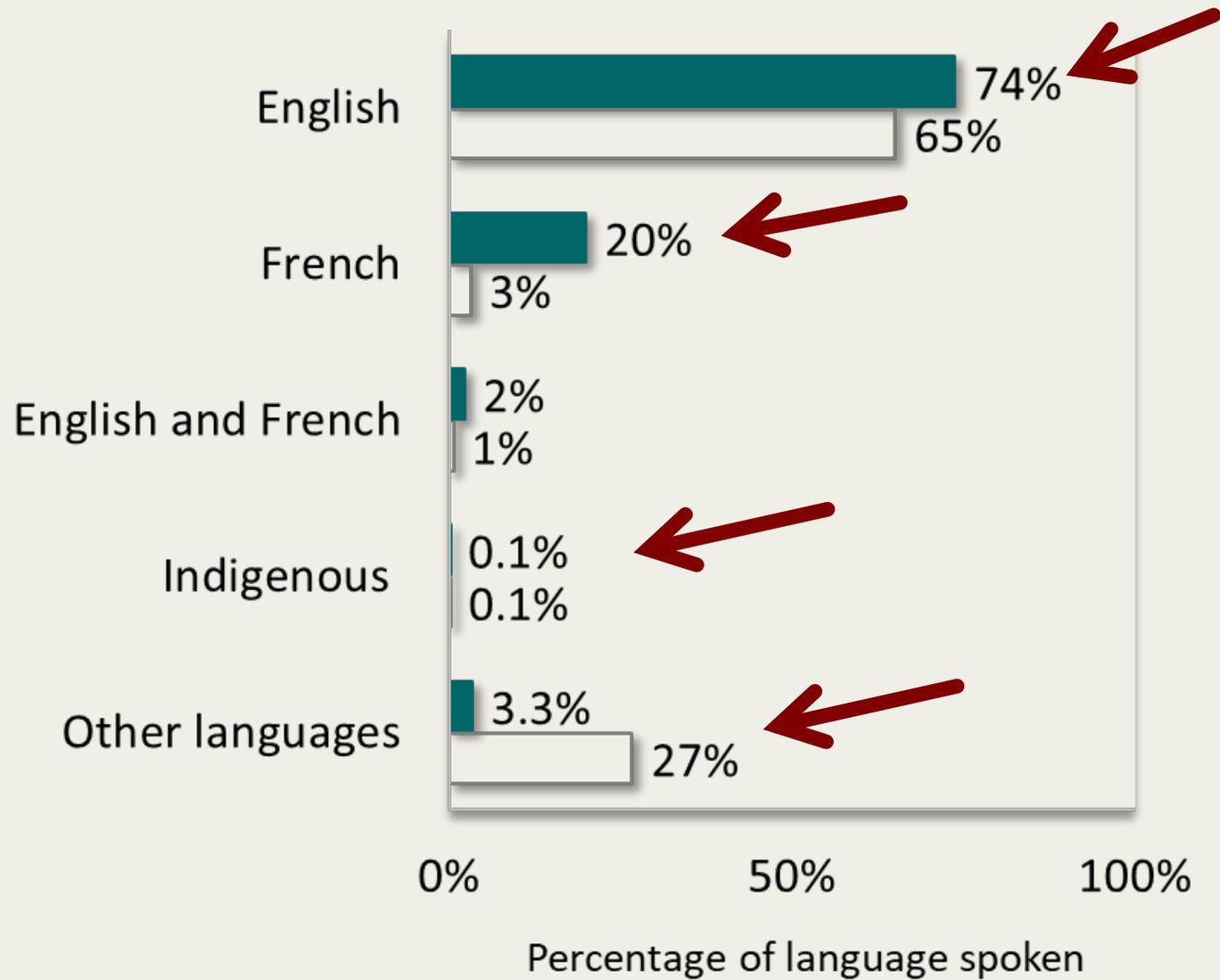


2% of Timiskaming residents identified as a
visible minority

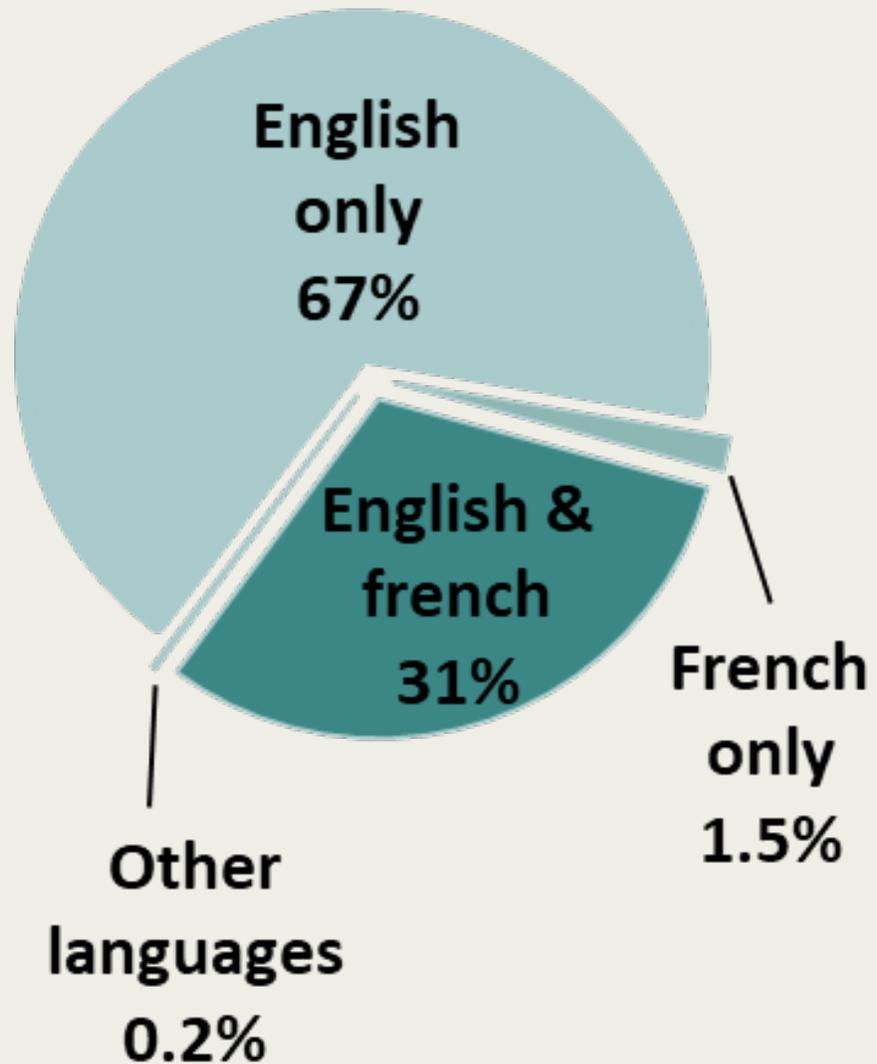
compared to **34%** of Ontario residents.

FIRST LANGUAGE SPOKEN²

■ Timiskaming
■ Ontario



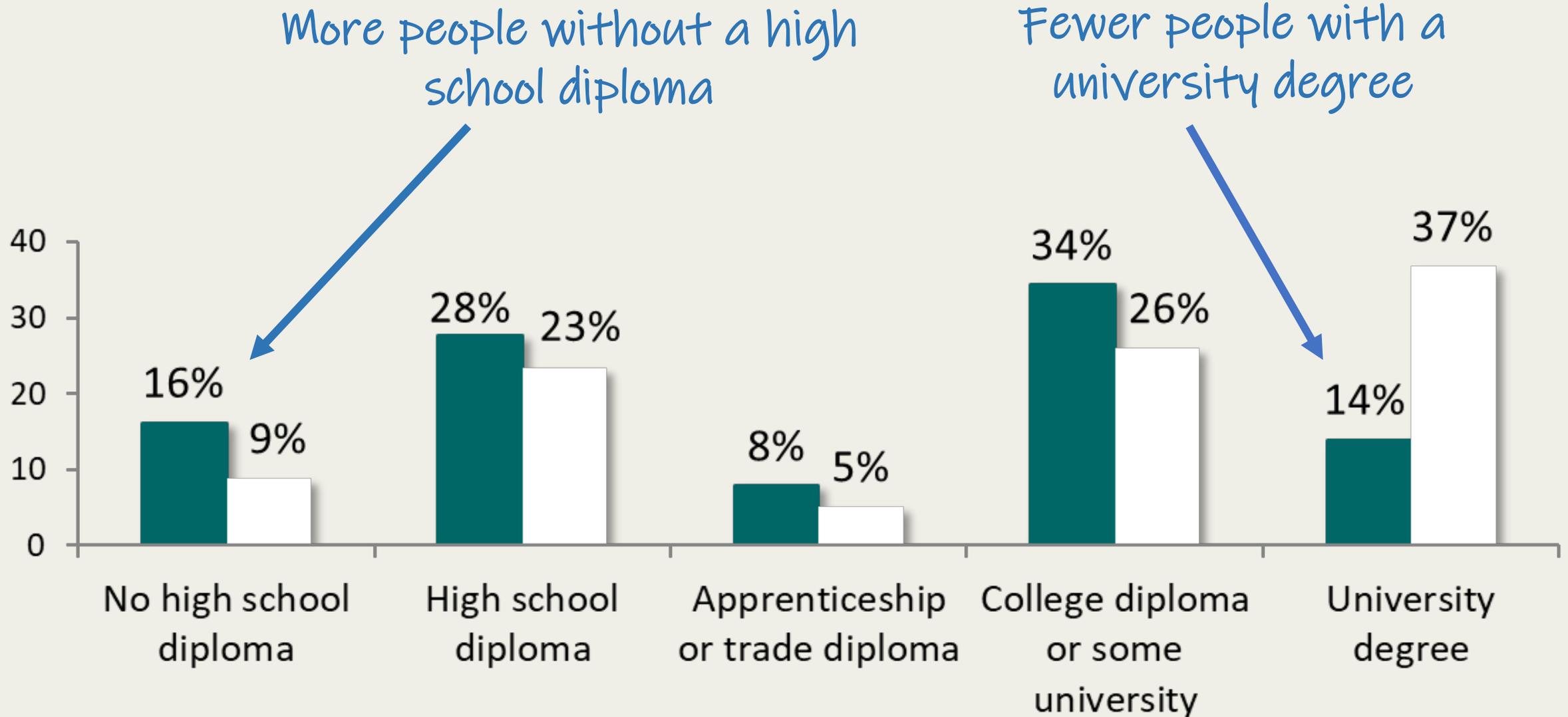
KNOWLEDGE OF LANGUAGES²



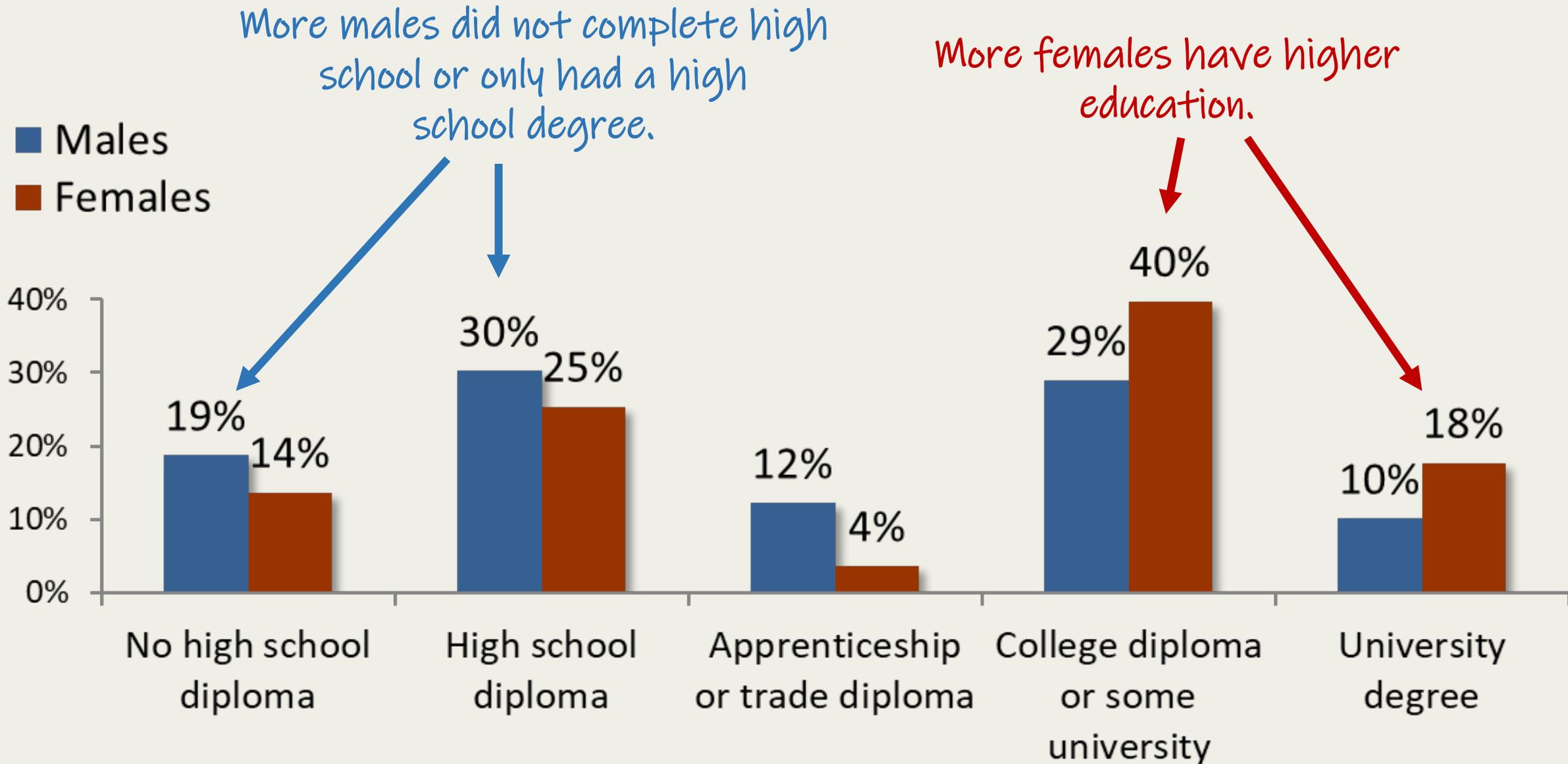
Language barriers are associated with poorer health.¹¹

HIGHEST LEVEL OF EDUCATION ATTAINED²

■ Timiskaming
■ Ontario

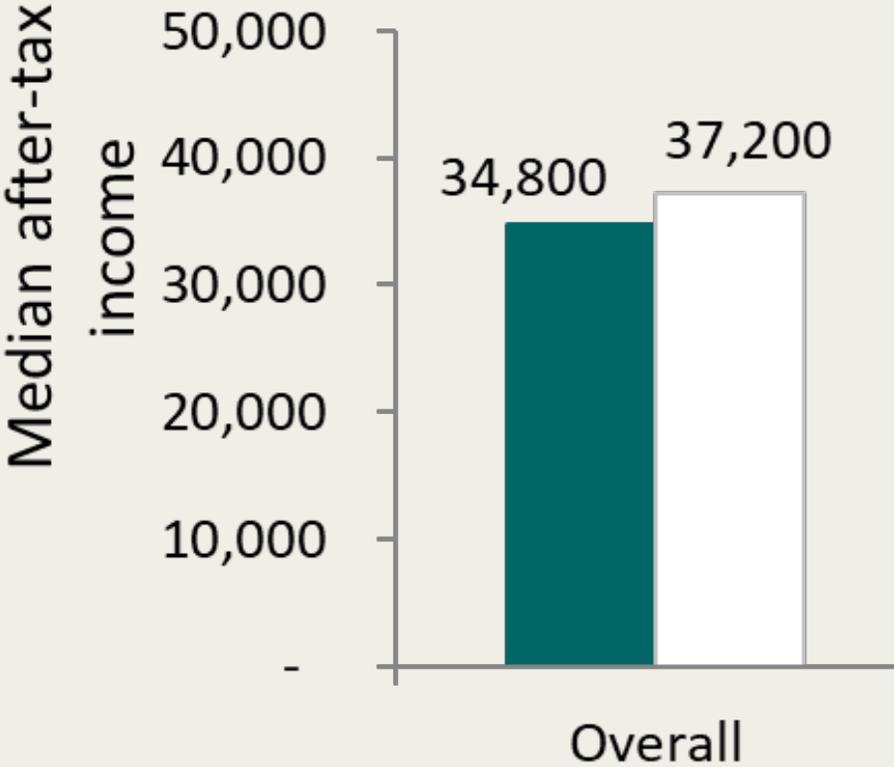


HIGHEST LEVEL OF EDUCATION ATTAINED BY SEX²



MEDIAN INCOME (After-tax income & aged 15+)²

- Timiskaming
- Ontario

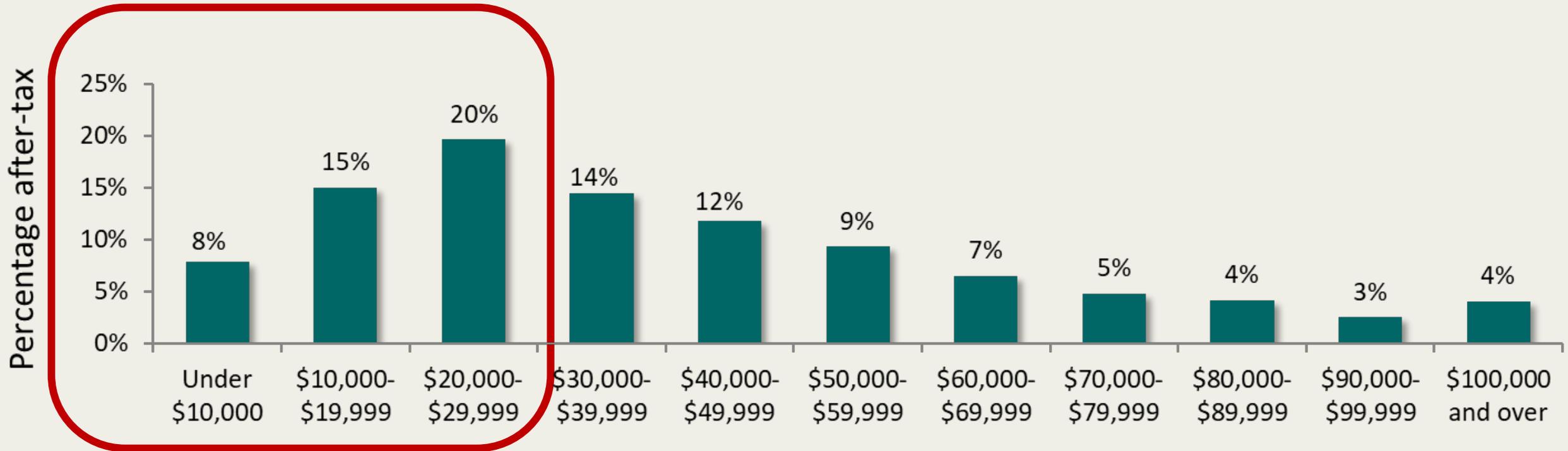


POP QUIZ

In THU, what percentage of the population has an income below \$30,000?

MEDIAN INCOME (After-tax income & aged 15+)²

43%



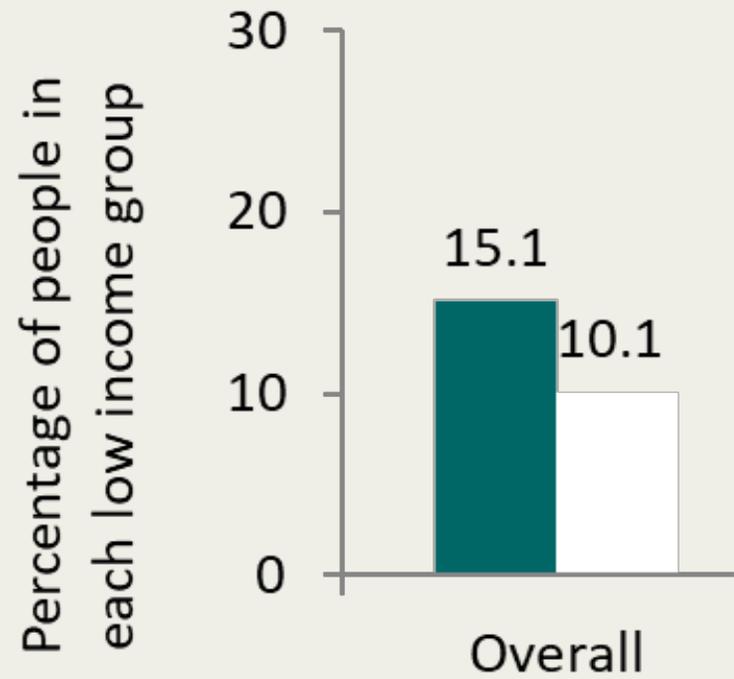
LOW-INCOME MEASURE (After-tax income & aged 15+)²

A measure that accounts
for income and
household size.

LOW-INCOME MEASURE (After-tax income & aged 15+)²

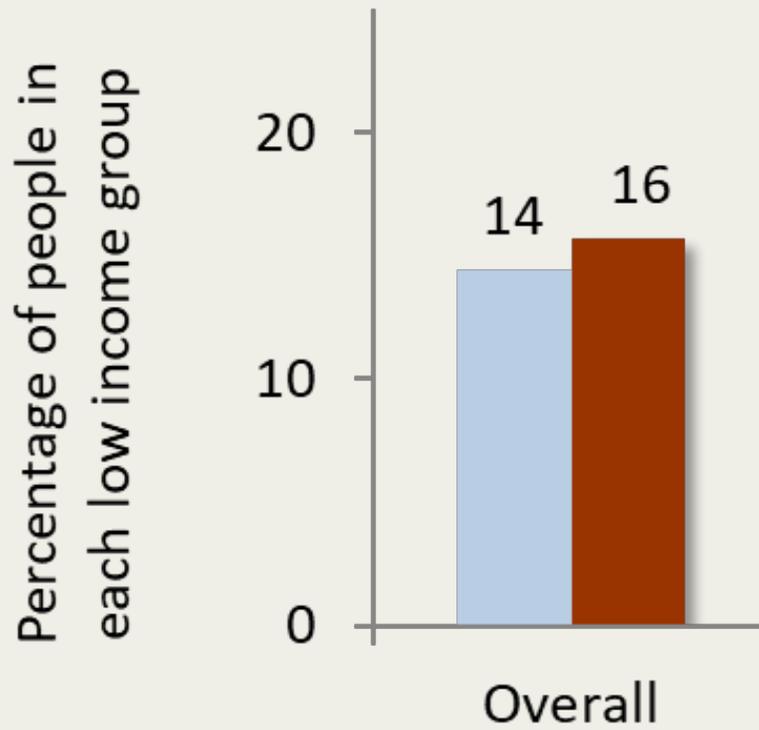
■ Timiskaming

■ Ontario



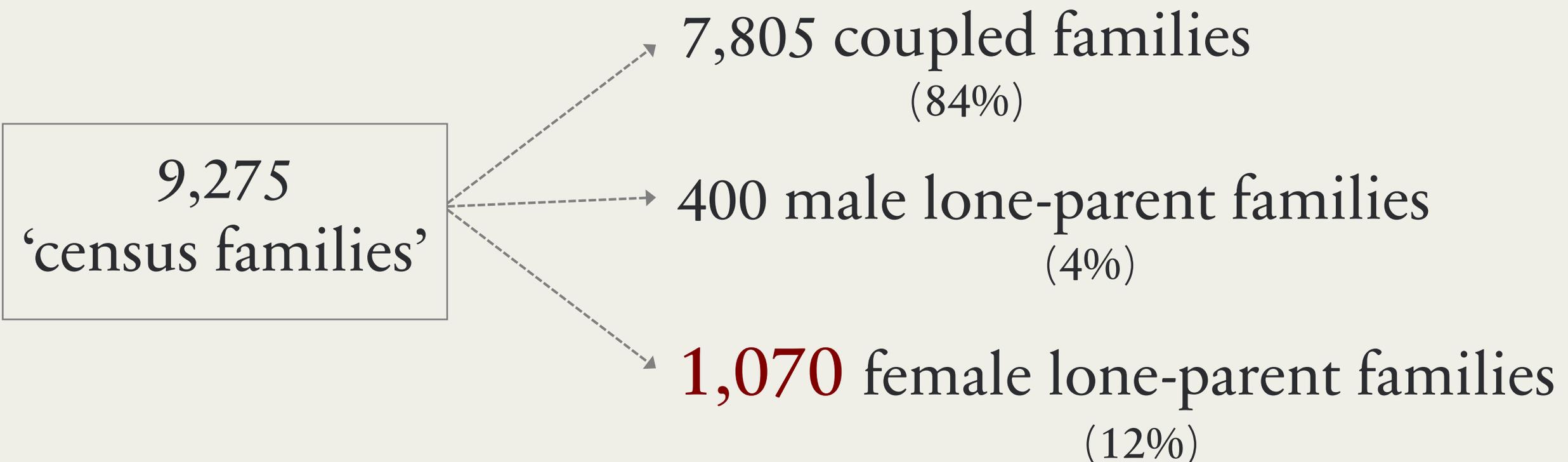
LOW-INCOME MEASURE BY SEX (After-tax income & aged 15+)²

■ Males
■ Females



FAMILY COMPOSITION²

9,275
'census families'



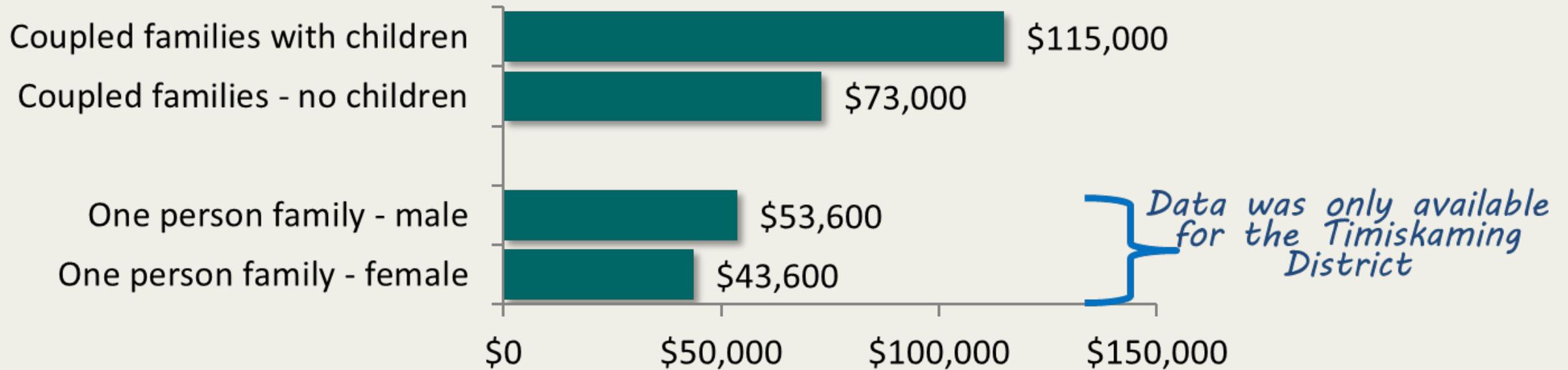
```
graph LR; A["9,275 'census families'"] -.-> B["7,805 coupled families (84%)"]; A -.-> C["400 male lone-parent families (4%)"]; A -.-> D["1,070 female lone-parent families (12%)"];
```

7,805 coupled families
(84%)

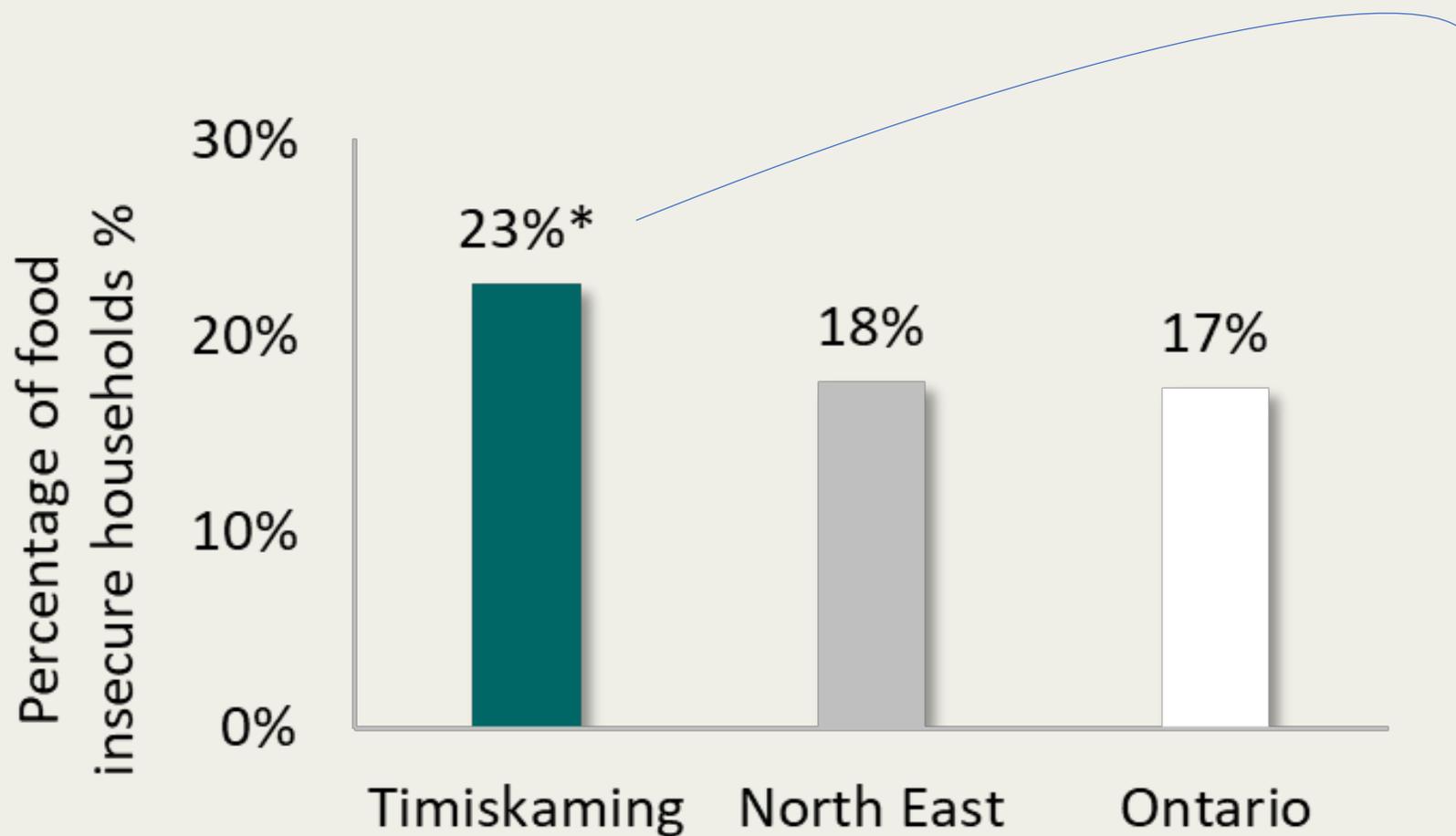
400 male lone-parent families
(4%)

1,070 female lone-parent families
(12%)

FAMILY COMPOSITION BY INCOME^{2,4}



HOUSEHOLD FOOD INSECURITY¹³



More people are food insecure in Timiskaming.

1 in every 4 households were food insecure

**Sample size was small, interpret with caution.*

SOCIAL SUPPORT & ISOLATION⁶

80% of Timiskaming residents felt a strong sense of belonging to the local community

Ontario = 71%
(statistically lower)

WRAP UP

- Sociodemographic characteristics are associated with health
- Large area with low population density
- Dependency ratio will increase
- Few immigrants, large Francophone & Indigenous population
- Have lower income and education
- Low income: aged 65+ (especially females), lone parent families (especially lone females)
- High rate of food insecurity
- Sense of community

HEALTH EQUITY^{8,9}

Everyone gets what they need – understanding the barriers, circumstances, and conditions.



REFERENCES

1. Ontario. Ministry of Health and Long-Term Care. Ontario public health standards. Toronto, ON: Queen's Printer for Ontario; 2018. Available from: http://www.health.gov.on.ca/en/pro/programs/publichealth/oph_standards/default.aspx
2. Statistics Canada. 2023. (table). Census Profile Timiskaming and Ontario. 2021 Census of Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released November 15, 2023.
3. Ontario Ministry of Health and Long-Term Care, IntelliHEALTH Ontario. Population estimates & projections. Retrieved September 2023. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E> (accessed February 11, 2024).
4. Statistics Canada. 2023. Target group profiles Timiskaming and Ontario. 2021 Census of Population.
5. Ontario Agency for Health Protection and Promotion (Public Health Ontario). Household food insecurity.
6. Statistics Canada. Table 13-10-0113-01 Health characteristics, two-year period estimates from the Canadian Community Health Survey 2019/2020. Retrieved December 2023. <https://www150.statcan.gc.ca/t1/tbl1/en/cv.action?pid=1310011301>
7. Matheson FI (Unity Health Toronto), Moloney G (Unity Health Toronto), van Ingen T (Public Health Ontario). (2021) Ontario marginalization index. Toronto, ON: St. Michael's Hospital (Unity Health Toronto); 2022. Joint publication with Public Health Ontario
8. Image source: Robert Wood Johnson Foundation. Visualizing health equity: one size does not fit all infographic [Internet]. Princeton, NJ: Robert Wood Johnson Foundation; 2017 [cited 2023 May 25]. Available from: <https://www.rwjf.org/en/insights/our-research/infographics/visualizing-health-equity.html>
9. Health equity refresher training: Timiskaming Health Unit. Presentation by Erin Smith, June 13, 2023
10. Profile of the social determinants of health in Timiskaming, prepared by Val Haboucha, January 2019.
11. Aery, A., Kumar, N., Laher, N., Sultana, A., & Wellesley Institute advancing urban health. (2017). *Interpreting Consent, a rights-based approach to language accessibility in Ontario's health care system*. <https://www.wellesleyinstitute.com/wp-content/uploads/2017/04/Interpreting-Consent.pdf>
12. Government of Ontario. (2020). Health Protection and Promotion Act R.R.O, Regulation 553: Areas Comprising Health Units C.F.R. (1990). Retrieved December 13, 2023, <https://www.ontario.ca/laws/regulation/900553>
13. Ontario Agency for Health Protection and Promotion (Public Health Ontario). Household food insecurity estimates from the Canadian Income Survey: Ontario 2019-2022. (2023). Toronto, ON: King's Printer for Ontario.

Thank you!

Any questions?

Low-income measure thresholds, 2020.

Household size	After-tax income
1 person	\$26,503
2 persons	\$37,480
3 persons	\$45,904
4 persons	\$53,005
5 persons	\$59,261
6 persons	\$64,918
7 persons	\$70,119

Pandemic median income

Timiskaming DISTRICT

2019 = \$24,855

2020 = \$25,195

Diff of \$340

Statistics Canada. [Table 98-10-0087-01 The impact of the COVID-19 pandemic on income by percentage change in income between 2019 and 2020, age and gender: Canada, provinces and territories and census divisions](#)



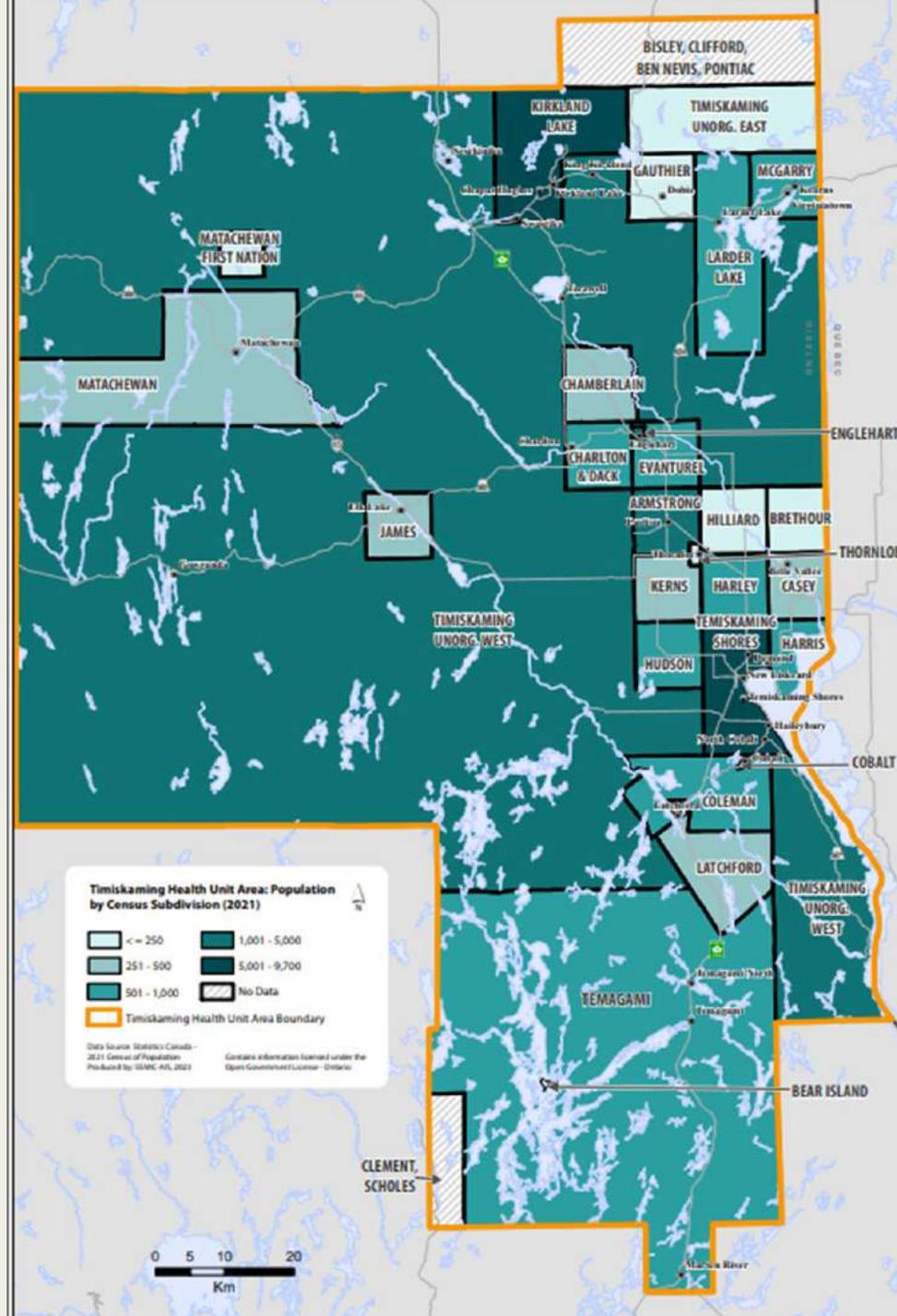
Median

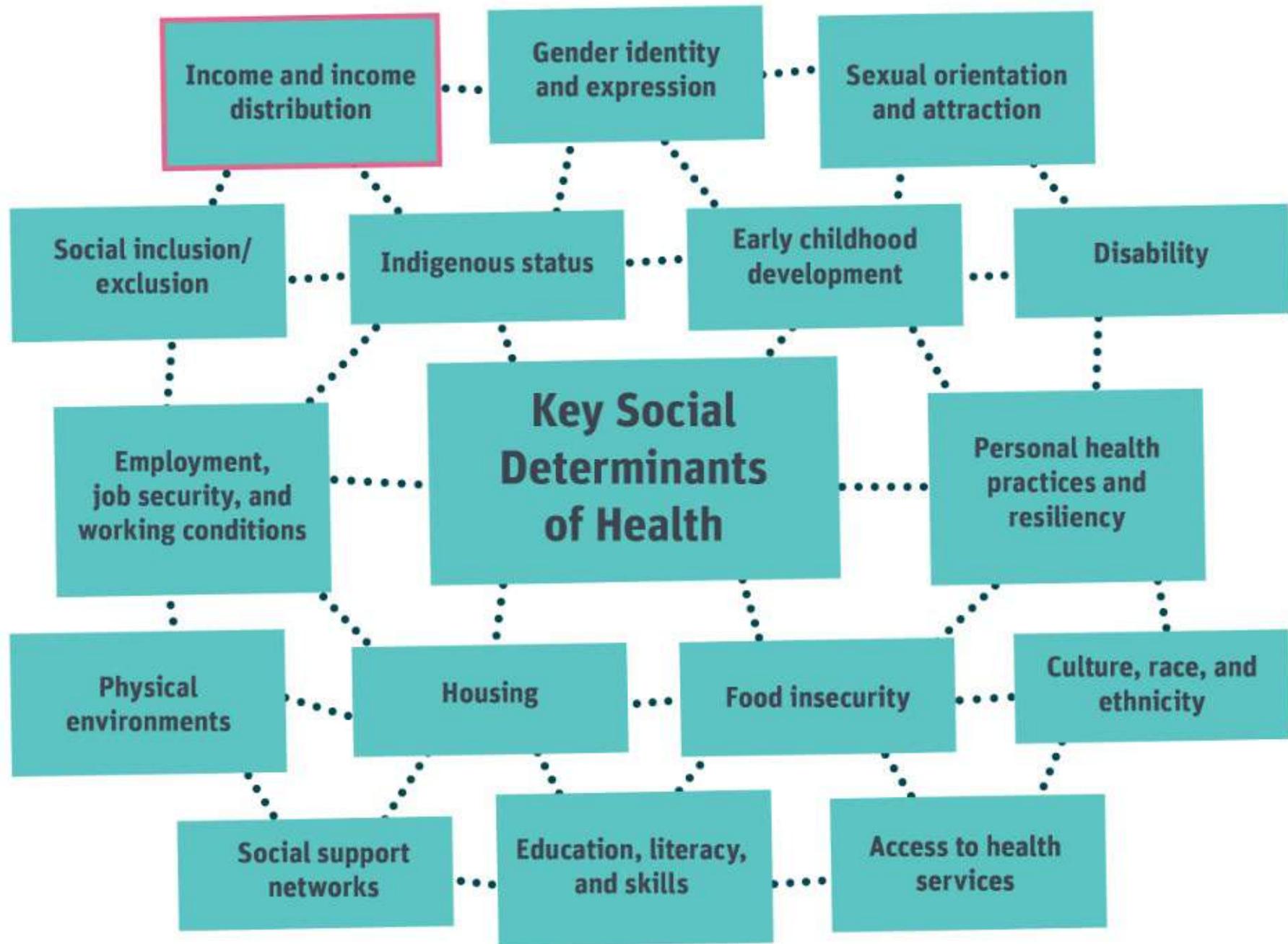
- Put all your #s in order from lowest to highest
- **The median in the middle number = 37°F**

Mean (aka average)

- Sum of all the values divided by the count of the values.
- $22 + 32 + 36 + 37 + 40 + 42 + 98 = 43.9^{\circ}\text{F}$

Timiskaming Health Unit boundaries and population distribution, 2021





Board of Health Briefing Note

To: Chair and Members of the Board of Health
Date: April 3, 2024
Topic: **Endorsement of Public Health Sudbury & Districts Letter on Gender-based and Intimate Partner Violence (IPV)**
Submitted by: Dr. Glenn Corneil, Acting Medical Officer of Health/CEO
Prepared by: Lorna Desmarais, Public Health Promoter
Reviewed by: Jocelyn Moreno, Research, Planning, and Policy Analyst
Amanda Mongeon, Manager of Community Health
Erin Cowan, Director of Strategic Services and Health Promotion/CNO

RECOMMENDATIONS

It is recommended THAT the Timiskaming Board of Health (THU) Board of Health:

1. Endorse the Public Health Sudbury and Districts calls for the provincial government to declare gender-based violence and intimate partner violence an epidemic (Appendix A)

2. Send a letter indicating this endorsement and urging the provincial government to declare gender-based violence and intimate partner violence an epidemic to Hon. Doug Ford, Premier of Ontario via email: doug.fordco@pc.ola.org

cc:

Hon. Sylvia Jones, Deputy Premier and Minister of Health

Hon. Michael Parsa, Minister of Children, Community and Social Services

Hon. Paul Calandra, Minister of Municipal Affairs and Housing

John Vanthof, MPP – Timiskaming-Cochrane

Anthony Rota, MP – Timiskaming-Nipissing

Charlie Angus, MP – Timmins-James Bay

Dr. Kieran Moore, Chief Medical Officer of Health

Dr. Eileen DeVilla, Chair, Council of Medical Officers of Health (COMOH)

All Ontario Boards of Health

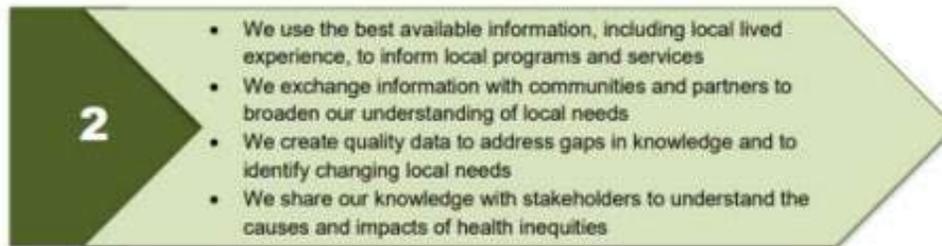
Association of Local Public Health Agencies (alPHA)

Health Unit Member Municipalities

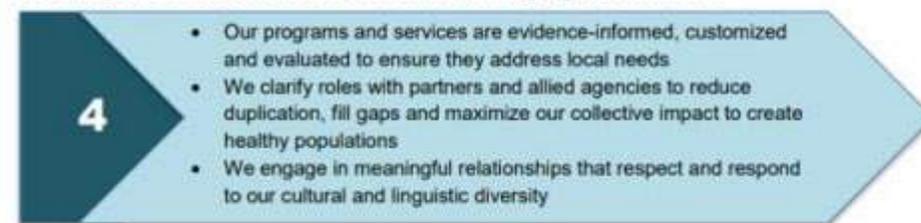
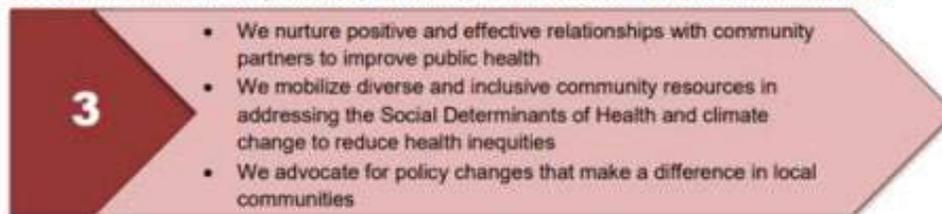
Melanie Ducharme, Chair of Temiskaming District Violence Against Women Coordinating Committee

Links to Ontario Public Health Standards and THU Strategic Plan 2019-2023

This work contributes to meeting requirements and expected outcomes in the [Ontario Public Health Standards](#) (2021) and supports the following THU strategic directions:



We collaborate with partners to make a difference in our communities



Issue

Intimate partner violence (IPV) is a public health issue that affects millions of people around the world. It is a pattern of behavior used by one partner to control and dominate the other partner, often through physical, psychological, or sexual abuse. IPV can occur in any relationship, regardless of age, gender, or sexual orientation. Women, children, Indigenous peoples, people with disabilities, and people who identify as lesbian, gay, bisexual, trans, or questioning are at greater risk of experiencing family violence and its impacts. Women are more likely than men to be killed by an intimate partner, more likely to experience sexual abuse, and more likely to be exposed to severe and chronic forms of intimate partner violence, particularly forms that include threats and force to gain control. Women are also more likely to experience health impacts.¹

Violence is recognized as a pervasive and destructive force in society.² It has devastating mental and physical impacts on the victims, witnesses, families, and society at large. It can be manifested as gender-based violence, elderly abuse, bullying, community violence, etc. In 2018, the topic of Violence was added to the Ontario Public Health Standards, acknowledging it as a public health priority and requiring

boards of health to address it by assessing risks and protective factors and collaborating with local partners to build on community assets.

Background

IPV is associated with significant immediate and long-lasting health consequences, including physical health symptoms (e.g., injuries, chronic pain), mental health symptoms (e.g., depression, anxiety, Post Traumatic Stress Disorder), and reproductive health symptoms (e.g., sexually transmitted infections, prenatal complications), and can also lead to death. Violence leads to adverse health outcomes through injury, health risk behaviors initiated or escalated to manage violence-related emotions or stress, and cumulative burden from the chronic stress of violence that causes physiological changes implicated in the development of chronic diseases.

Two years ago, Ontario's chief coroner published the results of a jury inquest into the circumstances surrounding the deaths of Carol Culleton, Anastasia Kuzyk, and Nathalie Warmerdam, all of whom were killed by the same perpetrator on September 22, 2015, in Renfrew County. It included recommendations to address the systemic conditions that made these homicides possible and work toward preventing future cases. Some actions were geared towards education, such as public awareness programs and training for law enforcement personnel. Others focused on prevention, from registries for repeat offenders to survivor-informed risk assessments around pleas, bail, and sentencing. But the first of 86 recommendations was to "Formally declare intimate partner violence as an epidemic".

In November 2023, the Temiskaming District Violence Against Women Coordinating Committee requested that all municipalities follow this recommendation and declare violence an epidemic, not only to acknowledge the importance of this issue locally but to urge the Government of Ontario to make this declaration provincially.

Intimate Partner Violence Statistics

- In Canada in 2019, of the 107,810 people aged 15 and over who experienced intimate partner violence (IPV) 79% were women. ³
- In 2015, victims of IPV made up 28% of all victims of police-reported violent crime. ⁴
- IPV costs Canadian taxpayers billions of dollars each year. ⁵
- About once a week in Canada, a woman is killed by her male partner. ⁶
- In 2022, the Temiskaming Shores and Kirkland Lake detachments of the Ontario Provincial Police received a total of 785 calls associated with intimate partner violence. Of those, 27% resulted in criminal charges and assault was the most common criminal charge. ⁷

Local Public Health Action Related to Intimate Partner Violence Prevention

Timiskaming Health Unit is a member of The Timiskaming District Violence Against Women Coordinating Committee. This community collaborative maximizes the capacity of service providers to respond to abused women's needs, improve access to an integrated service delivery system, and ultimately increase the safety and overall well-being for abused women and their children. Through this collaboration, community paramedics have been piloting a violence screening question. The screening tool is a practical resource for professionals to help aid in the prevention of violence against women. Asking the question helps professionals identify and respond to persons experiencing abuse or violence

in their relationships. Once the results of this pilot are evaluated, it will be modified as needed, and implementation will be expanded with other partners across the district. This committee also recently advocated for provincial and municipal partners to declare violence as an epidemic.

Community Safety Well-Being plans are provincially legislated for municipalities in Ontario.

Timiskaming's plan includes working collaboratively across sectors towards the goal of making Timiskaming a safer, more inclusive, and connected community where all residents thrive. One priority area identified by the stakeholders is community safety, which includes gender-based violence. Another priority area is housing, including transitional and supportive housing, which have been identified as important barriers to leaving a violent partner.

Next steps:

- Collect and analyze relevant data to identify trends and health inequities related to IPV.
- Scope and perform a situational assessment on the topic of violence to explore the local context and identify priority areas.
- Share findings with the Board of Health.

REFERENCES

- 1 The Chief Public Health Officer's Report on the State of Public Health in Canada 2016 - A Focus on Family Violence in Canada. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2016-focus-family-violence-canada.html>
- 2 Canadian Public Health Agency. (n.d.). *Violence in Society: A Public Health Perspective*. <https://www.cpha.ca/violence-society-public-health-perspective>
- 3 Conroy, Shana. 2021. "Section 3: Police-reported intimate partner violence in Canada, 2019." In *Family violence in Canada: A statistical profile, 2019*. *Juristic*. Statistics Canada Catalogue no. 85-002-X.
- 4 Statistic Canada, 2017. <https://www150.statcan.gc.ca/n1/pub/85-002-x/2017001/article/14698/03-eng.htm>
- 5 An Estimation of the Economic Impact of Spousal Violence in Canada, Department of Justice, 2009 https://www.justice.gc.ca/eng/rp-pr/cj-jp/fv-vf/rr12_7/rr12_7.pdf
- 6 Canadian Femicide Observatory for Justice and Accountability, 2019. <https://femicideincanada.ca/>
- 7 Kirkland Lake and Temiskaming Shores Ontario Provincial Police Data



February 21, 2024

VIA ELECTRONIC MAIL

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

Dear Premier Ford:

Re: Gender-based and Intimate Partner Violence

On behalf of the Board of Health for Public Health Sudbury & Districts, I am writing to advise you that the Board of Health is adding its voice to the concerns your government and so many other share concerning the escalating crisis of gender-based violence (GBV) and intimate partner violence (IPV) in our province. We know that you agree that this is a matter of grave concern that demands immediate attention and collective effort.

At its meeting of January 18, 2024, the Board of Health for Public Health Sudbury & Districts resolved to endorse the November 7, 2023, City of Greater Sudbury [motion](#) declaring gender-based violence and intimate partner violence an epidemic:

WHEREAS boards of health are required under the Ontario Public Health Standards to develop interventions to prevent injuries, including those caused by violence; and

WHEREAS police-reported family violence across Canada is increasing and locally, in 2022, the Greater Sudbury Police Service investigated 3,227 intimate partner violence reports, resulting in 867 intimate partner violence charges; and

WHEREAS in Sudbury, between 2018 and June 2023, there were 218 emergency department visits related to intimate partner violence; and

WHEREAS the [City of Greater Sudbury](#), [Northeastern Manitoulin and the Islands](#), [Billings Township](#), and [93 other municipalities in Ontario](#) have declared gender-based violence and intimate partner violence as an epidemic; and

Healthier communities for all.
Des communautés plus saines pour tous.

Sudbury

1300 rue Parly Street
Sudbury ON P3E 3A3
t: 705.522.9200
f: 705.522.5182

Elm Place

10 rue Elm Street
Unit / Unité 130
Sudbury ON P3C 5W3
t: 705.522.9200
f: 705.677.9611

Sudbury East / Sudbury-Est

1 rue King Street
Box / Boîte 58
St.-Charles ON P0M 2W0
t: 705.222.9201
f: 705.867.0474

Espanola

800 rue Centre Street
Unit / Unité 100 c
Espanola ON P5E 1J3
t: 705.222.9202
f: 705.869.5583

Île Manitoulin Island

6163 Highway / Route 542
Box / Boîte 87
Mindemoya ON P0P 1S0
t: 705.370.9200
f: 705.377.5580

Chapleau

34 rue Birch Street
Box / Boîte 485
Chapleau ON P0M 1K0
t: 705.860.9200
f: 705.864.0820

toll-free / sans frais

1.866.522.9200

phsd.ca



Letter to the Premier of Ontario
Re: Gender-based and Intimate Partner Violence
February 21, 2024
Page 2 of 2

WHEREAS calling out the urgency of the issue and denouncing violence contributes to changing norms and improving coordinated multi-sector action, ultimately improving health outcomes for those directly affected, as well as families and communities;

THEREFORE BE IT RESOLVED THAT the Board of Health for Public Health Sudbury & Districts endorse the November 7, 2023, City of Greater Sudbury [motion](#) declaring gender-based violence and intimate-partner violence an epidemic.

As your government will be aware, gender-based violence and intimate partner violence cause immeasurable harm to individuals, families, and communities. These types of violence impact people of all genders, ages, socioeconomic, racial, educational, ethnic, religious, and cultural backgrounds. However, the rates of GBV and IPV are disproportionately higher among women, girls, and gender-diverse people. For many, this is often interconnected with broader societal and systemic issues, including poverty, discrimination, lack of access to resources, inadequate support systems and a legacy of colonialism.

The Board of Health urges the provincial government to allocate the necessary resources, funding, and policy frameworks to reinforce our health and social services. We thank you for your attention to and investment in this urgent public health issue, and we continue to look forward to opportunities to work together to promote and protect the health for everyone.

Sincerely,



René Lapierre
Chair, Board of Health

cc: Honourable Sylvia Jones, Deputy Premier and Minister of Health
Honourable Michael Parsa, Minister of Children, Community and Social Services
Honourable Marci Ien, Minister for Women and Gender Equality and Youth
Honourable Paul Calandra, Minister of Municipal Affairs and Housing
France Gélinas, Member of Provincial Parliament, Nickel Belt
Jamie West, Member of Provincial Parliament, Sudbury
Michael Mantha, Member of Provincial Parliament, Algoma-Manitoulin
Viviane Lapointe, Member of Parliament, Sudbury
Dr. Kieran Moore, Chief Medical Officer of Health
Dr. Eileen DeVilla, Chair, Council of Medical Officers of Health (COMOH)
All Ontario Boards of Health
Association of Local Public Health Agencies

March 25, 2024

Via Email:

Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

Re: Memorandum from H. Ellis, Council and Committee Coordinator, dated February 2, 2024 re: Whitby Sustainability Advisory Committee Request that Council Support the Ontario Energy Board's Decision to end the Gas Pipeline Subsidy

Please be advised that at its meeting held on March 18, 2024, the Council of the Town of Whitby adopted the following as Resolution # 50-24:

Whereas residents are struggling with energy bill increases and need relief; and,

Whereas natural gas is no longer the cheapest way to heat homes because electric heat pumps are now much more efficient, can provide all heating needs even in cold climates, and result in far lower energy bills compared to gas heating; and,

Whereas natural gas is methane gas, which is a fossil fuel that causes approximately one-third of Ontario's GHG emissions, and must be phased out because it is inconsistent with all climate targets, while heat pumps result in the lowest GHG emissions and are consistent with a zero-carbon future; and,

Whereas the Ontario Energy Board (OEB) decided to end a subsidy for methane gas pipelines to be built in new construction developments, effective 2025, finding that this would lower energy bills for existing gas customers and improve affordability for new homebuyers, but this decision is at risk of being overturned by the provincial government; and,

Whereas the OEB decision will help lower energy bills and encourage heating systems that are consistent with climate targets and plans; and,

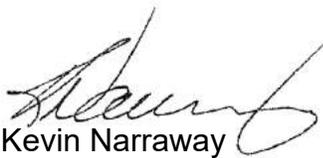
Whereas the construction of new methane gas pipelines, which have 60-year lifetimes, should not be subsidized because they are inconsistent with the Town's climate targets and will result in higher carbon emissions, higher energy bills, higher future decarbonization retrofit costs to phase out fossil fuel heating, and a

continued financial drain as dollars leave the province to pay for fossil fuels extracted in other jurisdictions.

Now therefore, be it resolved:

1. That the Town of Whitby expresses its support for the decision of the Ontario Energy Board to end the gas pipeline subsidy and ask the Ontario Government to allow the decision to stand; and,
2. That this resolution be circulated to Premier Doug Ford; the Minister of Energy, Todd Smith; the Minister of Finance, Peter Bethlenfalvy; the Minister of Municipal Affairs and Housing, Paul Calandra; the Associate Minister of Housing, Rob Flack; President of AMO, Colin Best, the Region of Durham, and all local Ontario municipalities requesting support of the proposed changes.

Should you require further information, please do not hesitate to contact Sarah Klein, Director, Strategic Initiatives at 905-430-4338.



Kevin Narraway
Sr. Manager of Legislative Services/Deputy Clerk

Copy: C. Harris, Director, Legislative Services/Town Clerk – clerk@whitby.ca
S. Klein, Director, Strategic Initiatives – kleins@whitby.ca

Honourable Todd Smith, Minister of Energy
Honourable Peter Bethlenfalvy, Minister of Finance
Honourable Paul Calandra, Minister of Municipal Affairs and Housing
Honourable Rob Flack, Associate Minister of Housing
Colin Best, President of the Association of Municipalities of Ontario
A. Harras, Regional Clerk, Regional Municipality of Durham
All Ontario Municipalities



CLEARVIEW
TOWNSHIP

Clerk's Department
Township of Clearview
Box 200, 217 Gideon Street
Stayner, Ontario L0M 1S0
clerks@clearview.ca | www.clearview.ca
Phone: 705-428-6230

March 27, 2024

Honourable Arif Virani
Minister of Justice & Attorney General
House of Commons
Ottawa, Ontario K1A 0A6

Sent by Email

RE: Township of Clearview Endorsement of Bill C-63 in the House of Commons

Please be advised that Council of the Township of Clearview at its meeting held on March 25, 2024, passed the following resolution in support of the endorsement of Bill C-63 in the House of Commons:

Moved by Councillor Dineen, Seconded by Councillor Broderick, Whereas The Canadian Federal Government has drafted Bill C-63, The Online Harms Act, currently in front of Parliament and has had its first reading; and,

Whereas Bill C-63 requires that online tech companies and social media platforms remove child pornography and other dangerous content within 24 hours once the operator identifies the content, while also mandating the following duties:

- Duty to protect children;
- Duty to act responsibly;
- Duty to remove egregious content; and,

Whereas The Canadian Federal Government proposes to establish a "Digital Safety Commission" and nominate an "independent" Ombudsperson to proactively circumvent potential harms on behalf of Canadians; and,

Whereas online tech companies and social media platforms need to adhere to existing Criminal Laws; and,

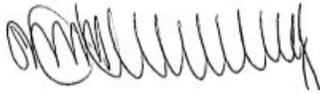
Whereas online tech companies and social media platforms need to be held accountable to keep platforms safe from predators targeting children and other vulnerable Canadians and to protect them from bullying, hate, extremism, violence, discrimination, self harm, exploitation and sexual extortion that can lead to the most dire of consequences; and,

Whereas Clearview Township, as all Canadians, endeavours to foster safe homes, communities, schools and public spaces;

Be It Resolved That the Mayor and Council of Clearview Township endorse the passing of Bill C-63 in the House of Commons and the establishment of a "digital safety commission" and nomination of an "independent" Ombudsperson; and,

That a copy of this resolution be circulated to all municipalities in Ontario; the Association of Municipalities of Ontario; Terry Dowdall, MP; The Right Honourable Justin Trudeau, Prime Minister of Canada and The Honourable Arif Virani, Minister of Justice & Attorney General of Canada. Motion Carried.

Sincerely,



Sasha Helmkey-Playter, B.A., Dipl. M.A., AOMC
Clerk/Director of Legislative Services

cc: Right Honourable Prime Minister Justin Trudeau
Simcoe Grey MP Terry Dowdall
Association of Municipalities of Ontario
Ontario Municipalities

Ministry of
Transportation

Office of the Minister

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Ministère des
Transports

Bureau du ministre

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



March 15, 2024

107-2024-484

Jeff Laferriere
Mayor
City of Temiskaming Shores
325 Farr Drive, P.O. Box 2050
Haileybury ON P0J 1K0
jlaferriere@temiskamingshores.ca

Dear Mayor Laferriere:

I am pleased to announce the launch of the 2023-24 Gas Tax Program and to advise you of your increased funding allocation.

Our government is committed to working with municipalities to improve Ontario's transportation network and support economic growth. Investing in transit will reduce traffic, create jobs and help businesses grow the economy for everyone.

That is why I'm happy to let you know the City of Temiskaming Shores will be eligible to receive **\$153,617** for this program year, to improve your transportation network even more. This includes funding for the transit services you provide to the Town of Colbalt.

In the coming days we will be distributing, through the Transfer Payment Ontario Network (TPON) system, the electronic versions of your Letter of Agreement, along with program guidelines, reporting forms and the Canadian Content for Transit Vehicle Procurement policy. The primary staff contact at the City of Temiskaming Shores will be notified when these documents are available and next steps, including details on when we can communicate this good news publicly together.

If you have any questions regarding the Gas Tax program, please contact Kevin Dowling, Director, Transit Strategy and Programs Branch, at kevin.dowling@ontario.ca.

Sincerely,

A handwritten signature in blue ink, appearing to read "Prabmeet Singh Sarkaria".

Prabmeet Singh Sarkaria
Minister of Transportation

- c. John Vanthof, MPP, Timiskaming—Cochrane
Angela Adshead, Mayor, Town of Cobalt



TOWN OF SHELburne

COUNCIL RESOLUTION

No. 08

Date: 3/25/24

Moved: Councillor Benotto

Seconded by: Councillor Wegener

BE IT RESOLVED THAT Council of the Town of Shelburne encourages all levels of government to eradicate all forms of racism especially Islamophobia and antisemitism, and that this motion be sent to our MP and MPP and all municipalities.

CARRIED, W. Mills

Requested Vote to be Recorded Yes No

	Yea	Nay
Mayor Mills	<input type="checkbox"/>	<input type="checkbox"/>
Deputy Mayor Hall	<input type="checkbox"/>	<input type="checkbox"/>
Councillor Benotto	<input type="checkbox"/>	<input type="checkbox"/>
Councillor Fegan	<input type="checkbox"/>	<input type="checkbox"/>
Councillor Guchardi	<input type="checkbox"/>	<input type="checkbox"/>
Councillor Sample	<input type="checkbox"/>	<input type="checkbox"/>
Councillor Wegener	<input type="checkbox"/>	<input type="checkbox"/>



March 28, 2024

Larry Brock, MP Brant
108 St. George Street, Suite #3
Brantford, ON N3R 1V6

Sent via email: larry.brock@parl.gc.ca

Will Bouma, MPP
96 Nelson Street
Suite 101
Brantford, ON N3T 2X1

Sent via email: will.bouma@pc.ola.org

To whom it may concern:

Please be advised that Brantford City Council at its meeting held March 26, 2024 adopted the following:

12.6.13 Home Heating Sustainability

WHEREAS home heating energy costs is a major and onerous burden for Seniors and those with limited or fixed incomes; and

WHEREAS the cost of natural gas to heat homes continues to climb due to many factors such as inaccurate meter readings, inflation, delivery and customer charges, carbon tax, among others, causing financial strain for many citizens; and

WHEREAS 3.8 million households in Ontario currently use natural gas for home heating, representing about 70 per cent of Ontario households; and

WHEREAS the carbon tax charged on heating bills is highly dependent on the amount of natural gas used and accounts for 20-25% of the utility bill; and

WHEREAS Canadians have no choice but to heat their homes throughout the winter; and

WHEREAS no citizen should have to choose between putting food on the table or heating their homes; and

WHEREAS the carbon tax is increasing as of April 1, 2024 to \$0.15 per cubic meter for natural gas, and the carbon tax rebate for homeowners is also increasing; and

WHEREAS Ontario homeowners can now expect to receive \$1,120 annually for the rebate on average and the rebate will be renamed to the Canada Carbon Rebate; and

WHEREAS starting on January 1, 2024, both SaskEnergy and SaskPower removed the federal carbon tax from home heating, resulting in savings for approximately 98 per cent of Saskatchewan families by exempting them from carbon tax on home heating oil; and

WHEREAS the Canadian government has implemented new measures to help Atlantic Canadians lower their energy bills by making the average heat pump free to help low- to median-income Canadians switch to cleaner fuel and incentivizing the switch to heat pumps with \$250 upfront payments; and

WHEREAS the Canadian and Ontario governments have discontinued grant and rebate programs for Ontarians to retrofit their homes to be energy efficient such as Ontario's green home-retrofit rebate program, the ecoENERGY home retrofit program, and the Canada Greener Homes Grant, making it difficult for homeowners to reduce their reliance on natural gas.

NOW THEREFORE BE IT RESOLVED:

- A. THAT the Federal Government exclude home heating from the federal carbon tax to reduce the burden on citizens, as has been done in Saskatchewan; and
- B. THAT the Federal and Provincial Governments reinstate home energy retrofit rebate and grant programs to help Brantford residents retrofit their homes to be more energy efficient and provide barrier-free options for switching to less carbon-intensive fuel sources to lower their utility bills and avoid the carbon tax; and
- C. THAT the Clerk BE DIRECTED to forward a copy of this resolution to The Federal Minister of the Environment and Climate Change, The Honourable Steven Guilbeault, The Provincial Minister of Environment, Conservation and Parks, The Honourable Andrea Khanjin, The City of Brantford Member of Parliament, The Honourable Larry Brock, The City of Brantford Member of Provincial Parliament, The Honourable Will Bouma, and to each municipality in Ontario; and
- D. THAT the Mayor of the City of Brantford request that this resolution be added as an agenda item for consideration by the Ontario Big City's Mayor Caucus.

I trust this information is of assistance.

Yours truly,



Chris Gauthier
City Clerk, cgauthier@brantford.ca

cc Federal Minister of the Environment and Climate Change, Honourable Steven Guilbeault
Provincial Minister of Environment, Conservation and Parks, Honourable Andrea Khanjin
All Ontario Municipalities



The Corporation of the Town of Kirkland Lake
Clerk's Office – Town Hall
P.O. Box 1757, 3 Kirkland Street West,
Kirkland Lake, ON P2N 3P4
T: 705-567-9361 Ext. 238
E: clerk@tkl.ca
W: www.kirklandlake.ca

April 5, 2024

SENT VIA EMAIL ONLY

To Whom It May Concern:

RE: Motion – Exotic Animals

At its meeting of April 2, 2024, the Council for The Corporation of the Town of Kirkland Lake resolved the following:

*“Moved by: Mayor Stacy Wight
Seconded by: Councillor Rick Owen*

WHEREAS Ontario has more private non-native (“exotic”) wild animal keepers, roadside zoos, mobile zoos, wildlife exhibits and other captive wildlife operations than any other province;

AND WHEREAS the Province of Ontario has of yet not developed regulations to prohibit or restrict animal possession, breeding, or use of exotic wild animals in captivity;

AND WHEREAS exotic wild animals can pose very serious human health and safety risks, and attacks causing human injury and death have occurred in the Province;

AND WHEREAS the keeping of exotic wild animals can cause poor animal welfare and suffering, and poses risks to local environments and wildlife;

AND WHEREAS owners of exotic wild animals can move from one community to another even after their operations have been shut down due to animal welfare or public health and safety concerns;

AND WHEREAS municipalities have struggled, often for months or years, to deal with exotic wild animal issues and have experienced substantive regulatory, administrative, enforcement and financial challenges;

AND WHEREAS the Association of Municipalities of Ontario (AMO), the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), and the Municipal Law Enforcement Officers' Association (MLEOA) have indicated their support for World Animal Protection's campaign for provincial regulations of exotic wild animals and roadside zoos in letters to the Ontario Solicitor General and Ontario Minister for Natural Resources and Forestry;

THEREFORE BE IT RESOLVED THAT *The Corporation of the Town of Kirkland Lake hereby petitions the provincial government to implement provincial regulations to restrict the possession, breeding, and use of exotic wild animals and license zoos in order to guarantee the fair and consistent application of policy throughout Ontario for the safety of Ontario's citizens and the exotic wild animal population;*

AND FINALLY THAT *a copy of this resolution be forwarded to the Premier of Ontario, Ontario's Solicitor General, Ontario's Minister for Natural Resources and Forestry, MPP Timiskaming-Cochrane, AMO, AMCTO, MLEAO, Timiskaming Municipal Association (TMA), the Federation of Northern Ontario Municipalities (FONOM), and all municipalities within the District of Timiskaming.*

CARRIED"

As so directed, a copy of Council's resolution has been supplied above for your reference.

Please do not hesitate to contact me if I can provide clarification in this regard.

Yours truly,

A handwritten signature in black ink, appearing to read 'A. Spilman', with a long horizontal flourish extending to the right.

Amberly Spilman
Deputy Clerk/Lottery Licensing Officer

From: [FONOM Office/ Bureau de FONOM](#)
Date: Monday, April 8, 2024 10:32:11 AM
Attachments: [Municipal Proclamation draft.docx](#)
[Hope Air Request for Proclamation- FONOM.docx](#)

The FONOM Board would like to share this message with you, and they would appreciate your consideration.

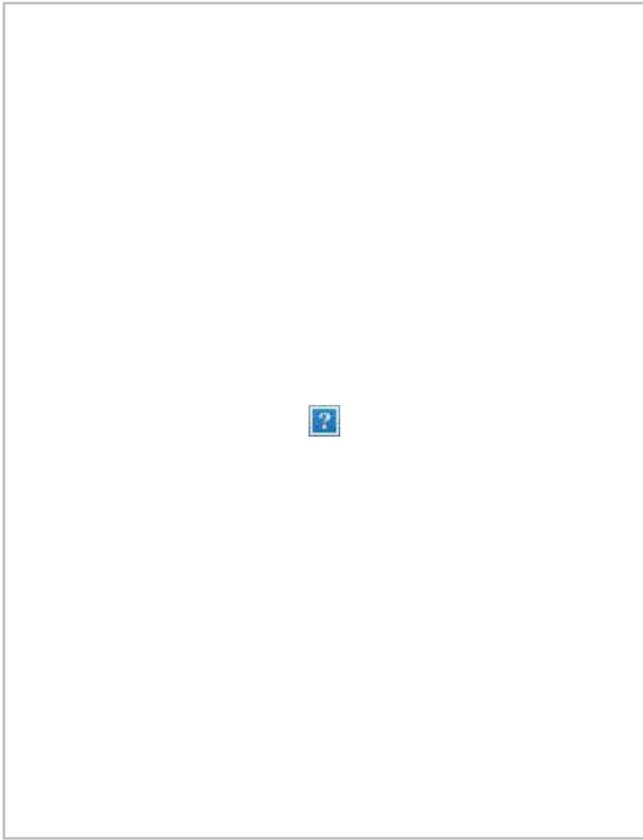
On June 7th, Hope Air is working with cities, towns, and municipalities to declare this day, "Hope Air Day" in Ontario. We are choosing this day to shine the spotlight on the unique medical travel needs of thousands of residents in Northern Ontario. To bring awareness to the issue of equitable access to health care, regardless of distance or income.

To this end, I am writing to ask for your consideration of your organization passing the attached proclamation declaring June 7th, **Hope Air Day**. We expect numerous municipalities to pass this proclamation, and I have attached a formal request as well as a draft proclamation for your review. I have sent the request for proclamation to Hearst, Kapuskasing, North Bay, Sault Ste. Marie, Sudbury, and Thunder Bay. I will continue to connect with Fort Frances, Red Lake, Sioux Lookout, and a few other communities. I respectfully ask for your assistance in sharing with other members to proclaim this day in addition to the FONOM board.

Hope Air Day will culminate in a live concert at 7 pm from Timmins, Ontario, featuring country rock musician Cory Marx. Born in North Bay, Ontario, Cory is a rising musical star and pilot and knows firsthand the challenges relating to access to health care for residents in the North. We will live stream this concert with details to follow.

Thank you again for your belief that no patient should be left behind.

Talk soon, Mac.



Mac Bain
Executive Director
The Federation of Northern Ontario Municipalities
615 Hardy Street North Bay, ON, P1B 8S2
Ph. 705-498-9510



Toronto Office
720 Bathurst Street, Toronto, ON M5S 2R4
Tel: 416.222.6930 | 1.877.346.HOPE(4673)
Fax: 416.222.6930

April 8, 2024

Dear The Board of Directors for the Federation of Northern Ontario Municipalities,

As you know, Hope Air has been tirelessly dedicated to providing access to healthcare by facilitating free travel arrangements for patients living in your community. We ensure that individuals can reach life-saving medical treatment far from home, regardless of distance or financial means.

We want to thank you for your support last year in our advocacy to the Ontario government, for funding to Hope to enable our charity to meet the ongoing and growing demand for our programs. In 2023, Hope Air supported over 3,300 travel arrangements for patients across Northern Ontario. We remain in discussions with the Ministry of Health on a potential funding partnership

On **June 7th**, Hope Air is working with municipalities across Northern Ontario to declare this day, "**Hope Air Day**" in Ontario. We are choosing this day to shine the spotlight on the unique medical travel needs of thousands of residents each year. In turn, we must continue to bring awareness to the issue of equitable access to health care for all.

I am writing to request your consideration that your Municipality adopt the attached proclamation declaring June 7th, Hope Air Day. We would be grateful for this support, in joining cities and towns across the North to recognize the impact of Hope Air.

I have attached a draft of the proclamation for your review.

Please let know if you have any questions with regard to this proclamation,

Warm Regards,

Mark Rubinstein

Mark Rubinstein
CEO
Hope Air

cc. Kristina De Marzio
Manager, Community Engagement



Box/C.P. 668, 285 Whitewood Ave. West
Temiskaming Shores, ON P0J 1P0
Tel (705) 647-4215
Fax/Télécopieur (705) 647-1622
info@temisklibrary.com
www.temisklibrary.com

April 11, 2024

RE: Collaborative approach to homelessness

Dear Service Provider,

The Temiskaming Shores Public Library serves the City of Temiskaming Shores and the surrounding area. The library provides educational and leisure materials, learning databases, eBooks and eMagazines, non-traditional library materials, access to high speed internet via wireless connection and our public access computers, printing, scanning and faxing services and programs for all ages. The library strives to be accepting, inclusive, accessible, cooperative, inspirational, resourceful, innovative, adaptable, and to provide services with integrity.

The library is a low-barrier, community space. On any given day one can find 5-10 unhoused or semi-unhoused individuals spending time in the library to sit and warm up (or cool down), regroup, relax, access resources via wifi and our computers, and of course read. This sometimes has led to safety issues, and issues of perception of safety as users of all ages and from all walks of life, and library staff and volunteers, balance needs and services in a public environment.

The library board and staff have a great interest in keeping open spaces in the library low-barrier and available to all, while seeing to the needs and priorities of all users of the library. To do so, the library would like to use a collaborative approach to information sharing, training, policy sharing and agreements. We very much would like to work with other organizations who are managing many of the same matters to find some solutions that will meet the needs of persons experiencing homelessness and those of the users of library and community services.

This is an open letter to invite discussion and collaboration in our community as we navigate the needs of those who visit, reside, work, go to school and find leisure activities here. The library board would like to host a discussion around these issues in the near future if there is interest.

Best wishes,

Rebecca Hunt, Library CEO
Temiskaming Shores Public Library
285 Whitewood Ave. West, Box 668
Temiskaming Shores, ON P0J 1P0
rhunt@temiskamingshores.ca
705-647-4215

DATE : April 9, 2024

MEMORANDUM TO: Chief Administrative Officers (CAOs)

FROM: Bernie Derible
Deputy Minister and Commissioner of Emergency
Management
Treasury Board Secretariat

SUBJECT: **Ontario's Provincial Emergency Management Strategy
and Action Plan: 2023 Annual Report**

I am pleased to share with you Ontario's [Provincial Emergency Management Strategy and Action Plan: 2023 Annual Report](#).

The Provincial Emergency Management Strategy and Action Plan, which was released last year, is the province's roadmap for a whole-of-Ontario approach to emergency management to keep the people of Ontario safe, practiced and prepared.

This annual report shows the progress made in the last year to keep communities ready and prepared as well as continued actions moving forward. Key actions highlighted in the annual report include:

- Strengthened collaboration through coordinated responses to emergencies across the province, including during challenging flood and wildland fire seasons.
- Enhanced public education and support for emergency management partners, including the delivery of 336 emergency management courses for 13,847 participants and launch of the "Exercise in a Box" program.
- Launched the Community Emergency Preparedness Grant to help communities and organizations across Ontario purchase critical supplies, equipment and deliver training and services towards local emergency preparation and response as part of \$110 million over the next three years announced in the 2023 Ontario Budget.

Best practice initiatives led by emergency management partners across Ontario are also profiled in the annual report which exemplify collective work towards safer and more prepared communities across the province.

This progress is made possible because of the collaboration, coordination, and commitment of municipal partners across Ontario. Thank you for your valued partnership through engagements and discussions to move emergency management goals forward.

If you have any questions regarding the annual report, please contact your local Field Officer. A copy of this memorandum will be shared with your municipality's Community Emergency Management Coordinator.

I appreciate your continued support and partnership as we work together towards a safe, practiced and prepared Ontario.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bernie Derible', with a stylized, cursive script.

Bernie Derible
Deputy Minister and Commissioner of Emergency Management
Treasury Board Secretariat

Cc:

Eric Everett, Assistant Deputy Minister, Emergency Management Strategy, Monitoring and Intelligence Division, Emergency Management Ontario, Treasury Board Secretariat

Heather Levecque, Assistant Deputy Minister, Emergency Management Operations Division, Emergency Management Ontario, Treasury Board Secretariat

Lisa Priest, Assistant Deputy Minister, Emergency Management Preparedness, Programs and Planning Division, Emergency Management Ontario, Treasury Board Secretariat

Michelle Astill, Director, Emergency Management Policy and Governance Branch,
Emergency Management Strategy, Monitoring and Intelligence Division, Emergency
Management Ontario, Treasury Board Secretariat



1. Call to Order

The Chair called the meeting to order at 5:45 p.m.

2. Roll Call

Present:	Sean Rivard, Chair Mark Wilson Lisa Vandermeer
Staff:	Tiffany White, Coordinator
Regrets:	Sherry Ridley Joline Rivard Jame Franks Andre Brock
Members of the Public:	Joel Lemay - guest

3. Review of Revisions or Deletions to Agenda

None

4. Disclosure of Pecuniary Interest and General Nature

None

5. Approval of Agenda

Moved By: Sean

Seconded By: Mark

That the agenda for the March 11th meeting be approved as amended.

Carried

6. Review And Adoption of Previous Minutes

Moved By: Mark

Seconded By: Sean

That the minutes for the New Liskeard Business Improvement Area Board of Management meeting held on Feb 15th 2024, be adopted as presented.

Carried

7. Presentations / Correspondence (Internal/External)

Guest Joel Lemay- works with Century 21 and is interested in joining the BIA



8. Unfinished Business

8.1 **Street Lights** – Tiffany to talk to Mitch for more details

8.2 **Speaker** – Tiffany will speak with RBC or Tench about placing the wifi receiver for the speakers, we would need to use their internet.

9 New Business

9.1 **Block Party** – Bikers reunion is June 29th, NOT is July 13th, Tiffany will contact Hugo Haileybury block party
-tentatively July 27th
-Tiffany will approach downtown businesses about locations and sponsorship opportunities
-needs to stick with only BIA businesses
-Lisa will put together a letter to the BIA businesses explaining the event and requesting their participation, see if they have any interest in sponsoring events (kids tent, Sciene North, Inflatables)
-hot wing eating contest
-Broskies could host his burger contest
-Licence whole street?

9.2 **Easter Hop** – run ad in the paper and on the radio, have businesses reach out to Tiffany if participating, time will be 1pm – 3pm.

Move: Lisa

Second: Sean

Carried

10 Next Meeting

The next Board meeting will be held on ___April 17th 2024___5:30 RIVARC___.

11 Adjournment

Moved By: Lisa

That the New Liskeard Business Improvement Area Board of Management meeting is adjourned at ___7:00___ p.m.

Carried

Temiskaming Shores Public Library Board

Meeting Minutes

Wednesday, February 28, 2024

7:00 p.m. via zoom

1. Call to Order

Meeting called to order by Library Board Chair Brigid Wilkinson at 7:02 p.m.

2. Roll Call

Present: Erica Burkett, Sarah Bahm, Chair Brigid Wilkinson, Nadia Pelletier-Lavigne, Erin Little, Melanie Ducharme, Thomas McLean and Library CEO Rebecca Hunt via zoom, due to winter storm that closed the Library.

Regrets: Joyce Elson

Members of the Public: 0

3. Adoption of the Agenda

Motion #2024-01

Moved by: Nadia Pelletier-Lavigne

Seconded by: Erin Little

Be it resolved that the Temiskaming Shores Public Library Board accepts the February 28, 2024 agenda as amended.

Carried.

Additions: Correspondence c. From Timiskaming District Secondary School, Re: May Ball Bursary

4. Declaration of conflict of interest: None

5. Adoption of the Minutes

Motion #2024-02

Moved by: Erica Burkett

Seconded by: Sarah Bahm

Be it resolved that the Temiskaming Shores Public Library Board approves the minutes of the meeting held on Wednesday, November 22, 2023 as presented.

Carried.

6. Business arising from Minutes:

- a. **Delegation by Municipality at ROMA conference.** Councillor Ducharme gave an overview of the Municipalities delegation and conversations with the representatives from the Ministry of Tourism, Culture and Sport.

7. Correspondence:

- a. From Ministry of Tourism, Culture and Sport. Re: PLOG payment
- b. To Deborah Robertson, ED North Bay Multicultural Centre. Re: Grant app.
- c. From TDSS. Re: May Ball Bursary

8. Secretary–Treasurer’s Report

Report, workplace inspection reports, monthly financial statement and Scotiabank Statements included in the trustees’ information packet.

Library CEO’s Report

February 12, 2024

Building: Fire Safety checks are completed on a monthly basis and reported to the Fire Prevention Officer for the City. Workplace safety inspections are completed on a monthly basis by the Library’s Health and Safety Representative.

On Thursday, February 8 there was a Ministry of Labour workplace inspection done at the library by Jenelle Maya, the Northern Region Occupational Health and Safety Inspector. No orders were issued, but it was noted that we need to review our Violence and Harassment in the Workplace program annually, that that we need to upgrade our program to the Ministry’s standards.

Community Safety and Well-Being Advisory Committee: On February 12 I had a conversation with Lieutenant Robby from the Salvation Army, and vice chair of the committee, about the library acting as a warming centre in Temiskaming Shores. We

discussed the balancing act the library needs to achieve between the various user groups including families, youth, seniors and unsheltered individuals in Temiskaming Shores. He inquired if the library would continue acting as a warming centre and I said that all are welcome in the library as long as they are behaving within our violence and harassment policy and patron code of conduct. We discussed possible solutions to the difficulties the library has been facing the past few months and he said he would bring his notes from our conversation to the committee.

Grants

Connectivity Fund: the connectivity fund grant application was released the week of December 4. I filled out the application and submitted it on December 6. We still have not received confirmation of funding.

Francophone Community Grant Fund: I attended a webinar on the grant requirements and had a phone conversation with the advisor for our region to prepare for the application.

InterLibrary Loan postage reimbursement: We received our reimbursement in the amount of \$438 on February 8. This is reimbursement for our books sent out on loan to other libraries in 2023. We are reimbursed at the rate of \$2.00 per book.

Partnerships:

NEOnet: NEOnet is providing some virtual technology help sessions in the library over the next few months. We hope to be able to schedule around one session a month on a variety of topics.

Early ON on Y va: A group of about 22 parents and babies from Early ON on Y Va came and used the Cricut machine to decorate tee shirts and baby onsies

Performance Evaluations: Staff performance evaluations are underway. I hope to complete them by the end of February.

Workplace Inspections: The First Aid training is still needed for several staff members when possible. In the meantime we are scheduling to be sure we always have a staff member with first aid in the building while we are open. We also need to update our Violence and Harassment in the Workplace program.

Library CEO's Report

January 10, 2024

Building: Fire Safety checks are completed on a monthly basis and reported to the Fire Prevention Officer for the City. Workplace safety inspections are completed on a monthly basis by the Library's Health and Safety Representative.

Grants

PLOG: The Public Library Operating Grant has been received and deposited with the City. The payment usually is received in November, but wasn't received until January 10 this year. The city will still allocate it to 2023.

Connectivity Fund: the connectivity fund grant application was released the week of December 4. I filled out the application and submitted it on December 6.

Northern Lights Library Network: The group met on November 27 for a networking session and will meet again later in the Spring.

Partnerships:

Library Settlement Worker: I have been talking to Vindra Sahadeo at the North Bay and District Multicultural Centre about the provincial Library Settlement Worker program. They have received funding and would like to have the district worker, when hired, work out of the Temiskaming Shores library around 8 hours per week. They would need a space, which I have agreed to, and access to the public access computers. They have agreed to promote library services to their clients, and will pay for any printing and photocopying they do.

French Preschool Storytime: The On y va Early ON program is interested in having a French storytime at the library again, in February or March. They are also making several visits with children from other centres in the district in January and February.

Temiskaming Health Unit Seniors Exercise Class: The classes have started up for an 8-week winter session and have committed to a spring session as well.

Performance Evaluations: Staff performance evaluations are underway. I hope to complete them by the end of February.

Proctoring Exams: A total of seven exams were proctored by library staff in 2023.

Programming: Staff members have submitted program plans for Adult, Children's, French and Technology programming for 2024. It is shaping up to be a very busy year!

Training: I completed the Faith and Belief in the Workplace certification in December. I also took part in a full day city leadership training session on December 8 with Conquer Leadership.

Workplace Inspections: The First Aid training is still needed for several staff members when possible. In the meantime we are scheduling to be sure we always have a staff member with first aid in the building while we are open.

Finances and Statistics

The Board reviewed the workplace inspection, financial and statistical reports, including the Scotiabank Statements as provided by the CEO.

The Library Board will begin a review of the Library's Violence in the Workplace and Harassment program in conjunction with a review of the Board's personnel policies and incorporation of the City's R-Zone policy.

Motion #2024-03

Moved by: Thomas McLean

Seconded by: Melanie Ducharme

Be it resolved that the Temiskaming Shores Public Library Board accepts the January and February 2024 Secretary-Treasurer's report, workplace inspection report and financial reports including Scotiabank statements.

Carried.

9. Committee Reports:

- a. Finance Committee: Nothing to report.
- b. Policy and Personnel Committee: A meeting to begin reviewing personnel policies will be scheduled.
- c. Strategic Planning Committee: Nothing to report.
- d. Library Services Committee: Proposal sent to DSB1 Board of Directors. There has not yet been a response but the committee members will follow up.

10. New Business:

- a. **Report LIB-01-2024: Francophone Community Grant Program Application.**
Motion.

Motion #2024-04

Moved by: Erin Little

Seconded by: Nadia Pelletier-Lavigne

Be it resolved that the That Temiskaming Shores Public Library Board acknowledges receipt of Administrative Report No. LIB-01-2024 and applies to the Francophone Community Grant program for funds according to the application to support French school classes, French immersion classes the Library's French Book Club and the general public in the City of Temiskaming Shores by purchasing French eBook and eAudiobooks, and books and DVDs for the library.

Carried.

- b. 2024 library budget approved in principle and update.** Motion.

Motion #2024-05

Moved by: Erica Burkett

Seconded by: Thomas McLean

Be it resolved that the Temiskaming Shores Public Library Board adopts the finalized 2024 Budget as approved by council.

Carried

- c. Overview of library 2023 statistics and by the numbers document.** For information.
- d. Community Fridge partnership continuation.** Deferred to the March meeting.
- e. Discussion re: Succession Planning.** The Board discussed succession planning for the Library CEO position. The Board will participate in the City's review of management positions for the Library CEO position and the organizational structure of the library staff.

11. Policy Review

- a. Collection Development Policy, Col-1.** Motion

Motion #2024-06

Moved by: Erin Little

Seconded by: Erica Burkett

Be it resolved that the Temiskaming Shores Public Library Board accepts the Policy: Col-1 Collection Development policy as amended by the Board.

Carried

12. CLOSED SESSION

- a. Approval of the September 27, 2023 Closed Session minutes
- b. Business concerning identifiable individuals
- c. Incident reports
- d. Resignation of Board Member

Motion #2024- 07

Moved by: Nadia Pelletier-Lavigne

Seconded by: Sarah Bahm

Be it resolved that the Temiskaming Shores Public Library Board go into closed session at 8:03 p.m. in regards to identifiable individuals.

Carried.

Motion #2024-08

Moved by:

Seconded by:

Be it resolved that the Temiskaming Shores Public Library Board rise from closed session at 8:52 p.m. with report.

Carried.

Motion #2024-09

Moved by: Melanie Ducharme

Seconded by: Thomas McLean

Be it resolved that the Temiskaming Shores Public Library Board accepts the September 2023 closed session minutes as reviewed by the Board.

Carried.

Motion #2024-10

Moved by: Melanie Ducharme

Seconded by: Nadia Pelletier-Lavigne

Be it resolved that the Temiskaming Shores Public Library Board accepts the resignation of Claire Hendrikx from the Library Board.

Carried.

13. Adjournment

Next meeting: Wednesday, March 27 at 7:00 at the library and zoom

Adjournment by Brigid at 8:53 p.m.

Chair –



MINUTES

Timiskaming Health Unit Board of Health

Regular Meeting held on March 6, 2024 at 6:30 PM

THU KL Boardroom / Microsoft Teams

1. The meeting was called to order at 6:30 p.m.

2. **ROLL CALL**

Board of Health Members

Stacy Wight	Chair, Municipal Appointee of Kirkland Lake
Mark Wilson	Municipal Appointee for Temiskaming Shores
Jeff Laferriere	Municipal Appointee for Temiskaming Shores (<i>video</i>)
Curtis Arthur	Provincial Appointee
Carol Lowery	Municipal Appointee for Town of Cobalt, Town of Latchford, Municipality of Temagami, and Township of Coleman
Paul Kelly	Municipal Appointee for Township of Larder Lake, McGarry & Gauthier
David Lowe	Provincial Appointee
Guy Godmaire	Municipal Representative for Township of Brethour, Harris, Harley & Casey, Village of Thornloe (<i>video</i>)
Steve McIntyre	Municipal Appointee for Township of Armstrong, Hudson, James, Kerns & Matachewan (<i>video</i>)
Casey Owens	Municipal Appointee for Town of Kirkland Lake (<i>video</i>)
Cathy Dwyer	Provincial Appointee
Todd Steis	Provincial Appointee

Regrets

Gord Saunders	Municipal Appointee for Township of Chamberlain, Charlton, Evanturel, Hilliard, Dack & Town of Englehart
Jesse Foley	Vice-Chair, Municipal Appointee for Temiskaming Shore
Erin Cowan	Director of Strategic Services and Health Promotion

Timiskaming Health Unit Staff Members

Dr. Glenn Corneil	Acting Medical Officer of Health/CEO
Randy Winters	Director of Corporate and Protection Services
Rachelle Cote	Executive Assistant

3. **APPROVAL OF AGENDA**

MOTION #16R-2024

Moved by: Cathy Dwyer

Seconded by: Paul Kelly

Be it resolved that the Board of Health adopts the agenda for its regular meeting held on March 6, 2024, as presented.

CARRIED

4. **DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE**

None.

5. **PRESENTATION: HEALTHY GROWTH & DEVELOPMENT**

Presenters: Jennifer Cardinal, Program Manager of Family Health

Kara Rivard, Senior Public Health Nurse

Megan Robertson, Family Resource Worker

Staff presented an overview of the family health services provided at THU. The presentation is available [here](#).

Jennifer, Kara and Megan left the meeting room at 6:48 pm.

6. **APPROVAL OF MINUTES**

MOTION #17R-2024

Moved by: David Lowe

Seconded by: Mark Wilson

Be it resolved that the Board of Health approves the minutes of its regular meeting held on January 31, 2024, as presented.

CARRIED

7. **BUSINESS ARISING**

None noted.

8. **REPORTS OF MOH/CEO**

Dr. Corneil provided a summary of the local situation and other related updates.

Dr. Corneil expressed the importance of maintaining routine vaccinations and provided an update on the measles outbreak situation. Public health units are currently preparing for a potential surge. More information to be provided as available.'

9. **HUMAN RESOURCES & FINANCE UPDATE**

Randy Winters provided an update for information purposes.

10. NEW BUSINESS**a. PHU-THU Merger Update**

Chair Wight thanked all applicants and is pleased with the synergy of the working group. Dr. Corneil provided the following update:

- A BOH working group including both MOHs and Chairs, a provincial appointee, the merger advisor, municipal representatives and a Program Manager as recorder. The group meets monthly to discuss and make recommendations on specific items of the merger process/application, due to the ministry, April 2, 2024.
- An e-communication update was shared with all staff, the Board of Health, community partners and municipalities on February 29, 2024. Looking to issue quarterly or as required.
- Monthly calls are held with the Ministry to discuss the merger process and challenges. Discussions are very beneficial for both parties involved.

b. PHU-THU Board Working Group Update**i. BOH Working Group Minutes**

Minutes of February 12 were shared for information.

**ii. BOH Merger Working Group – Terms of Reference
MOTION #18R-2024**

Moved by: Casey Owens

Seconded by: Jesse Foley

Be it resolved that the Timiskaming Board of Health, having reviewed the BOH Merger Working Group Terms of Reference, approve the contents.

CARRIED

iii. Motions for Discussions:**(1) BOH Merger Working Group – Name of the New Proposed Local PH Agency
MOTION #19R-2024**

Moved by: Casey Owens

Seconded by: Todd Steis

Be it resolved that the Timiskaming Board of Health approve the name of the new proposed Local Public Health Agency to “Board of Health for the Northeastern Public Health Unit”, publicly known as Northeastern Public Health / Santé publique du Nord-Est.

CARRIED

(2) **Geographical Boundaries**

MOTION #20R-2024

Moved by: Carol Lowery

Seconded by: Curt Arthur

Be it resolved that the Timiskaming Board of Health approve the geographic boundaries of the new proposed public health agency to reflect the current geographic boundaries of the PHU and THU combined.

CARRIED

(3) **BOH Governance**

MOTION #21R-2024

Moved by: Cathy Dwyer

Seconded by: David Lowe

Be it resolved that the Timiskaming Board of Health approves an autonomous Board of Health governance model for the proposed public health agency.

CARRIED

(4) **Leadership Model**

MOTION #22R-2024

Moved by: Paul Kelly

Seconded by: Casey Owens

Be it resolved that the Timiskaming Board of Health approves the combined Medical Officer of Health/Chief Executive Officer leadership model with an Associate Medical Officer of Health position for the new proposed public health agency.

CARRIED

c. **alpha Winter Symposium Update**

Mr. Arthur provided summary notes and a brief overview of the conference topics.

d. **Briefing Note: Household Food Insecurity**

MOTION #23R-2024

Moved by: Guy Godmaire

Seconded by: Casey Owens

Be it resolved that the Board of Health endorse the Public Health Sudbury and Districts calls for the provincial government to incorporate local food affordability data in determining adequacy of social assistance rates to reflect the current costs of living and to index to inflation going forward as summarized by multiple Association of Local Public Health Agencies (alpha) resolutions:

[A05-18](#) (Adequate Nutrition for Ontario Works and Living Wage),

[A18-02](#) (Minimum Wage that is Living Wage),

[A15-04](#) (Basic Income Guarantee), and

[A23-05](#) (Monitoring Food Affordability in Ontario and the Inadequacy of Social Assistance Rates) and to continue prioritizing monitoring food affordability as part of population health and surveillance efforts.

CARRIED

e. **2023 Year-End BOH Report**

Report distributed for information purposes.

11. **CORRESPONDENCE**

MOTION #24R-2024

Moved by: Paul Kelly

Seconded by: Mark Wilson

Be it resolved the Board of Health acknowledges receipt of the correspondence for information purposes.

CARRIED

12. **IN-CAMERA**

None noted.

13. **RISE AND REPORT**

N/A

14. **DATES OF NEXT MEETINGS**

Special Board of Health Meeting: March 25, 4:30 pm, virtual only.

The next regular meeting will be held on April 3, 2024 at 6:30 pm in New Liskeard.

15. **ADJOURNMENT**

MOTION #25R-2024

Moved by: Carol Lowery

Seconded by: Casey Owens

Be it resolved that the Board of Health agrees to adjourn the regular meeting at 8:01 pm.

CARRIED

Stacy Wight, Board Chair

Rachelle Cote, Recorder

MINUTES

Timiskaming Health Unit Board of Health

Special Meeting held on March 25, 2024 at 4:30 P.M.

Microsoft Teams

1. The meeting was called to order at 4:30 pm.

2. **ROLL CALL**

Board of Health Members

Stacy Wight	Chair, Municipal Appointee of Kirkland Lake
Casey Owens	Municipal Appointee for Town of Kirkland Lake
Jeff Laferriere	Municipal Appointee for Temiskaming Shores
Curtis Arthur	Provincial Appointee
Guy Godmaire	Municipal Representative for Township of Brethour, Harris, Harley & Casey, Village of Thornloe
Steve McIntyre	Municipal Appointee for Township of Armstrong, Hudson, James, Kerns & Matachewan
Carol Lowery	Municipal Appointee for Town of Cobalt, Town of Latchford, Municipality of Temagami, and Township of Coleman
Paul Kelly	Municipal Appointee for Township of Larder Lake, McGarry & Gauthier
Cathy Dwyer	Provincial Appointee
Todd Steis	Provincial Appointee
David Lowe	Provincial Appointee

Regrets

Mark Wilson	Municipal Appointee for Temiskaming Shores
Gord Saunders	Municipal Appointee for Township of Chamberlain, Charlton, Evanturel, Hilliard, Dack & Town of Englehart
Jesse Foley	Vice-Chair, Municipal Appointee for Temiskaming Shores

Timiskaming Health Unit Staff Members

Dr. Glenn Corneil	Acting Medical Officer of Health/CEO
Randy Winters	Director of Corporate and Protection Services
Erin Cowan	Director of Strategic Services and Health Promotion
Rachelle Cote	Executive Assistant

3. **APPROVAL OF AGENDA**

MOTION #1S-2024

Moved by: Jeff Laferriere

Seconded by: Guy Godmaire

Be it resolved that the Board of Health adopts the agenda for its special meeting held on March 25, 2024, as presented.

CARRIED

4. **DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE**

None.

5. **NEW BUSINESS**

a. **BOH Merger Working Group Minutes**

Minutes of February 27 were shared for information.

b. **Proposed Recommendations for Discussion**

i. **Board of Health Sub-Committee**

MOTION #2S-2024

Moved by: Paul Kelly

Seconded by: Casey Owens

Be it resolved that the Board of Health approves the creation of a Finance Board of Health sub-committee for the merged public health agency.

CARRIED

ii. **Formal Intent to Merge**

Dr. Corneil reaffirmed the benefits of voluntary merging with Porcupine Health Unit. After many meetings, discussions and planning, the PHU-THU will be submitting the merger application to the ministry on April 2, 2024, including the following motion:

MOTION #3S-2024

Moved by: Guy Godmaire

Seconded by: Casey Owens

WHEREAS the Boards of Health for the Porcupine Health Unit and the Timiskaming Health Unit have long recognized the opportunity to strengthen local public health across the combined region through a voluntary merger with funding from the Ministry of Health and direction from the Boards of Health to move forward exploring this since 2020; and,

WHEREAS the Boards of Health for the Porcupine Health Unit and the Timiskaming Health Unit, each passed a resolution in October-November 2023 to direct their Medical Officers of Health/Chief Executive Officers (MOH/CEOs) to work towards a voluntary merger between the Porcupine and Timiskaming Health Units; and,

WHEREAS the Boards of Health for the Porcupine Health Unit and the Timiskaming Health Unit do not support discussions nor work towards mergers beyond these two health units; and,

WHEREAS the MOH/CEOs for the Porcupine Health Unit and the Timiskaming Health Unit have since undertaken a process of collaboration, negotiation, and joint engagement, along with the Porcupine Health Unit and the Timiskaming Health Unit

Boards of Health and senior management teams to pursue this merger with the development of the required Ministry of Health Voluntary Merger Business Case; and,

THEREFORE, BE IT RESOLVED THAT the Board of Health for the Porcupine Health Unit and the Timiskaming Health Unit agrees to voluntarily merge to strengthen public health across their combined region, subject to the following conditions:

- a. The Government approves the intended merger; and,
- b. The Government commits to providing adequate and appropriate funding to the Porcupine Health Unit and the Timiskaming Health Unit to support the intended merger, including transition costs and business continuity funding.

FURTHERMORE, that the Boards of Health authorize the MOH/CEO to forward a copy of this resolution to the Ministry of Health;

AND FURTHER, that the Boards of Health authorize the MOH/CEO to forward the Voluntary Merger Business Case to the Ministry no later than April 2, 2024, fully signed by the MOH/CEOs and Board Chairs for the Porcupine Health Unit and the Timiskaming Health Unit, confirming agreement on intent to merge Porcupine Health Unit and Timiskaming Health Unit, pending government approval.

CARRIED

iii. **Board of Health Composition**

A briefing note was shared for information. Dr. Corneil briefed the board on the discussions and criteria agreed on by the BOH Merger Working group. The proposed composition based on agreed principles, both geographical and population-based considerations was utilized to determine municipal representation.

Note: should any of the PHU grouping of municipal representation be modified, the THU motion will not be affected, if the changes are minor.

MOTION #4S-2024

Moved by: Casey Owens

Seconded by: Curt Arthur

Be it resolved that the Board of Health approves the Board of Health composition for the merged local public health agency as presented.

CARRIED

Municipality	Current Health Unit Area	Number of Appointees (10)	Population Size
City of Timmins	Porcupine Health Unit	2	41,145
Temiskaming Shores	Timiskaming Health Unit	1	9,634
Kapuskasing	Porcupine Health Unit	1	8,057
Kirkland Lake	Timiskaming Health Unit	1	7,750
Cochrane and surrounding (Smooth Rock Falls,)	Porcupine Health Unit	1	6,608
Hearst and surrounding (Mattice Val Cote, Moonbeam, Val Rita Harty, Opatatika, Fauquier-Strickland, Hornepayne)	Porcupine Health Unit	1	8,885
Iroquois Falls and surrounding (Black River Matheson, Larder Lake, McGarry, Gauthier, Matachewan)	Porcupine Health Unit / Timiskaming Health Unit	1	8,733
Rural South (Charlton & Dack, Englehart, Chamberlain, Ewanturel, Armstrong, Brethour, Casey, Cobalt, Coleman, Harley, Harris, Hilliard, Hudson, James, Kerns, Latchford, Temagami, Thornloe)	Timiskaming Health Unit	1	9,878
Moosonee (James Bay and Hudson Bay region)	Porcupine Health Unit	1	1,471

6. **DATES OF NEXT MEETING**

The next regular Board of Health meeting will be held on April 3, 2024 at 6:30 pm in New Liskeard.

7. **ADJOURNMENT**

MOTION #5S-2024

Moved by: Todd Steis

Seconded by: Guy Godmaire

Be it resolved that the Board of Health agrees to adjourn the special meeting at 5:26 pm.

CARRIED

Stacy Wight, Board Chair

Rachelle Cote, Recorder



Township of Perry

PO Box 70, 1695 Emsdale Road, Emsdale, ON POA 1J0

PHONE: (705)636-5941

FAX: (705)636-5759

www.townshipofperry.ca

February 26, 2024

Via Email

The Honourable Doug Ford, Premier of Ontario
Premier's Office
Room 281, Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Premier Ford,

**RE: Request to the Province to Amend Blue Box Regulation for
'Ineligible' Sources**

At their last regular meeting on Wednesday February 21, 2024, the Council of the Corporation of the Township of Perry supported the following:

"Resolution #2024-52
Moved by: Paul Sowrey
Seconded by: Jim Cushman

Whereas under Ontario Regulation 391/21: Blue Box producers are fully accountable and financially responsible for their products and packaging once they reach their end of life and are disposed of, for 'eligible' sources only;

And Whereas 'ineligible' sources which producers are not responsible for include businesses, places of worship, daycares, campgrounds, public-facing and internal areas of municipal-owned buildings, and not-for-profit organizations, such as shelters and food banks;

And Whereas should a municipality continue to provide services to the 'ineligible' sources, the municipality will be required to oversee the collection, transportation, and processing of the recycling, assuming 100% of the costs;

Be it resolved that the Council of the Corporation of the Township of Perry hereby request that the province amend Ontario Regulation 391/21: Blue

Box so that producers are responsible for the end-of-life management of recycling products from all sources;

And further that Council hereby request the support of all Ontario Municipalities;

And further that this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Andrea Khanjin, Minister of the Environment, Conservation, and Parks, the Honourable Graydon Smith, MPP Parry Sound-Muskoka, and to all Ontario Municipalities.

Carried.”

Your attention to this matter is greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Beth Morton'.

Beth Morton
Clerk-Administrator

BM/ec

c.c. Honourable Andrea Khanjin, Minister of Environment, Conservation and Parks
Honourable Graydon Smith, MPP Parry Sound-Muskoka
All Ontario Municipalities



Legal Services / Clerk's Department

789 Broadway Street, Box 3000
Wyoming, ON N0N 1T0

Telephone: 519-845-0801

Toll-free: 1-866-324-6912

Fax: 519-845-0818

February 23, 2024

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

Dear Premier Ford:

Re: Lambton County Council Motion

Please be advised that at its regular meeting of February 07, 2024, Lambton County Council Passed the following resolution:

#25: Ferguson/Bradley:

WHEREAS the Province of Ontario has agreed to assume responsibility for the Gardiner Expressway and the Don Valley Parkway from the City of Toronto, which will be uploaded to the Province of Ontario;

WHEREAS like the City of Toronto, The Corporation of the County of Lambton and all municipalities in the Province of Ontario are experiencing significant financial and budgetary pressures including those related to infrastructure development, maintenance and repairs, and are seeking reasonable solutions to address the same while balancing their financial books;

WHEREAS the uploading of municipal highway infrastructure to the Province of Ontario or, alternatively, appropriately increasing the Ontario Community Infrastructure Fund to Ontario municipalities will assist municipalities in addressing such financial challenges;

THEREFORE, BE IT RESOLVED:

- a) That the Province of Ontario: (i) upload from local municipalities the responsibility of and costs associated with the continued construction, operation, and maintenance of major municipally-owned highways throughout the Province of Ontario to the Ontario Ministry of Transportation; or (ii) alternatively, if uploading is not the preferred option of the Province and/or local municipality, to appropriately increase the

Ontario Community Infrastructure Fund to municipalities so as to fairly and equitably allocate resources to Ontario municipalities.

- b) That a copy of this resolution be circulated to all municipalities in Ontario; the Association of Municipalities of Ontario; Sarnia-Lambton MPP, Bob Bailey; the Ontario Minister of Transportation, the Hon. Prabmeet Singh Sarkaria; and the Premier of Ontario, the Hon. Doug Ford.

Carried.

Kind Regards,

DocuSigned by:

5897867E2272445...

Olivia Leger
Clerk/County Solicitor

Encl #CC 04-10-24

cc: Association of Municipalities of Ontario
All Ontario Municipalities
Bob Bailey, M.P.P. Sarnia-Lambton Riding
Hon. Prabmeet Singh Sakaria, Ontario Minister of Transportation

P.O. Box 490
7 Creswell Drive
Trenton, Ontario K8V 5R6
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A Natural Attraction

Tel: 613-392-2841
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josh.machesney@quintewest.ca
clerk@quintewest.ca

Josh Machesney, City Clerk / Manager of Legislative Services

March 7, 2024

The Right Honourable Justin Trudeau
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2
Via Email - justin.trudeau@parl.gc.ca

RE: Notice of Motion – Councillor Stedall – Housing Funding

Dear Prime Minister:

This letter will serve to advise that at a meeting of City of Quinte West Council held on March 6, 2024 Council passed the following resolution:

Motion No 24-167 – Notice of Motion – Housing Funding

Moved by Councillor Stedall

Seconded by Councillor Armstrong

Whereas the City of Quinte West is in need of \$28M in funding to complete the West End Trunk Sewer Main replacement in 2024, which is critical in the ongoing development of new homes in Quinte West;

And Whereas the City of Quinte West requires \$58.6M in funding to upgrade the Trenton Wastewater Treatment Plant Upgrade building to accommodate new homes to be built;

And Whereas the City cannot afford to increase Water, Sewer or Tax rates to fund all of this infrastructure;

And Whereas increased Debt to build the projects will just increase costs to Water, Sewer and Tax rates, or increased costs to developers;

And Whereas the City of Quinte West is currently experiencing a housing crisis from all citizens but specifically with regards to over 250 requiring housing, from Military members of CFB Trenton;

And Whereas City Council approved a Housing Action Plan with a projected 831 new residential units to be completed based on anticipated Housing Accelerator Fund funding over 3 years;

And Whereas the Federal government denied the City of Quinte West the Housing Accelerator Fund;

And Whereas the City of Quinte West is not currently eligible for funding under the Provincial Building Faster Fund as its population is below the threshold;

And Whereas the City of Quinte West may make application to the provincial Housing-Enabling Water Systems Fund which has only \$200M available in funding of which the province would only fund up to 73% to a maximum of \$35M for one project;

And Whereas additional funding has not been allocated from the Federal Government to enhance the Housing-Enabling Water Systems Funding;

Now Therefore Be It Resolved That the City of Quinte West calls on the Federal Government to re-evaluate their lack of funding for municipalities with a population less than 50,000 in rural Ontario and to make available funding for infrastructure programs to help build infrastructure to help build much-needed new homes;

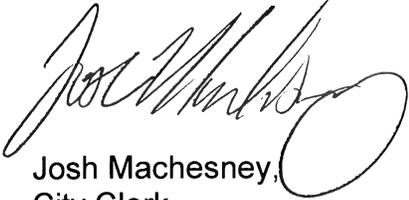
And Further That the Province of Ontario be asked to invest more than the currently allocated \$200M into their Housing Enabling Water Systems Fund;

And Further That this motion be circulated to Prime Minister Justin Trudeau, Federal Minister for Housing, Ryan Williams MP, Premier Doug Ford, the Provincial Ministers of MOI, MMAH, and Todd Smith MPP, and all municipalities, for their support. **Carried**

We trust that you will give favourable consideration to this request.

Yours Truly,

CITY OF QUINTE WEST



Josh Machesney,
City Clerk

cc: Hon. Sean Fraser, Minister of Housing, Infrastructure and Communities
Ryan Williams, MP, Bay of Quinte
Hon. Doug Ford, Premier of Ontario
Hon. Kinga Surma, Minister of Infrastructure
Hon. Paul Calandra, Minister of Municipal Affairs and Housing
Hon. Todd Smith, MPP, Bay of Quinte
All Municipalities

Subject: Ball Diamond Equipment Purchase	Report No.: RS-008-2024
	Agenda Date: April 16, 2024

Attachments

Appendix 01: Turf Care Quote #26119R1
Appendix 02: Toro SandPro Brochure

Recommendations

It is recommended:

1. That Council for the City of Temiskaming Shores acknowledges receipt of Administrative Report RS-008-2024; and
2. That Council provides the Director of Recreation the delegated authority to enter into an agreement with Turf Care Products Canada Ltd for the supply of one (1) Toro SandPro 2040Z in the amount of \$22,766 plus applicable taxes.

Background

The City of Temiskaming Shores maintains and operates seven ball diamonds within the municipality which are scheduled for approximately 2,000 hours of use each summer. City parks staff maintain the ball diamonds with aging equipment that has hampered operations as usage of the ball diamonds has increased over the previous few seasons.

Currently, staff utilize a tractor with attachments that is approaching 50 years of age. While it can suitably maintain ball diamond infields, it is slow, heavy, difficult to manoeuvre and inefficient on fuel.

As part of the 2024 capital budget, staff proposed to purchase a new purpose-built ball diamond groomer. The new machine would easily be moved from field to field (it fits in the back of a pickup), takes much less time to groom the fields and is the current standard for ball diamond maintenance.

As part of broad improvements to parks within the community, this purchase was proposed as part of a grant application to the Northern Ontario Heritage Fund Corporation. A phase 1 application was submitted on March 18, 2024. Once a response has been received to the phase 1 application, the City would be eligible to incur costs as part of this project.

Analysis

Staff utilized the City's participation within the Canoe Procurement Group to receive a quotation from Turf Care Products for a new Toro SandPro 2040Z machine. This machine fits the current and future needs of the municipality and will dramatically increase the quality and safety of our fields.

Turf Care indicated that a machine would take approximately 6-weeks to be delivered once ordered and with ball diamond usage scheduled to begin soon, staff wish to submit an order as soon as a response to the NOHFC phase 1 application is received.

As such, staff are recommending that the Director of Recreation be provided the delegated authority to purchase a Toro SandPro 2040Z from Turf Care Products through the Canoe Group Procurement.

Relevant Policy / Legislation / City By-Law

- 2024 Environmental Services Capital Budget
- By-Law No. 2017-015, Procurement Policy

Consultation / Communication

- Consultation with the Superintendent of Parks and Facilities

Financial / Staffing Implications

This item has been approved in the current budget: Yes No N/A

This item is within the approved budget amount: Yes No N/A

This project has been included in the City's 2024 Capital Budget with a total budget estimate of \$23,000.

Climate Considerations

After review with the City's Climate Lens, it is expected that this purchase would slightly lower the City's CO2 emissions through the replacement of less efficient fossil-fuel powered equipment. There are no options currently on the market to replace this

equipment with a battery-electric option. No considerations for temperature or precipitation adaptation were noted.

Alternatives

Council could direct staff to issue an RFP for this purchase.

Council could direct staff to cancel this procurement for 2024.

Submission

Prepared by:

Reviewed and submitted for Council's
consideration by:

"Original signed by"

"Original signed by"

Mathew Bahm
Director of Recreation

Amy Vickery
City Manager

Quote #26119R1

April 9, 2024

Matt Bahm
City of Temiskaming Shores
325 Farr Drive
Haileybury, ON.
P0J 1K0

Dear Matt,

Thank you for the opportunity to present this turf equipment quote. I have included SandPro 2040Z to meet your turf care needs.

Pricing is based on select in-stock units, which are subject to change should they sell prior to order confirmation. Due to continued volatility in our currency, this quote is subject to change at any time.

Superior products and services are provided to golf courses, municipalities, corporations, contractors and dealers. To make your business run smoothly, our total solutions package encompasses an assortment of products and service for **exceptional customer care**.

If you have any additional questions or concerns, please do not hesitate to contact me on my cell. Trusting the information you requested is included, I look forward to doing business with you in the future.

Yours truly,



Chris Emerton
Territory Manager
☎ (905)-715-6285 ✉ chris.emerton@turfcare.ca

CE:kt

Quote #26119R1

April 9, 2024

City of Temiskaming Shores

	<u>Unit Price</u>	<u>Qty</u>	<u>Total</u>
One (1) Toro Model 08706 SandPro 2040Z	\$22,266	1	\$22,266
One (1) Toro Model 08717 Nail Drag			
One (1) Toro Model 08718 Finish Drag Mat Kit			
One (1) Toro Model 127-0353-03 Rake Holder			



- Industry first zero-turn mechanical groomer
- Unmatched Maneuverability and Productivity
- Kawasaki® 12.2 hp engine
- Fast 12 mph transport speed

Freight
Package TOTAL
\$500
\$22,766
TERMS - Net 30 Days

“Prices are Subject to Change Without Notice”

With potential of increases in equipment costs and delivery expenses due to uncertainty in the supply chain and financial markets, the pricing in this proposal is subject to change anytime. Pricing will be finalized prior to delivery. In addition, all trades form an integral part of this transaction. Changes in usage, hour metre, and condition will affect final trade valuation.

Customer Acknowledgement Initial: _____

Date: _____

Toro Warranty - 2 years or 1500 hrs, limited.

The Toro Company and its affiliate, Toro Warranty Company, pursuant to an agreement between them, jointly warrant your Toro Commercial Product (“Product”) to be free from defects in materials or workmanship for two years or 1500 operational hours, whichever occurs first. The warranty is applicable to all products. Where a warrantable condition exists, we will repair the Product at no cost to you including diagnosis, labor, parts and transportation, this warranty begins on the date the Product is delivered to the original retail purchaser.

Please note that:

- Prices are based on in-stock availability and are subject to change without notice.
- Applicable Tire, Eco, Federal, and Provincial taxes are not included
- Product is subject to availability.
- All orders are subject to credit approval.
- Turf Care reserves the right to withdraw any Transaction Approval due to a material adverse change in circumstances affecting financial markets, equipment supply, the customer, or Turf Care.

Your signature is required below to verify pricing, specifications, and terms contained within this quote.

 Chris Emerton

 City of Temiskaming Shores(Signature)

 Date

 (Please Print Name)

Mission Statement

We are proud of the products we represent and we stand behind what we sell. Our vision is to be the leading provider of quality products and services, and to add value to each transaction by combining these products and services into a “Total Solution” for our customers.

Our core strength is in providing exceptional after sales service.



SAND PRO® SERIES

INFIELD GROOMER / BUNKER RAKE



**TOURNAMENT CONDITION,
EVERY DAY.**

SAND PRO® 2040Z



SAND PRO® 2040Z

The Sand Pro 2040Z mechanical groomer is unlike anything else in the marketplace – a zero-turn groomer delivering unmatched maneuverability and productivity. This unique machine with its exclusive nail drag/flex groomer is the perfect solution for daily bunker or infield grooming. The nimble Sand Pro 2040Z will save valuable time, reducing labor costs while improving surface playability and consistency.



» FEATURES

- Kawasaki 12.2 hp (9.1 kW) gasoline, v- twin engine
- Integrated nail drag and flex groomer for one-pass grooming
- Power steering via independent control sticks
- Unitized transmission minimizes hydraulic lines and connections
- Transport speed up to 12 mph (19.3 km/h) 20% faster than other models.
- Hydraulic-powered groomer lift
- Two-post fixed ROPS, ISO/DIS 21299.2 certified

Visit toro.com or call your local distributor for a full list of available accessories and attachments.



» COUNT ON INNOVATION

The patented "Lift In Turn" feature makes the inside flex tooth rake section lift in a tight turn preventing teardrop formation, leaving a uniform surface. The Toro Sand Pro 2040Z delivers one-pass grooming with an optimal finish in the tightest of turns.



» UNPARALLELED MANEUVERABILITY

Operating the Sand Pro 2040Z is virtually effortless with power steering via two independent control sticks. The zero-turn design allows the machine to turn on a dime, easily grooming around obstacles and hard to reach areas other groomers cannot access. Groom more area with less labor, allowing your staff to complete other tasks sooner.

SAND PRO® 3040/5040



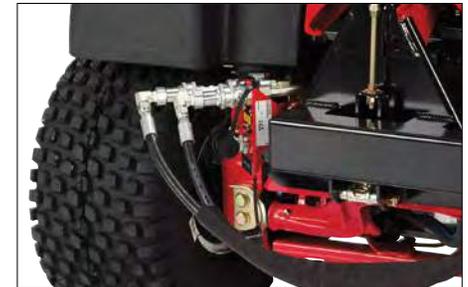
SAND PRO® 3040/5040

It's time to demand more from your grooming rake. With the exclusive Quick Attach System™ (QAS) offering tool-free, quick attachment change-outs and over 25 valuable attachments, the Sand Pro 3040 and 5040 are versatile utility vehicles with many uses. The Sand Pro 5040's optional front QAS provides added flexibility and exclusive steerable front attachments to ensure precision. The Toro Sand Pro keeps bunkers and sports fields in tournament condition every day.



» FEATURES

- Quick Attach System to change implements in seconds without tools
- Over 25 implements available (See List)
- Hydraulic power steering (5040)
- Exclusive steerable front attachments (5040)
- 16hp (11.9 kW) – 3040, 18hp (13.4 kW) – 5040 Vanguard® V-twin engine
- Responsive hydraulically-actuated front (5040) and rear attachments



» ACCESSIBLE MAINTENANCE

The unit was designed to reduce, simplify, and increase access to all scheduled maintenance. The majority of scheduled maintenance tasks can be accessed by lifting the operator seat. For increased access, the side and center quarter panels can be taken off by removing just a few bolts.



» QUICK ATTACH SYSTEM

With the Quick Attach System (QAS), anyone can switch from one attachment to another in less than a minute, with no tools required! Match the machine to the environment to get your fields back into playing condition. QAS allows you to do more with less, and get the job done faster.

Rear QAS is standard on the Sand Pro 3040 and 5040, front QAS is optional on the Sand Pro 5040.

ATTACHMENTS & ACCESSORIES



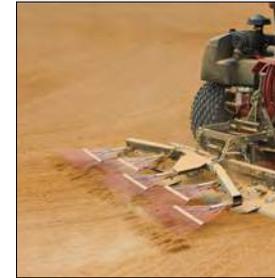
LIP BROOM

Specially designed bristle broom driven by QAS remote hydraulics and removes ridge buildup by sweeping material back into the infield. Hydraulically lifted and lowered, steerable, and offers flexibility for aggressiveness and speed.



QAS™ BUNKER PUMP

Bring your flooded areas back in play faster. Driven by powerful on-board hydraulics, the Bunker Pump throws water up to 40 ft (12.2 meters), pumping 95 gallons per minute (360 liters per minute).



SPRING RAKE

Designed for sole use or with a tooth rake. Great for wet conditions and collecting debris in groomed areas. Five individual rake sections and spring teeth for excellent flotation and minimal surface disruption.



HYDRAULIC FLEX BLADE

Steerable flex design provides ultimate control. Levels, packs and smooths uneven areas in one pass. Dual-function edge can be rotated on the jagged or smooth side. 36 inch (91.4 cm) wide steel blade with four position settings: Raise, Hold, Lower, and Float.



SPORTS FIELD EDGER

Maintain or renovate ball fields by removing overgrown turf infield or warning track lip build up.



NAIL DRAG

Can be lifted and lowered hydraulically and has adjustable down-pressure across the entire width of the drag for a smooth, even scarification across all surfaces.



FLEX GROOMER

Pairs with Nail Drag offering complete grooming in one pass. Optional Accessories include AutoMat or Manual Drag Mat.



CARBIDE TINE TOOLBAR

Carbide tips withstand the harshest conditions. Perfect for loosening compacted infields. Hardened carbide tips available for scarifier teeth. Requires Mid-Mount Assembly.



AUTOMAT DRAG MAT

Automatically engages the infield skin as the Nail Drag is lowered.

FRONT ATTACHMENTS

- Hydraulic Flex Blade
- Manual Blade
- Bunker Pump
- Lip Broom
- Nordic Plow

MID ATTACHMENTS

- Weeder Tine Toolbar
- Spring Tine Toolbar
- Solid Tine Toolbar
- Carbide Tine Toolbar
- Sports Field Edger
- Profile Blade Toolbar

REAR ATTACHMENTS

- Flex Tooth Rake
- Manual Drag Mat
- Coco Drag Mat
- Steel Drag Mat
- Bunker Pump
- Segmented Grooming Broom
- Spiker
- Finish Grader
- Lip Broom
- Spring Rake
- Nail Drag
- Tooth Rake
- Flex Groomer
- AutoMat Drag Mat
- Rahn Groomer*
- Grooming Brush
- Basic Drag Mat

*Available from Rahn Industries at RahnIndustries.com 800-298-1707.

Visit toro.com or call your local distributor for a full list of available accessories and attachments.

SPECIFICATIONS

SAND PRO® INFIELD GROOMER/BUNKER RAKE

MODEL	2040Z	3040	5040
ENGINE	Kawasaki® 2-cylinder, air cooled, gasoline engine; Gross HP 13.6 HP (10.1 kW), Governed HP 12.2 HP (9.1 kW) @ 2400 rpm; Max torque 27.3 ft-lbs. (37.0 Nm) @1800 rpm; Displacement 36.7 cu-in. (603 cc); Oil capacity w/filter 1.7 qts. w/filter (1.5 w/o filter); Oil Filter External, spin-on	Vanguard®, V-twin cylinder, 4-cycle, OHV, air-cooled, gas engine with cast iron sleeves. 16 hp (11.9 kW) at 3600 rpm. Displacement: 29.3 cu. in. (480 cc). Oil capacity: 1.75 quart (1.8 liter). Electronic ignition. Full pressure lubrication, oil filter. Base mounted engine and pump with 4 isolation mounts.	Vanguard®, V-twin cylinder, 4-cycle, OHV, air-cooled, gas engine with cast iron sleeves. 18 hp (13.4 kW) at 3600 rpm. Displacement: 34.8 cu. in. (570 cc). Oil capacity: 1.75 quart (1.8 liter). Electronic ignition. Full pressure lubrication, oil filter. Base mounted engine and pump with 4 isolation mounts.
AIR CLEANER SYSTEM	Heavy-duty single-stage cyclonic air filter with replacement element	Remote-mounted 3-phase Donaldson® air cleaner.	
FUEL CAPACITY	4.5 gals (17 liters) of unleaded gas (maximum 10% ethanol)	5.0 gallon (18.9 liter) of unleaded gasoline.	
TRACTION DRIVE	Belt-driven independent infinitely variable unitized transmission, with automatic tensioning system.	Direct driven hydrostatic variable displacement piston pump to 3 hydraulic motors for 3WD. Large, front mounted hydraulic cooler and fan. Foot pedal control, forward/reverse. Patented Series/Parallel hydraulic traction system keeps three wheels working together, virtually eliminates spin-outs.	
GROUND SPEED	Forward 0-12 mph (0-19.3 km/h), Reverse 0-4 mph (0-6.4 km/h). See Speed Limiter Kits below for additional information.	Infinitely variable 0-10 mph (16 km/h) forward; 4.3 mph (6.9 km/h) reverse.	
TIRES/WHEELS	Drive Wheels 25x12- 9, 3 ply rating pneumatic tubeless demountable with a Turf Tamer (knobby) tread. Front Wheel 16x7.5-8 4 ply rating pneumatic tubeless demountable with turf traction tread. Recommended tire pressure: 7 psi all tires	Three, 22 x 11.00-8 pneumatic tubeless tires on demountable, interchangeable wheels. Tire pressure: 8-10 psi (55.2-69 kPa).	
MAIN FRAME	Rectangular structured steel tube and high strength steel plate welded construction.	Tricycle vehicle with welded rectangular tubular steel frame construction. Rear engine placement.	
BREAKS	Twin levers with dynamic braking through hydrostatic transmission. Hand actuated parking brake lever that controls two integral wet disc brakes contained within transmission.	Dynamic braking through the hydrostatic transmission and hand actuated brake lever.	
STEERING	Power steering controlled through two independent control sticks with integrated dampeners. Min. turning radius: 0" (0 cm)	Manual front wheel steering. 15" (38 cm) diameter steering wheel. Double lubed for life gearbox.	Hydraulic power steering. 15" (38 cm) diameter steering wheel.
CONTROLS/GAUGES	Ignition: Off/Run/Start; Throttle: Low - High Idle; Choke: Open/Closes choke plate; Parking Brake: Off - On LCD logic cluster includes hour meter and safety interlocks for operator presence, neutral and parking brake.	Hand-operated choke, throttle, and hydraulic control for raising/lowering with float. Foot pedal controls traction forward/reverse speed. Rear hydraulic lift and lower controls. Gauges: hour meter.	Hand-operated choke, throttle, and hydraulic control for raising/lowering with float. Foot pedal controls traction forward/reverse speed. Front and rear hydraulic lift and lower controls. Gauges: hour meter.
DIMENSIONS	Width: 71.5" (182 cm) with Nail Drag, Length: 84.8" (215 cm) with Nail Drag, Height: 73.0" (185 cm), Wheelbase: 58.0" 147 cm, Weight: 970 lbs. (439 kg) with Nail Drag.	Width: 58" (147 cm), Length: 67.5" (171.5 cm), Height: 45.25" (114.9 cm), Wheelbase: 42.75" (108 cm), Weight: Net weight (less fluids): 930 lbs. (421.8 kg).	
SEAT	High back cushion vinyl seat with drain hole, integrated armrest and retractable seat belt; adjustment is 4 inches fore and aft.	High-back cushion seat w/drain hole. 4" (10.2 cm) front-back adjustment w/additional 1.75" (4.4 cm) mounting adjustment. (Arm rests optional)	
GROUND CLEARANCE	5.5" (14 cm) (at machine centerline 24 in tire)	6.0" (15.2 cm)	
WARRANTY	2-year limited warranty. Refer to the Operator's Manual for further details.	Two-year limited warranty. Refer to the Operator's Manual for further details. Briggs & Stratton® provides a two-year commercial engine warranty and a lifetime Magnetron® warranty.	

*Specifications and design subject to change without notice. Products depicted in this literature are for demonstration purposes only. Actual products offered for sale may vary in use, design, required attachments and safety features. See distributor for details on all warranties.



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Part Number 19-060-T

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The Corporation of the City of Temiskaming Shores

By-law No. 2024-037

Being a by-law to amend By-law No. 2020-118 to Authorize the Execution of the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream – Amendment No. 1

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council adopted By-law No. 2020-118 at the December 1, 2020 Regular Council meeting, to enter into a Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Between Her Majesty the Queen in Right of the Province of Ontario Represented by the Minister of Transportation for the Province of Ontario and the Corporation of the City of Temiskaming Shores; and

Whereas Council considered Memo No. 011-2024-PW at the April 2, 2024 Committee of the Whole Meeting, and directed staff to prepare the necessary by-law to amend By-law No. 2020-118, being a Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream, to extend the allowable construction end date, and to update the project description and other clarification changes, for consideration at the April 16, 2024 Regular Council meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores enacts the following as a by-law:

1. That Schedule A to By-law No. 2020-118, be hereby amended by the Amending Agreement, a copy of which is hereto attached as Schedule A and forms part of this by-law.
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make any minor modifications or corrections of an administrative, numerical, grammatical, semantically or descriptive nature or kind to the by-law and schedule as may be deemed necessary after the passage of this by-law, where such modifications or corrections do not alter the intent of the by-law.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk



Schedule “A” to

By-law No. 2024-037

**Being a by-law to amend By-law No. 2020-118 to Authorize the Execution
of the Transfer Payment Agreement for the Investing in Canada
Infrastructure Program (ICIP): Public Transit Stream – Amendment No. 1**

**AMENDING AGREEMENT NO. 1
TO THE TRANSFER PAYMENT AGREEMENT
FOR THE INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM**

This Amending Agreement No. 1 to the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream (the “Amending Agreement No. 1”) is effective as of the last date of signature by the Parties below (the “Effective Date”).

B E T W E E N:

HIS MAJESTY THE KING IN RIGHT OF THE PROVINCE OF ONTARIO

as

represented by the Minister of Transportation for the Province of Ontario

(the “Province”)

- and -

CORPORATION OF THE CITY OF TEMISKAMING SHORES

(the “Recipient”)

BACKGROUND

The Province and the Recipient entered into the Transfer Payment Agreement for the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream effective as of June 13, 2021, as amended from time to time (the “Agreement”).

The Agreement was entered into pursuant to the Canada-Ontario Integrated Bilateral Agreement for the Investing in Canada Infrastructure Program, effective as of March 26, 2018 (the “Bilateral Agreement”). There have been amendments to the Bilateral Agreement and developments in the Projects defined in the Agreement, both of which require changes to the Agreement.

Pursuant to section 4.1 (Amending the Agreement) of the Agreement, the Agreement may be amended by written agreement of the Parties.

The Parties wish to amend the Agreement as set out in this Amending Agreement No. 1.

IN CONSIDERATION of the mutual covenants and agreements contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

1.0 General Terms

1.1 Any capitalized terms used in this Amending Agreement No. 1 shall have the meanings ascribed to them in the Agreement.

1.2 Except for the amendments provided for in this Amending Agreement No. 1, all provisions in the Agreement shall remain in full force and effect.

1.3 This Amending Agreement No. 1 may:

(a) be executed in any number of counterparts, each of which will be deemed an original, but all of which together will constitute one and the same instrument.

(b) be executed and delivered

(i) by scanning the manually signed Agreement as a PDF and delivering it by email to the other Parties; or

(ii) electronically to the other Parties, subject to the Province's prior written consent.

The Parties' respective electronic signature is the legal equivalent of a manual signature.

2.0 Amendments to the Agreement

2.1 Section 1.1 (Schedules and Sub-schedules to the Agreement) is hereby deleted and replaced in its entirety with the following:

1.1 Schedules and Sub-schedules to the Agreement. The following schedules and sub-schedules form part of the Agreement:

Schedule "A" - General Terms and Conditions

Schedule "B" - Specific Information

Schedule "C" - Project Description, Budget, Timelines, and Standards

Sub-schedule "C.1" - Project Description, Budget, and Timelines

Schedule "D" - Reports

Sub-schedule "D.1" - Project Tier Classification and Other Information

Schedule "E" - Eligible Expenditures and Ineligible Expenditures

Schedule "F" - Evaluation

Schedule "G" - Communications Protocol

Schedule "H" - Disposal of Assets

Schedule "I" - Aboriginal Consultation Protocol

Schedule "J" - Requests for Payment and Payment Procedures

Sub-schedule "J.1" - Form of Certificate from Recipient
Sub-schedule "J.2" - Form of Declaration of Project Substantial Completion
Sub-schedule "J.3" - Form of Certificate from an Independent Engineer for Project Substantial Completion
Sub-schedule "J.4" - Form of Certificate from an Independent Engineer to Certify Progress
Sub-schedule "J.5" - Form of Certificate from an Independent Certifier for Project Substantial Completion
Sub-schedule "J.6" - Form of Certificate from an Independent Certifier to Certify Progress
Schedule "K" - Committee

2.2 Section A.1.2 (Definitions) is hereby amended by deleting the following definition:

"Certificate from a Professional Engineer for Project Substantial Completion" means a Certificate from a Professional Engineer in the form set out in Sub-schedule "J.3" (Form of Certificate from a Professional Engineer for Project Substantial Completion).

2.3 Section A.1.2 (Definitions) is hereby amended by adding the following definitions:

"Certificate from an Independent Certifier for Project Substantial Completion" means a Certificate from an Independent Certifier in the form set out in Sub-schedule "J.5" (Form of Certificate from an Independent Certifier for Project Substantial Completion).

"Certificate from an Independent Certifier to Certify Progress" means a Certificate from an Independent Certifier in the form set out in Sub-schedule "J.6" (Form of Certificate from an Independent Certifier to Certify Progress).

"Certificate from an Independent Engineer for Project Substantial Completion" means a Certificate from an Independent Engineer in the form set out in Sub-schedule "J.3" (Form of Certificate from an Independent Engineer for Project Substantial Completion).

"Independent Certifier" means an appropriately licensed individual in the Province of Ontario, with expertise in inspecting buses, retained and paid by the Recipient in accordance with the terms and conditions of an agreement between the Recipient and the Independent Certifier for the purpose of providing an independent professional certification that the Project has been built as per industry standards.

“Independent Engineer” means a professional engineer, duly licensed in the Province of Ontario, with expertise in inspecting transportation projects of similar size and scope, retained and paid by the Recipient in accordance with the terms and conditions of an agreement between the Recipient and the Independent Engineer for the purpose of providing an independent professional certification that the Project has been constructed as per industry standards.

2.4 Section A.3.2 (Substantial Completion) is hereby amended by deleting “October 31, 2027” and replacing it with “October 31, 2033”.

2.5 Section A.4.6 (Maximum Funds and Recovery of Excesses) is hereby deleted and replaced in its entirety with the following:

A.4.6 Maximum Funds and Recovery of Excesses. The Recipient acknowledges that:

- (a) the Funds available to it pursuant to the Agreement will not exceed the Maximum Funds;
- (b) if Canada’s total contribution from all federal sources in respect of any Project exceeds, in the aggregate, the sum of the amounts set out in column G (Federal Contribution Towards the Total Eligible Expenditures of the Project) and column I (Other Federal Contribution Towards the Total Costs of the Project) of the Budget for that Project, the Province may recover the excess from the Recipient or reduce the contribution under the Agreement by an amount equal to the excess;
- (c) if the Province’s total contribution from all provincial sources in respect of any Project exceeds the amount set out in column J (Provincial Contribution Towards the Total Eligible Expenditures of the Project) of the Budget for that Project, the Province may recover the excess from the Recipient or reduce the contribution under the Agreement by an amount equal to the excess; and
- (d) if the Total Financial Assistance received in respect of any Project exceeds the amount set out in column F (Total Eligible Expenditures of the Project) of the Budget for that Project, the Province may, up to the Maximum Funds, recover the excess from the Recipient or reduce the contribution under the Agreement by an amount equal to the excess.

2.6 Sub-section A.4.9(d) is hereby deleted and replaced in its entirety with the following:

- (d) the engineering and construction work being undertaken in accordance with industry standards.

2.7 Sub-section A.32.1(c) is hereby deleted and replaced in its entirety with the following:

- (c) on or before February 1 in each of the years 2022, 2024 and 2025, unless the Project has reached Substantial Completion before such date, the Recipient having provided the Province with an asset management self-assessment, in the form and at the address provided by the Province.

2.8 Schedule “B” (Specific Information) is hereby deleted and replaced in its entirety with the new Schedule “B” (Specific Information) found at Appendix A to this Amending Agreement No. 1.

2.9 Sub-schedule “C.1” (Project Description, Budget, and Timelines) is hereby deleted and replaced in its entirety with the new Sub-schedule “C.1” (Project Description, Budget, and Timelines) found at Appendix B to this Amending Agreement No. 1.

2.10 Schedule “D” (Reports) is hereby deleted and replaced in its entirety with the new Schedule “D” (Reports) found at Appendix C to this Amending Agreement No. 1.

2.11 Sub-schedule “D.1” (Project Tier Classification and Other Information) is hereby deleted and replaced in its entirety with the new Sub-schedule “D.1” (Project Tier Classification and Other Information) found at Appendix D to this Amending Agreement No. 1.

2.12 Schedule “E” (Eligible Expenditures and Ineligible Expenditures) is hereby deleted and replaced in its entirety with the new Schedule “E” (Eligible Expenditures and Ineligible Expenditures) found at Appendix E to this Amending Agreement No. 1.

2.13 Section F.1.1 is hereby deleted and replaced in its entirety with the following:

F.1.1 Recipient’s Participation in Projects and ICIP Evaluations. The Recipient understands that the Province or Canada, or both, may ask the Recipient to participate in one or more evaluation in respect of any Project, the Projects or the ICIP during and for a period of up to six years after March 31, 2034. The Recipient agrees, if asked and at its own expense, to provide Project-related information to the Province or Canada, or both, for any evaluation.

2.14 Section G.8.4 is hereby deleted and replaced in its entirety with the following:

G.8.4 Notice of Sign Installation. The Recipient will inform the Province of sign installations, including providing the Province with

photographs of the sign, once the sign has been installed, unless otherwise agreed to by the Province.

2.15 Sub-section J.3.1(c)(ii) is hereby deleted and replaced in its entirety with the following:

- (ii) if, based on the Province's assessment, a Recipient's Project is categorized as a Tier 4 Project, as identified in column C (Project Tier for Reporting Purposes) of Sub-schedule "D.1" (Project Tier Classification and Other Information), a Certificate from an Independent Engineer to Certify Progress or a Certificate from an Independent Certifier to Certify Progress;

2.16 Section J.3.2 (Other Reports and Documents) is hereby added to Schedule "J", as set out below:

J.3.2 Other Reports and Documents. The Recipient will submit the reports and documents provided in Schedule "J" (Requests for Payment and Payment Procedures) or any other reports and documents regarding payment and payment procedures, provided by the Province in the sole discretion of the Province to the Recipient, in accordance with this Agreement.

2.17 In Section J.5.0, all references to "November 1, 2027" are hereby deleted and replaced with "November 1, 2033".

2.18 Sub-schedule "J.1" (Form of Certificate from Recipient) is hereby deleted and replaced in its entirety with the new Sub-schedule "J.1" (Form of Certificate from Recipient) found at Appendix F to this Amending Agreement No. 1.

2.19 Sub-schedule "J.2" (Form of Declaration of Project Substantial Completion) is hereby deleted and replaced in its entirety with the new Sub-schedule "J.2" (Form of Declaration of Project Substantial Completion), found at Appendix G to this Amending Agreement No. 1.

2.20 Sub-schedule "J.3" (Form of Certificate from a Professional Engineer for Project Substantial Completion) is hereby deleted and replaced in its entirety with the new Sub-schedule "J.3" (Form of Certificate from an Independent Engineer for Project Substantial Completion), found at Appendix H to this Amending Agreement No. 1.

2.21 Sub-schedule "J.4" (Form of Certificate from an Independent Engineer to Certify Progress) is hereby deleted and replaced in its entirety with the new Sub-schedule "J.4" (Form of Certificate from an Independent Engineer to Certify Progress), found at Appendix I to this Amending Agreement No. 1.

2.22 Sub-schedule “J.5” (Form of Certificate from an Independent Certifier for Project Substantial Completion) is hereby added to Schedule “J” (Requests for Payment and Payment Procedures), found at Appendix J to this Amending Agreement No. 1.

2.23 Sub-schedule “J.6” (Form of Certificate from an Independent Certifier to Certify Progress) is hereby added to Schedule “J” (Requests for Payment and Payment Procedures), found at Appendix K to this Amending Agreement No. 1.

- SIGNATURE PAGE FOLLOWS -

The Parties have executed this Amending Agreement No. 1 on the dates set out below.

HIS MAJESTY THE KING IN RIGHT OF THE PROVINCE OF ONTARIO as represented by the Minister of Transportation for the Province of Ontario

Date

Name: Prabmeet Singh Sarkaria
Title: Minister

CORPORATION OF THE CITY OF TEMISKAMING SHORES

Date

Name: Jeff Laferriere
Title: Mayor

I have authority to bind the Recipient.

Date

Name: Kelly Conlin
Title: Clerk

I have authority to bind the Recipient.

**APPENDIX A
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SCHEDULE "B"
SPECIFIC INFORMATION**

Maximum Funds*	\$2,289,124.28
Expiry Date	March 31, 2035
Contact information for the purposes of Notice to the Province	<p>Address: Strategic Investments Office Transit Strategy and Programs Branch Ontario Ministry of Transportation 777 Bay Street, 30th Floor Toronto ON M7A 2J8</p> <p>Phone: 416-721-4594</p> <p>Email: ICIPTransit@ontario.ca</p>
Contact information for the purposes of Notice to the Recipient	<p>Position: Clerk</p> <p>Address: 325 Farr Drive, PO Box 2050 Haileybury ON P0J 1K0</p> <p>Phone: 705-672-3363 ext. 4116</p> <p>Email: kconlin@temiskamingshores.ca</p>
Authorized Representative of the Province for the purpose of sections C.3.3 (Amending the Agreement for Minor Changes to the Project Description, Budget, and Timelines) and D.7.2 (Amending the Agreement for Minor Changes to the Reporting)	<p>Position: Director, Transit Strategy and Programs Branch; or Director, Transit Capital and Operations Branch</p>
Authorized Representative designated by the Recipient for the purpose of sections C.3.3 (Amending the Agreement for Minor Changes to the Project Description,	<p>Position: Clerk</p>

Budget, and Timelines) and D.7.2 (Amending the Agreement for Minor Changes to the Reporting)	
Contact Information for the senior financial person in the Recipient organization (e.g., CFO, CAO) - to respond to requests from the Province related to the Agreement	Position: Treasurer Address: 325 Farr Drive, PO Box 2050 Haileybury ON P0J 1K0 Phone: 705-672-3363 ext. 4121 Email: sleveille@temiskamingshores.ca

***Note:** For greater clarity, neither the Province nor Canada will contribute Funds in respect of any Project that exceed their proportional share of the Eligible Expenditures for that Project, as set out in column H (Federal Funding Rate of the Total Eligible Expenditures of the Project) and column K (Provincial Funding Rate of the Total Eligible Expenditures of the Project) in Sub-schedule “C.1” (Project Description, Budget, and Timelines).

**APPENDIX B
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE "C.1"
PROJECT DESCRIPTION, BUDGET, AND TIMELINES**

Project ID	Project Title	Project Description	Federal Approval Date (MM/DD/YYYY)	Total Costs of the Project	Total Eligible Expenditures of the Project	Federal Contribution Towards the Total Eligible Expenditures of the Project	Federal Funding Rate of the Total Eligible Expenditures of the Project	Other Federal Contribution Towards the Total Costs of the Project	Provincial Contribution Towards the Total Eligible Expenditures of the Project	Provincial Funding Rate of the Total Eligible Expenditures of the Project	Recipient Contribution Towards the Total Costs of the Project	Other Contribution Towards the Total Costs of the Project
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
ICIP-TEM-01	Transit Upgrades and Fleet Replacement	<p>The project involves the procurement of several public transit assets including new buses and new bus shelters, as well as technology improvements such as a passenger fare payment system and a passenger information system in Temiskaming Shores, Ontario.</p> <p>Specifically, the project scope includes:</p> <ul style="list-style-type: none"> • procurement of two (2) 30ft, one (1) 35ft, and four (4) 28ft conventional diesel buses; • rehabilitation of two (2) existing buses which will include the replacements of engines and transmission, as well as other major repairs; • procurement and installation of two (2) new bus shelters and replacement of four (4) existing bus shelters to meet accessibility standards under the <i>Accessibility Ontario Disabilities Act (AODA)</i>; • procurement and installation of one (1) transit passenger fare payment system and one (1) passenger information system. 	05/11/2020	\$3,121,675.00	\$3,121,675.00	\$1,248,670.00	40.00%	\$0.00	\$1,040,454.28	33.33%	\$832,550.72	\$0.00

**APPENDIX C
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SCHEDULE “D”
REPORTS**

PROGRESS REPORTS

D.1.1 **Progress Reports.** The Recipient will submit Progress Reports to the Province in a format to be provided by the Province and in accordance with the timelines and any other requirements set out in Article D.2.0 (Reporting Requirements) in respect of each Project.

D.1.2 **Description of Progress Report.** The Recipient agrees that each Progress Report will include, without limitation and at the sole discretion of the Province, the following information in respect of the Project to which the Progress Report relates:

- (a) Canada’s and the Province’s respective forecasted contributions to the Project by Funding Year;
- (b) the Project start date and the Project end date (forecasted and actual where applicable);
- (c) the percentage of the Project that has been completed;
- (d) risks and mitigation strategies;
- (e) confirmation that the Project is on track to achieve expected results or, if the Project is Substantially Completed, confirmation of actual results; and
- (f) confirmation that all required signage for the Project has been installed.

D.2.0 REPORTING REQUIREMENTS

Unless the Province directs or consents otherwise by Notice to the Recipient and at its sole discretion, the reporting requirements for each Project vary depending on the tier classification, as set out in column C (Project Tier for Reporting Purposes) of Sub-schedule “D.1” (Project Tier Classification and Other Information), for the Project.

D.2.1 **Tier 1 Reporting Requirements.** If, based on the Province’s assessment, a Recipient’s Project is categorized as a Tier 1 Project, as identified in column C

(Project Tier for Reporting Purposes) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the Recipient will submit to the Province:

- (a) up and until the final payment has been made pursuant to section J.8.1 (Final Payment), a Progress Report in each calendar year on or before:
 - (i) March 15th; and
 - (ii) September 15th;
- (b) upon reaching Substantial Completion:
 - (i) a Declaration of Project Substantial Completion;
 - (ii) a final Progress Report; and
 - (iii) a photograph of the Project; and
- (c) within 90 days of submitting the final Progress Report, a summary of any Communications Activities made for the Project.

D.2.2 Tier 2 Reporting Requirements. If, based on the Province’s assessment, a Recipient’s Project is categorized as a Tier 2 Project, as identified in column C (Project Tier for Reporting Purposes) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the Recipient will submit to the Province:

- (a) up and until the final payment has been made pursuant to section J.8.1 (Final Payment), a Progress Report in each calendar year on or before:
 - (i) March 15th;
 - (ii) June 15th;
 - (iii) September 15th; and
 - (iv) December 15th;
- (b) upon reaching Substantial Completion:
 - (i) a Declaration of Project Substantial Completion;
 - (ii) a final Progress Report;
 - (iii) a Certificate from an Independent Engineer for Project Substantial Completion, or for a bus procurement project, subject to prior approval from the Province, a Certificate from an Independent

Certifier for Project Substantial Completion;

- (iv) a copy of the report for a compliance audit carried out in accordance with Article D.8.0 (Compliance Audit(s)); and
 - (v) a photograph of the Project; and
- (c) within 90 days of submitting the final Progress Report:
- (i) a summary of any Communications Activities made for the Project; and
 - (ii) a summary of how the Project aligns with provincial and federal objectives.

D.2.3 Tier 3 Reporting Requirements. If, based on the Province's assessment, a Recipient's Project is categorized as a Tier 3 Project, as identified in column C (Project Tier for Reporting Purposes) of Sub-schedule "D.1" (Project Tier Classification and Other Information), then the Recipient will work with the Province to establish a Committee. Additionally, the Recipient will submit to the Province:

- (a) up and until the final payment had been made pursuant to section J.8.1 (Final Payment) a Progress Report in each calendar year on or before:
 - (i) March 15th;
 - (ii) June 15th;
 - (iii) September 15th; and
 - (iv) December 15th;
- (b) on or before September 15th of each calendar year until the project has reached Substantial Completion, a Certificate from an Independent Engineer to Certify Progress, or for a bus procurement project, subject to prior approval from the Province, a Certificate from an Independent Certifier to Certify Progress;
- (c) a communications plan within 180 days of the Effective Date;
- (d) upon reaching Substantial Completion:
 - (i) a Declaration of Project Substantial Completion;
 - (ii) a final Progress Report;

- (iii) a Certificate from an Independent Engineer for Project Substantial Completion, or for a bus procurement project, subject to prior approval from the Province, a Certificate from an Independent Certifier for Project Substantial Completion; and
- (iv) a photograph of the Project;
- (e) a copy of the reports for the following two compliance audits carried out in accordance with Article D.8.0 (Compliance Audit(s)). The initial compliance audit will be carried out midway through the Project. The final compliance audit will be carried out upon reaching the Project Substantial Completion Date; and
- (f) within 90 days of submitting the final Progress Report:
 - (i) a summary of any Communications Activities made for the Project;
 - (ii) a summary of how the Project aligns with provincial and federal objectives; and
 - (iii) a summary of lessons learned.

D.2.4 Tier 4 Reporting Requirements. If, based on the Province's assessment, a Recipient's Project is categorized as a Tier 4 Project, as identified in column C (Project Tier for Reporting Purposes) of Sub-schedule "D.1" (Project Tier Classification and Other Information), then the Recipient will work with the Province to establish a Committee. Additionally, the Recipient will submit to the Province:

- (a) up and until the final payment has been made pursuant to section J.8.1 (Final Payment):
 - (i) a Progress Report in each calendar year on or before the 15th day of each month;
 - (ii) a communications plan within 180 days of the Effective Date and on or before March 15th in each calendar year thereafter;
- (b) on or before March 15th and September 15th of each calendar year until the project has reached Substantial Completion, a Certificate from an Independent Engineer to Certify Progress, or for a bus procurement project, subject to prior approval from the Province, a Certificate from an Independent Certifier to Certify Progress; and
- (c) upon reaching Substantial Completion:

- (i) a Declaration of Project Substantial Completion;
 - (ii) a final Progress Report;
 - (iii) a Certificate from an Independent Engineer for Project Substantial Completion, or for a bus procurement project, subject to prior approval from the Province, a Certificate from an Independent Certifier for Project Substantial Completion; and,
 - (iv) a photograph of the Project;
- (d) a copy of the reports for the following two compliance audits carried out in accordance with Article D.8.0 (Compliance Audit(s)). The initial compliance audit will be carried out midway through the Project. The final compliance audit will be carried out upon reaching the Project Substantial Completion Date; and
- (e) within 90 days of submitting the final Progress Report:
- (i) a summary of any required Communications Activities made for the Project;
 - (ii) a summary of how the Project aligns with provincial and federal objectives; and
 - (iii) a summary of lessons learned.

D.3.0 ABORIGINAL CONSULTATION RECORD

D.3.1 Inclusion of Aboriginal Consultation Record. The Recipient will provide an updated Aboriginal Consultation Record, if consultation with any Aboriginal Community is required.

D.4.0 RISK ASSESSMENT

D.4.1 Further Details on Risk Assessment. Upon the Province's written request and within the timelines set out by the Province, the Recipient will provide further details on the risk assessment the Recipient provides in respect of any Progress Report.

D.5.0 CLIMATE LENS ASSESSMENTS

D.5.1 **Climate Change Resilience Assessment.** If a climate change resilience assessment is identified as “Required” in column F (Climate Change Resilience Assessment) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the Recipient will submit to Canada, through the Province and in a format acceptable to Canada, a climate change resilience assessment prior to submitting a request for payment for the Project. The climate change resilience assessment will be in accordance with:

- (a) the publication titled, *Climate Lens - General Guidance*, provided by Canada at <https://www.infrastructure.gc.ca/pub/other-autre/cl-occ-eng.html>, or at any other location the Province may provide; and
- (b) any additional direction the Province may provide.

D.5.2 **Greenhouse Gas Emissions Assessment.** If a greenhouse gas emissions assessment is identified as “Required” in column D (Greenhouse Gas Emissions Assessment) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the Recipient will submit to Canada, through the Province and in a format acceptable to Canada, a greenhouse gas emissions assessment prior to submitting a request for payment for the Project. The greenhouse gas emissions assessment will be in accordance with:

- (a) the publication titled, *Climate Lens – General Guidance*, provided by Canada at <https://www.infrastructure.gc.ca/pub/other-autre/cl-occ-eng.html>, or at any other location the Province may provide; and
- (b) any additional direction the Province may provide.

D.6.0 COMMUNITY EMPLOYMENT BENEFITS ASSESSMENTS

D.6.1 **Community Employment Benefits Assessments.** If community employment benefits assessments are identified as “Required” in column E (Community Employment Benefits Assessments) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the Recipient will complete community employment benefits assessments for the Project, as described in section D.6.2 (Description of the Community Employment Benefits Assessments), to the satisfaction of Canada and the Province.

D.6.2 **Description of the Community Employment Benefits Assessments.** If community employment benefits assessments are required pursuant to section D.6.1 (Community Employment Benefits Assessments), the Recipient will provide the Province and Canada with such assessments for three or more of the following federal target groups:

- (a) apprentices;
- (b) Indigenous peoples;
- (c) women;
- (d) persons with disabilities;
- (e) veterans;
- (f) youth;
- (g) new Canadians;
- (h) small-medium-sized enterprises; and
- (i) social enterprises.

D.6.3 Reporting on Community Employment Benefits Assessments. The Recipient will submit its community employment benefit assessments to the Province, together with its final Progress Reports, upon reaching Substantial Completion.

D.7.0 CHANGES TO SCHEDULE “D” (REPORTS)

D.7.1 Minor Changes to the Reporting. Subject to section D.7.2 (Amending the Agreement for Minor Changes to the Reporting), the Parties may make changes to this Schedule “D” (Reports) or Sub-schedule “D.1” (Project Tier Classification and Other Information), or both, that, in the opinion of the Province, are minor.

D.7.2 Amending the Agreement for Minor Changes to the Reporting. Any change made pursuant to section D.7.1 (Minor Changes to the Reporting) must be documented through a written agreement duly executed by the respective representatives of the Parties listed in Schedule “B” (Specific Information).

D.8.0 COMPLIANCE AUDIT(S)

D.8.1 Compliance Audit(s). Without limiting the generality of Section A.7.4 (Records Review) and as required under Article D.2.0 (Reporting Requirements), the Recipient will, at its own expense, retain an independent third party auditor to conduct one or more audits to assess the Recipient’s compliance with the terms and conditions of the Agreement as set out below. Each audit will be conducted in accordance with Canadian Generally Accepted Auditing Standards, as

adopted by the Chartered Professional Accountants of Canada, applicable as of the date on which a record is kept or required to be kept under such standards. Each audit will assess and will address, without limitation, the following:

- (a) claims submitted by the Recipient are only in respect of Eligible Expenditures and the sum of those claims does not exceed the total eligible costs incurred and paid by the Recipient for the Project;
- (b) information the Recipient has provided to the Province is complete and accurate and in accordance with the Agreement;
- (c) the Recipient has maintained the level and type of insurance as set-out in the Agreement;
- (d) all Contracts the Recipient has entered comply with the requirements of the Agreement;
- (e) the Recipient has fulfilled its obligations under Article A.28.0 (Environmental Requirements and Assessments), and Article A.29.0 (Aboriginal Consultation);
- (f) the Recipient has disclosed any rebates or funding received for the Project as required under Section A.4.7 and Section A.4.8 of the Agreement;
- (g) the Recipient has fulfilled its requirements to notify the Province of any increase in project costs in accordance with Section A.4.10; and
- (h) prompt and timely corrective action is taken on prior audit findings, if applicable.

**APPENDIX D
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP): PUBLIC
TRANSIT STREAM**

**SUB-SCHEDULE “D.1”
PROJECT TIER CLASSIFICATION AND OTHER INFORMATION**

Project ID	Project Title	Project Tier for Reporting Purposes	Greenhouse Gas Emissions Assessment	Community Employment Benefits Assessments	Climate Change Resilience Assessment	Eligibility of Own-Force Labour Costs	Competitive Acquisition Exemption
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
ICIP-TEM-01	Transit Upgrades and Fleet Replacement	Tier 1	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Note: Please see Schedule “D” (Reports) for further details on reporting.

**APPENDIX E
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SCHEDULE “E”
ELIGIBLE EXPENDITURES AND INELIGIBLE EXPENDITURES**

E.1.0 ELIGIBLE EXPENDITURES

E.1.1 Scope of Eligible Expenditures. Eligible Expenditures are the direct costs which are, in the opinion of the Province, properly and reasonably incurred and paid by the Recipient in respect of any Project. Eligible Expenditures only include the following costs:

- (a) incurred on or after the Federal Approval Date and paid on or before October 31, 2033:
 - (i) all costs considered by the Parties to be direct and necessary for the successful implementation of the Project which may include, unless excluded under Article E.2.0 (Ineligible Expenditures), capital, construction, design and planning costs; and
 - (ii) the costs related to monitoring project-level community employment benefits.
- (b) the costs related to the completion of the climate lens assessments, incurred at any time and paid on or before October 31, 2033;
- (c) the costs associated with Aboriginal consultation and, where appropriate, accommodation measures, incurred on or after February 15, 2018 and paid on or before October 31, 2033;
- (d) if the Project is identified as “Approved” in column G (Eligibility of Own-Force Labour Costs) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the incremental own-force labour costs for which Canada has provided its prior written consent and have been incurred on or after the date set out in the consent and paid on or before October 31, 2033;
- (e) if the Project is identified as “Approved” in column H (Competitive Acquisition Exemption) of Sub-schedule “D.1” (Project Tier Classification and Other Information), the costs for which Canada has provided its prior written consent and are associated with sole-source contracts, and have

been incurred on or after the date set out in the consent and paid on or before October 31, 2033; and

- (f) any other cost that, in the opinion of the Province, is considered to be necessary for the successful implementation of the Project and has been approved in writing prior to being incurred.

E.2.0 INELIGIBLE EXPENDITURES

E.2.1 Scope of Ineligible Expenditures. Unless a cost is considered an Eligible Expenditure pursuant to section E.1.1 (Scope of Eligible Expenditures), such cost will be considered an Ineligible Expenditure. Without limitation, the indirect costs listed in section E.2.2 (Indirect Costs), the costs listed in section E.2.3 (Costs Over and Above a Project Scope) that are over and above the scope of a Project, and the following costs will be considered Ineligible Expenditures:

- (a) costs incurred prior to the Federal Approval Date of a Project and any and all expenditures related to contracts signed prior to the Federal Approval Date of a Project, except for the costs specified in paragraph E.1.1 (b) and paragraph E.1.1 (c);
- (b) costs incurred or paid, or both after October 31, 2033, unless otherwise approved pursuant to paragraph E.1.1(f);
- (c) costs incurred for a cancelled Project;
- (d) land acquisition costs;
- (e) leasing costs for land, buildings, and other facilities;
- (f) leasing costs for equipment other than equipment directly related to the construction of a Project;
- (g) real estate fees and related costs;
- (h) any overhead costs, including salaries and other employment benefits of any employees of the Recipient, any direct or indirect operating or administrative costs of the Recipient, and more specifically, any costs related to planning, engineering, architecture, supervision, management, and other activities normally carried out by the Recipient's staff, except in accordance with paragraph E.1.1(d);
- (i) financing charges;
- (j) legal fees;

- (k) loan interest payments;
- (l) costs of any goods and services received through donations or in-kind;
- (m) taxes and any other costs for which the Recipient or any Third Party is eligible for a rebate;
- (n) costs associated with operating expenses and regularly scheduled maintenance work, with the exception of essential capital equipment purchased at the onset of the construction/acquisition of the main Asset and approved by Canada;
- (o) costs related to furnishings and non-fixed assets which are not essential for the operation of an Asset or Project;
- (p) costs related to easements (e.g., surveys); and
- (q) any other cost which is not specifically listed as an Eligible Expenditure under Article E.1.0 (Eligible Expenditures) and which, in the opinion of the Province, is considered to be ineligible.

E.2.2 Indirect Costs. Without limitation, the following indirect costs are Ineligible Expenditures:

- (a) costs of developing the business case for the purposes of applying for provincial funding in respect of any Project;
- (b) costs in respect of any Evaluation or any other Project evaluation and audit, unless otherwise approved by the Province in writing;
- (c) costs associated with obtaining any necessary approval, licence or permit where the Recipient is the entity providing the approval, licence or permit;
- (d) costs associated with general planning studies, including the Recipient's Official Plan and Transportation Master Plan;
- (e) carrying costs incurred on the funding share of any funding partner other than the Province;
- (f) costs associated with municipal staff and any Third Party travel;
- (g) litigation costs including, without limitation, any award or settlement costs in respect of damages and related interest, and disbursements; and
- (h) Recipient's upgrades not expressly approved by the Province.

E.2.3 Costs Over and Above a Project Scope. Activities undertaken in respect of any Project that are over and above the scope of the Project are considered Ineligible Expenditures. These costs include, but are not limited to:

- (a) the costs to upgrade municipal services and utilities that are over and above those for the relocation and replacement of municipal services and utilities that are solely required for the Project;
- (b) the costs for upgrades to materials and design beyond existing municipal standards; and
- (c) the costs for corridor and urban design enhancements over and above those that are described in the Project description.

**APPENDIX F
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE "J.1"
FORM OF CERTIFICATE FROM RECIPIENT**

**CERTIFICATE FROM RECIPIENT
INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM TRANSFER PAYMENT AGREEMENT**

TO: [insert the information the Province will provide to the Recipient after the Effective Date by Notice]

FROM: [insert address of the Recipient's authorized representative]
Attention: [insert the name and title of the Recipient's authorized representative]
Email: [insert email address of the Recipient's authorized representative]
Telephone No.: [insert telephone number of the Recipient's authorized representative]

RE: Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement - Project [insert the Project unique ID and title]

In the matter of the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement entered into between His Majesty the King in right of Ontario, represented by the Minister of Transportation for the Province of Ontario, and the [insert the legal name of the Recipient] (the "Recipient"), on _____, _____ (the "Agreement").

I, _____ [insert name and title of the Recipient's authorized representative], having made such inquiries as I have deemed necessary for this certificate, hereby certify that to the best of my knowledge, information, and belief:

1. On and as of the date set out below:
 - (a) all representations and warranties contained in Article A.2.0 (Representations, Warranties, and Covenants) of Schedule "A" (General Terms and Conditions) to the Agreement are true and correct;
 - (b) the Recipient is in compliance with all the terms and conditions of the Agreement, including, without limitations, its obligations under Article A.28.0

(Environmental Requirements and Assessments), and sections A.29.1 (Aboriginal Consultation Protocol), A.32.1 (Special Conditions), and C.2.1 (Canada's Requirements for Standards), and no Event of Default, as defined in the Agreement, is currently occurring;

- (c) if the Recipient has incurred a cost overrun in respect of any Project, it has funded the cost, is not asking for funds from the Province, and has sufficient funds to complete the Project in compliance with the Agreement; and
 - (d) the Recipient has complied with all applicable provision of the *Construction Lien Act* (Ontario) and the *Construction Act* (Ontario) and is not aware of any claims for lien under that Act.
2. The information in respect of the Project **[insert the Project unique ID and title]** that is contained in the attached Request for Payment Form and Progress Report is true and correct.
 3. Eligible Expenditures in Appendix "A" have been incurred in accordance with the Agreement and have only been expended on the Project as described in Sub-schedule "C.1" (Project Description, Budget, and Timelines) of the Agreement.
 4. The Recipient is in compliance with all of the reporting requirements of the Agreement.

The Recipient hereby requests a payment in the amount of:

\$ _____ on account of the Province's; and

\$ _____ on account of Canada's contribution towards the Eligible Expenditures of the Project **[insert the Project unique ID and title]**.

Declared at _____ (municipality), in the Province of Ontario, this _____ day of _____, 20_____.

(Signatures)

Name: **[insert/print the name of the Recipient's authorized representative]**

Title: **[insert/print the title of the Recipient's authorized representative]**

I have authority to bind the Recipient.

Witness Name: **[insert/print the name of the witness]**

Title: **[insert/print the title of the witness]**

APPENDIX “A”

COMPLIANCE REQUIREMENTS BEFORE SUBMITTING A REQUEST FOR PAYMENT TO THE PROVINCE <i>(please respond with “YES”, “NO”, or “N/A”, as appropriate)</i>	
The Recipient must pay all payment claims and invoices in full before making a request for payment to the Province. Please indicate whether the Recipient has already paid the claimed amount.	
If your Project requires an environmental assessment (EA), pursuant to A.28.1 (Federal Environmental Requirements) of the Agreement, please indicate if the EA has been approved by Canada. If the response is “No”, the recipient is confirming that this claim does not include costs for site preparation, removal of vegetation or construction of the Project.	
If your Project has been identified by Canada or the Province as having a legal duty to consult and, where appropriate, to accommodate Aboriginal Communities, please indicate if the requirements under Article A.29.0 (Aboriginal Consultation) have been met for the Project. If the response is “No”, the recipient is confirming that this claim does not include costs for site preparation, removal of vegetation or construction of the Project.	
If a climate change resilience assessment is identified as “Required” in column F (Climate Change Resilience Assessment) of Sub-schedule “D.1” (Project Tier Classification and Other Information), please indicate if a climate change resilience assessment has been approved by Canada.	
If a greenhouse gas emissions assessment is identified as “Required” in column D (Greenhouse Gas Emissions Assessment) of Sub-schedule “D.1” (Project Tier Classification and Other Information), please indicate if a greenhouse gas emission assessment has been approved by Canada.	
If your Project requires the acquisition of a vehicle that is not exempt from the Canadian Content Policy, please provide a declaration form pursuant to the Canadian Content Policy.	
If the Recipient does not own the land on which the Project is to be carried out, please indicate if the Recipient has entered into legally binding agreements with all owners of such land as required under Section A.32.1 (Special Conditions) of the Agreement.	
If your Project requires the installation of federal and provincial signage, pursuant to G.8.0 (Signage) of the Agreement, please indicate if the Recipient has installed a federal and provincial sign for the Project.	

Record of Invoices

Date of Invoice (DD/MM/YY)	Period of Work Performed		Vendor Name	Date Paid (DD/MM/YY)	Description of Expense	Eligibility per E.1.1	Amount Paid (\$)				
	From (DD/MM/YY)	To (DD/MM/YY)					Invoice Subtotal without HST	Ineligible Expenditures	Invoice Total HST	Recoverable HST	Eligible Cost (Net of HST)
TOTAL											

The Recipient hereby requests a payment in the amount of:

\$ _____ on account of Canada's and the Province's contribution toward the Eligible Expenditures of the Project
[Insert the Project unique ID and title].

Declared at **[Insert Municipality]**, in the Province of Ontario, on **[Insert Date]**. By signing below, I hereby certify that to the best of my knowledge, information and belief, the information that is contained in this form, including the Record of Invoices and compliance requirements table above, is true and accurate. I confirm that all funds received will only and entirely be used for Eligible Expenditures.

(Signatures):

Name: **[insert/print the name of the Recipient's authorized representative]**

Title: **[insert/print the title of the Recipient's authorized representative]**

Witness Name: **[insert/print the name of the witness]**

Title: **[Insert/print the title of the witness]**

I have authority to bind the Recipient.

**APPENDIX G
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE “J.2”
FORM OF DECLARATION OF PROJECT SUBSTANTIAL COMPLETION**

**DECLARATION OF PROJECT SUBSTANTIAL COMPLETION
INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM TRANSFER PAYMENT AGREEMENT**

TO: [insert the information the Province will provide to the Recipient after the Effective Date by Notice]

FROM: [insert address of the Recipient’s authorized representative]
Attention: [insert the name and title of the Recipient’s authorized representative]
Email: [insert email address of the Recipient’s authorized representative]
Telephone No.: [insert telephone number of the Recipient’s authorized representative]

RE: Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement - Project [insert the Project unique ID and title]

In the matter of the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement entered into between His Majesty the King in right of Ontario, as represented by the Minister of Transportation for the Province of Ontario, and the [insert the legal name of the Recipient] (the “Recipient”), on _____, _____ (the “Agreement”).

I, _____ [insert name and title of the Recipient’s authorized representative], having made such inquiries as I have deemed necessary for this certificate, hereby certify that to the best of my knowledge, information and belief:

1. On and as of the date set out below:
 - (a) all representations and warranties contained in Article A.2.0 (Representations, Warranties, and Covenants) of Schedule “A” (General Terms and Conditions) to the Agreement are true and correct;
 - (b) the Recipient is in compliance with all the terms and conditions of the Agreement, including, without limitation, its obligations under Article

A.28.0 (Environmental Requirements and Assessments), and sections A.29.1 (Aboriginal Consultation Protocol), A.32.1 (Special Conditions), and C.2.1 (Canada's Requirements for Standards) to the Agreement, and no Event of Default, as defined in the Agreement, is currently occurring;

- (c) if the Recipient has incurred a cost overrun for the Project, the Recipient has funded the cost, is not asking for funds from the Province, and has sufficient funds to complete the Project in compliance with the Agreement;
 - (d) the Recipient has complied with all applicable provisions of the *Construction Lien Act* (Ontario) and the *Construction Act* (Ontario) and is not aware of any claims for lien under that Act;
 - (e) the work for the Project **[insert the Project unique ID and title]**:
 - (i) has reached Substantial Completion, as defined in the Agreement, on the _____ day of _____ 20____ (the "Project Substantial Completion Date");
 - (ii) was carried out between _____ **[insert the start date]** and the Project Substantial Completion Date;
 - (iii) was supervised and inspected by qualified staff;
 - (iv) conforms with the plans, specifications, and other documentation for the Project;
 - (v) conforms with Schedule "C" (Project Description, Budget, Timelines, and Standards) of the Agreement, except as the Province has otherwise approved in advance and in writing;
 - (vi) conforms with the requirements provided for in paragraph A.4.9(d) of Schedule "A" (General Terms and Conditions) of the Agreement to comply with industry standards; and
 - (vii) conforms with applicable Environmental Laws, as defined in the Agreement, and appropriate mitigation measures have been implemented.
2. The information in respect of the Project **[insert the Project unique ID and title]** that is contained in the final Progress Report is true and correct.
3. The Funds will only and entirely be used for Eligible Expenditures that have been incurred by the Recipient in accordance with the Agreement.

4. The value of completed work on the Project is \$ _____ **[insert the amount in Canadian dollars]**.

Declared at _____ (municipality), in the Province of Ontario, this _____ day of _____, 20____.

(Signatures)

Name: **[insert/print the name of the Recipient's authorized representative]**
Title: **[insert/print the title of the Recipient's authorized representative]**

Witness Name: **[insert/print the name of the witness]**
Title: **[insert/print the title of the witness]**

I have authority to bind the Recipient.

**APPENDIX H
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE "J.3"
FORM OF CERTIFICATE FROM AN INDEPENDENT ENGINEER
FOR PROJECT SUBSTANTIAL COMPLETION**

[Note: This form is only for Tiers 2, 3 and 4 Projects. The form may be completed by a professional engineer, rather than an Independent Engineer, for Tier 2 Projects.]

**CERTIFICATE FROM AN INDEPENDENT ENGINEER
FOR PROJECT SUBSTANTIAL COMPLETION
INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM TRANSFER PAYMENT AGREEMENT**

TO: [insert the information the Province will provide to the Recipient after the Effective Date by Notice]

FROM: [insert the address of the Independent Engineer]

Attention: [insert the name and title of the Independent Engineer]
Email: [insert the email address of the Independent Engineer]
Telephone No.: [insert the telephone number of the Independent Engineer]

RE: Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement - Project [insert the Project unique ID and title]

In the matter of the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement entered into between His Majesty the King in right of Ontario, as represented by the Minister of Transportation for the Province of Ontario, and the [insert the name of the Recipient] (the "Recipient"), on _____, _____ (the "Agreement").

I, _____ [insert the name and title of the Independent Engineer], a professional engineer duly licensed in the Province of Ontario, having made such inquiries as I have deemed necessary for this certificate, hereby certify that to the best of my knowledge, information and belief:

On and as of the date set out below, the work for the Project [insert the Project unique ID and title]:

1. has reached Substantial Completion, as defined in the Agreement, on the _____ day of _____ 20____ (the “**Project Substantial Completion Date**”);
2. was carried out between **[insert the start date]** and the Project Substantial Completion Date;
3. was supervised and inspected by qualified staff;
4. conforms with the plans, specifications, and other documentation for the Project;
5. conforms with applicable Environmental Laws, as defined in the Agreement, and appropriate mitigation measures have been implemented, if applicable;
6. conforms with Schedule “C” (Project Description, Budget, Timelines, and Standards) of the Agreement, except as the Province has otherwise approved in advance and in writing; and
7. was undertaken in accordance with industry standards.

Declared at _____ (municipality), in the Province of Ontario, this _____ day of _____, 20_____.

(Signatures)

Name: **[insert/print the name of the Independent Engineer]**

Witness Name: **[insert/print the name of the witness]**

Title: **[insert/print the title of the Independent Engineer]**

Title: **[insert/print the title of the witness]**

**APPENDIX I
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE "J.4"
FORM OF CERTIFICATE FROM AN INDEPENDENT ENGINEER TO CERTIFY
PROGRESS**

[Note: This form is only for Tiers 3 and 4 Projects up to Substantial Completion to certify progress once construction is underway excluding utility relocation and site clearing work.]

**CERTIFICATE FROM AN INDEPENDENT ENGINEER TO CERTIFY PROGRESS
INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM TRANSFER PAYMENT AGREEMENT**

TO: [insert the information the Province will provide to the Recipient after the Effective Date by Notice]

FROM: [insert the address of the Independent Engineer]
Attention: [insert the name and title of the Independent Engineer]
Email: [insert the email address of the Independent Engineer]
Telephone No.: [insert the telephone number of the Independent Engineer]

RE: Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement - Project [insert the Project unique ID and title]

In the matter of the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement entered into between His Majesty the King in right of Ontario, as represented by the Minister of Transportation for the Province of Ontario, and the [insert the name of the Recipient] (the "Recipient"), on _____, _____ (the "Agreement").

I, _____ [insert the name and title of the Independent Engineer], an independent professional engineer duly licensed in the Province of Ontario, having made such inquiries as I have deemed necessary for this certificate, hereby certify that to the best of my knowledge, information and belief:

On and as of the date set out below, the work for the Project is _____ [Insert Project percent complete] percent complete, and the Project:

1. was supervised and inspected by qualified staff;
2. conforms with the plans, specifications and other documentation for the Project;
3. conforms with applicable Environmental Laws, as defined in the Agreement, and appropriate mitigation measures have been implemented;
4. conforms with Schedule "C" (Project Description, Budget, Timelines, and Standards) of the Agreement, except as the Province has otherwise approved in advance and in writing; and
5. was undertaken in accordance with industry standards.

Declared at _____ (municipality), in the Province of Ontario, this _____ day of _____, 20_____.

(Signatures)

Name: **[insert/print the name of the Independent Engineer]**
Title: **[insert/print the title of the Independent Engineer]**

Witness Name: **[insert/print the name of the witness]**
Title: **[insert/print the title of the witness]**

**APPENDIX J
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE “J.5”
FORM OF CERTIFICATE FROM AN INDEPENDENT CERTIFIER
FOR PROJECT SUBSTANTIAL COMPLETION**

[Note: This form is only for Tiers 2, 3 and 4 bus procurement projects and must be completed by an Independent Certifier.]

**CERTIFICATE FROM AN INDEPENDENT CERTIFIER
FOR PROJECT SUBSTANTIAL COMPLETION
INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM TRANSFER PAYMENT AGREEMENT**

TO: [insert the information the Province will provide to the Recipient after the Effective Date by Notice]

FROM: [insert the address of the Independent Certifier]
Attention: [insert the name and title of the Independent Certifier]
Email: [insert the email address of the Independent Certifier]
Telephone No.: [insert the telephone number of the Independent Certifier]

RE: Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement - Project [insert the Project unique ID and title]

In the matter of the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement entered into between His Majesty the King in right of Ontario, as represented by the Minister of Transportation for the Province of Ontario, and the [insert the name of the Recipient] (the “Recipient”), on _____, _____ (the “Agreement”).

I, _____ [insert the name and title of the Independent Certifier], having made such inquiries as I have deemed necessary for this certificate, hereby certify that to the best of my knowledge, information and belief, on and as of the date set out below:

1. The **[insert number and description of buses]** buses manufactured by **[insert name of bus manufacturer(s)]** (the “Buses”) were inspected by qualified staff on **[insert date(s) of inspection]**; and
2. The Project, which, for greater certainty, includes the Buses:
 - (a) has reached Substantial Completion, as defined in the Agreement, on the _____ day of _____ 20____ (the “**Project Substantial Completion Date**”);
 - (b) was carried out between **[insert the start date]** and the Project Substantial Completion Date;
 - (c) conforms with the plans, specifications, and other documentation for the Project;
 - (d) conforms with all Requirements of Law; and
 - (e) was undertaken in accordance with industry standards.

Declared at _____ (municipality), in the Province of Ontario, this _____ day of _____, 20_____.

(Signatures)

Name: **[insert/print the name of the Independent Certifier]**
 Title: **[insert/print the title of the Independent Certifier]**

Witness Name: **[insert/print the name of the witness]**
 Title: **[insert/print the title of the witness]**

**APPENDIX K
TO THE AMENDING AGREEMENT NO. 1 TO THE
TRANSFER PAYMENT AGREEMENT FOR THE INVESTING IN CANADA
INFRASTRUCTURE PROGRAM (ICIP): PUBLIC TRANSIT STREAM**

**SUB-SCHEDULE “J.6”
FORM OF CERTIFICATE FROM AN INDEPENDENT CERTIFIER TO CERTIFY
PROGRESS**

[Note: This form is only for Tiers 3 and 4 bus procurement projects once buses have been received by the Recipient up to Substantial Completion]

**CERTIFICATE FROM AN INDEPENDENT CERTIFIER TO CERTIFY PROGRESS
INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP):
PUBLIC TRANSIT STREAM TRANSFER PAYMENT AGREEMENT**

TO: [insert the information the Province will provide to the Recipient after the Effective Date by Notice]

FROM: [insert the address of the Independent Certifier]
Attention: [insert the name and title of the Independent Certifier]
Email: [insert the email address of the Independent Certifier]
Telephone No.: [insert the telephone number of the Independent Certifier]

RE: Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement - Project [insert the Project unique ID and title]

In the matter of the Investing in Canada Infrastructure Program (ICIP): Public Transit Stream Transfer Payment Agreement entered into between His Majesty the King in right of Ontario, as represented by the Minister of Transportation for the Province of Ontario, and the [insert the name of the Recipient] (the “Recipient”), on _____, _____ (the “Agreement”).

I, _____ [insert the name and title of the Independent Certifier], having made such inquiries as I have deemed necessary for this certificate, hereby certify that to the best of my knowledge, information and belief, on and as of the date set out below:

1. The [insert number and description of buses] buses manufactured by [insert name of bus manufacturer] (the “Buses”) were inspected by qualified staff on [insert date(s) of inspection]; and
2. The Project, which, for greater certainty, includes the Buses:

- (a) conforms with the plans, specifications and other documentation for the Project;
- (b) conforms with all Requirements of Law; and
- (c) was undertaken in accordance with industry standards.

Declared at _____ (municipality), in the Province of Ontario, this _____ day of _____, 20_____.

(Signatures)

Name: **[insert/print the name of the Independent Certifier]**
Title: **[insert/print the title of the Independent Certifier]**

Witness Name: **[insert/print the name of the witness]**
Title: **[insert/print the title of the witness]**

The Corporation of the City of Temiskaming Shores

By-law No. 2024-038

Being a by-law to authorize an agreement with York1 Remediation LP, for construction services related to the placement of final cover at the closed Haileybury Landfill Site

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council considered Administrative Report No. PW-011-2024 at the April 2, 2024 Committee of the Whole meeting, and directed staff to prepare the necessary by-law with York1 Remediation LP for construction services related to the placement of final cover at the closed Haileybury Landfill Site, in the amount of \$ 565,925.00 plus applicable taxes, for consideration at the April 16, 2024 Regular Council Meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the Mayor and Clerk be authorized to enter into an Agreement with York1 Remediation LP for construction services related to the placement of final cover at the closed Haileybury Landfill Site, in the amount of \$565,925.00 plus applicable taxes, a copy of which is attached hereto as Schedule "A" and forming part of this by-law.
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make any minor modifications or corrections of an administrative, numerical, grammatical, semantically or descriptive nature or kind to the By-law and schedule as may be deemed necessary after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk



Schedule “A” to

By-law 2024-038

Agreement between

The Corporation of the City of Temiskaming Shores

And

York1 Remediation LP

for construction services related to the placement of final cover at the closed
Haileybury Landfill Site

This agreement made this 16th day of April, 2024.

Between:

The Corporation of the City of Temiskaming Shores
(hereinafter called “the Owner”)

and

York1 Remediation LP
(hereinafter called “the Contractor”)

Witnesseth:

That the Owner and the Contractor shall undertake and agree as follows:

Article I:

The Contractor will:

- a) Provide all material and perform all work described in the following Contract Documents:
 - i. Request for Proposal No. PW-RFP-003-2024, titled Haileybury Landfill Closure; and
 - ii. York1 Remediation LP submission in response to PW-RFP-003-2024 (Appendix 01).
- b) Do and fulfill everything indicated by this Agreement and in the Contract Documents.
- c) Complete, as certified by the Manager of Environmental Services, all the work by **June 28, 2024.**
- d) The time limits referred to in this Agreement may be abridged or extended by mutual agreement by both Parties.

Article II:

The Owner will:

- a) Pay the Contractor in lawful money of Canada for the material and services aforesaid **Five-Hundred and Sixty-Five Thousand, Nine-Hundred and Twenty-Five Dollars and Zero Cents (\$565,925.00)** plus applicable taxes, subject to additions and deductions as provided in the Contract Documents.

- b) Make payment on account thereof upon delivery and completion of the said work and receipt of invoice, in accordance with the City of Temiskaming Shores Purchasing Policy, and with terms of Net 30 days after receiving such invoice.
- c) A ten percent (10%) Construction Lien Holdback will be deducted from each application for payment in accordance with the Construction Lien Act. The holdback will be recommended for release to the contractor forty-five (45) days after the “substantial completion” of the work in accordance with the provisions of the Act.

Article III:

All communications in writing between the parties, or between them and the Engineer shall be deemed to have been received by the addressee if delivered to the individual or to a member of the firm or to an officer of the Owner for whom they are intended or if sent by hand, Canada Post, courier, facsimile or by another electronic communication where, during or after the transmission of the communication, no indication or notice of a failure or suspension of transmission has been communicated to the sender. For deliveries by courier or by hand, delivery shall be deemed to have been received on the date of delivery; by Canada Post, 5 days after the date on which it was mailed. A communication sent by facsimile or by electronic communication with no indication of failure or suspension of delivery, shall be deemed to have been received at the opening of business on the next day, unless the next day is not a working day for the recipient, in which case it shall be deemed to have been received on the next working day of the recipient at the opening of business.

The Contractor:

York1 Remediation LP

5090 Commerce Blvd. Suite 200
Mississauga, ON L4M 5M4

The Owner:

City of Temiskaming Shores

325 Farr Drive / P.O. Box 2050
Haileybury, Ontario P0J 1K0

The Manager of Environmental Services:

City of Temiskaming Shores

P.O. Box 2050
325 Farr Drive
Haileybury, Ontario P0J 1K0

In witness whereof the parties have executed this Agreement the day and year first above written.

Signed and Sealed in
the presence of

York1 Remediation LP

Robert Stacey, Director, Civil and Environmental Projects

Municipal Seal

**The Corporation of the City of Temiskaming
Shores**

Mayor – Jeff Laferriere

Clerk – Logan Belanger



Appendix 01 to
Schedule "A" to

By-law No. 2024-038

Form of Agreement



York1 Remediation LP, A Subsidiary of York Group Holdings LP
5090 Commerce Blvd, Suite 200
Mississauga, Ontario, L4W 5M4

March 15, 2024

Attention:

Logan Belanger, Clerk
City of Temiskaming Shores
PO Box 2050
325 Farr Drive
Haileybury, ON P0J 1K0

Re: PW-RFP-003-2024 "Haileybury Landfill Closure"

Dear Logan,

York1 Remediation LP, A Subsidiary of York Group Holdings LP (York1) is pleased to present this bid submission regarding the response to the Request for Proposal for construction services related to the placement and final cover at the closed Haileybury Landfill located at 544091 Dump Rd. York1 has prepared this proposal based on the careful review of the provided tender documents.

York1 prides itself as a recognized industry leader. We provide; excavation, hydrovac excavation, demolition, environmental remediation, shoring and foundations, construction services, underground services, drilling and waste management for some of the largest and most complex commercial and residential projects across Ontario. Since 1950, our customers have relied on us for one simple reason: we get the job done right. We take pride in staying true to our tradition of service excellence by performing the work safely, smoothly, and sustainably.

With us on your side, you can rest assured knowing we'll always get the job done right. It's more than just a priority for us; it's Peace of Mind Performance, our promise to you. We've been delivering on it for 70 years. We care about you, your business, and your community. We put you first. If you have any further questions or require more information, please feel free to contact me via email at thille@york1.com or by phone at 416-771-1568.

Sincerely,

A handwritten signature in black ink, appearing to be "TH" or similar initials.

Trevor Hille
Senior Project Manager

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1.0 Mandatory Submissions

This section is related to the mandatory components of this bid submission that is required from York1. Following pages included signed:

- Form of Proposal
- Non-Collusion Affidavit
- Conflict of Interest Declaration

**City of Temiskaming Shores
PW-RFP-003-2024
Haileybury Landfill Closure**

Form of Proposal

Proponent's submission of bid to:

The Corporation of the City of Temiskaming Shores

Stipulated Bid Price

We/I, YORK1 REMEDIATION LP
(Registered Company Name/Individuals Name)

Of, 5090 COMMERCE BLVD,SUITE 200 MISSISSAUGA ON L4W 5M4
(Registered Address and Postal Code)

Phone Number: 1-866-469-6751 Email: thille@york1.com

We/I hereby offer to enter into an agreement for the goods and/or services, as required in accordance with the Proposal for a price of (must be CDN funds and without HST):

Task	Lump Sum Upset Limit
Hauling and placement of low permeable material	\$247,431
Supply and placement of topsoil	\$309,279
Supply and placement of vegetative material	\$9,215
Total	\$565,925

Acknowledgement of Addenda

I/We have received and allowed for ADDENDA NUMBER 1 in preparing my/our proposal.

Bidder's Authorized Official: ROBERT STACEY

Title: DIRECTOR, CIVIL AND ENVIRONMENTAL PROJECTS

Signature: *Robert Stacey*

Date: MARCH 15, 2024

Form 1 to be submitted.

**City of Temiskaming Shores
PW-RFP-003-2024
Haileybury Landfill Closure**

Non-Collusion Affidavit

I/ We YORK1 REMEDIATION LP the undersigned am fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such bid.

Such bid is genuine and is not a collusive or sham bid.

Neither the bidder nor any of its officers, partners, owners, agents, representatives, employees or parties of interest, including this affiant, has in any way colluded, conspired, connived or agreed directly or indirectly with any other Bidder, firm or person to submit a collective or sham bid in connection with the work for which the attached bid has been submitted nor has it in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or to fix any overhead, profit or cost element of the bid price or the price of any bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Temiskaming Shores or any person interested in the proposed bid.

The price or prices proposed in the attached bid are fair and proper and not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

The bid, quotation or proposal of any person, company, corporation or organization that does attempt to influence the outcome of any City purchasing or disposal process will be disqualified, and the person, company, corporation or organization may be subject to exclusion or suspension.

Dated at: 11:30 am this 15 day of March, 2024.

Bidder's Authorized Official: ROBERT STACEY

Title: DIRECTOR, CIVIL AND ENVIRONMENTAL PROJECTS

Signature: *Robert Stacey*

Date: MARCH 15, 2024

Form 2 to be submitted.

**City of Temiskaming Shores
PW-RFP-003-2024
Haileybury Landfill Closure**

Conflict of Interest Declaration

Please check appropriate response:

I/We hereby confirm that there is not nor was there any actual perceived conflict of interest in our Proposal submission or performing/providing the Goods/Services required by the Agreement.

The following is a list of situations, each of which may be a conflict of interest, or appears as potentially a conflict of interest in our Company's Proposal submission or the contractual obligations under the Agreement.

List Situations:

In making this Proposal submission, our Company has / has no (*strike out inapplicable portion*) knowledge of or the ability to avail ourselves of confidential information of the City (other than confidential information which may have been disclosed by the City in the normal course of the RFP process) and the confidential information was relevant to the Work/Services, their pricing or quotation evaluation process.

Dated at: 11:30 am this 15 day of March, 2024.

Signature: *Robert Stacey*

Bidder's Authorized Official: ROBERT STACEY

Title: DIRECTOR, CIVIL AND ENVIRONMENTAL PROJECTS

Company Name: YORK1 REMEDIATION LP

Form 3 to be submitted.

2.0 Qualifications, Expertise and Performance on Similar Projects

Over 70 years, York1 has completed a wide variety of excavation projects including landfill construction, capping, and contaminated soils management. More recently, the following three projects demonstrate our work with municipal landfill projects. The below listed projects were completed within schedule and budget.

Project #1 - Highland Drive Landfill Remediation and Restoration - July 2022, ongoing

- **Owner - Canadian Nuclear Laboratories Value - \$11.2MM**

Highland Drive Landfill contains an estimated 120,000m³ of municipal solid waste and additional 75,000m³ of radioactive waste. The scope of work requires York1 to remove the entire volume of the landfill, haul and dispose of radiation impacted material and backfill replacement of non-impacted waste. Restoration includes shaping and grading of the refuse for positive drainage and placement of a landfill cap, erosion control matting and hydroseeding.

Project #2 - Construction of Stratford Landfill Cell 3B – 2022-2023

- **Owner - City of Stratford Value - \$2.1MM**

The project required excavation of a new municipal landfill cell and segregation of material for suitable re-use. York1 placed and compacted a the base liner, installed a leachate collection system, groundwater control system , adrainage swale and water diversion system, and hydroseeded disturbed areas. The City engaged York1 to complete a section of final landfill cover on an adjacent landfill cell.

Project #3 - Remediation of Former Gerrard and Victoria Park Landfill - 2022

- **Owner - Diamond Kilmer Value - \$7.0MM**

The project required relocation of a methane collection system, and excavation and off-site disposal of 80,000 tonnes of contaminated soil. 125,000m³ of engineered clean fill was imported, placed, and graded to stabilize the slopes and complete the restoration.

3.0 Project Team and Senior Staff

The following illustrate York1 qualifications and experience that will be utilized on this project. York1 excels in working closely with our clients to provide a high level of service.

- Trevor Hille, Senior Project Manager
 - Over 23 years of safe project execution
 - Over \$550MM in remediation, civil and mine development, closure and infrastructure

- Cameron Simpson, General Superintendent
 - Over 17 years in the Environmental Remediation and Construction industry in supervisory, superintendent and enforcement roles.
 - Current oversight for remediation of a former Landfill in the Port Hope Area Initiative

- Tyler Ralph, Site Superintendent
 - Over 14 years in remediation and civil works
 - Previous experience overseeing works at Stratford Landfill for York1

Resumes for the above key project team members are provided in the following pages.

4.0 Completeness and Schedule

This section will discuss York1’s availability of key staff, customer service program, methodology and schedule for delivery of service and Quality Assurance program.

Availability of Key Staff:

- York1 key staff listed in section 3.0 will be scheduled to be available for this project
- Equipment operators will also be available to work on this project

Customer Service Program:

- York1 considers health and safety to be of the utmost importance. York1 shall meet or exceed all regulatory requirements, policies and procedures in order to maintain a safe work environment.
- The Project Team’s ability to work together effectively ensures the client’s expectations are met. Weekly meetings and updates with the client are scheduled to keep an open dialog between all stakeholders and ensures the project is on track to being completed
- Open communication is key to mitigating issues, concerns and challenges. Any issues identified that my impact cost or schedule will be addressed with the Project Team consulting with the client to determine the best course of action to resolve

Methodology and Schedule for delivery of service:

- After the Project Award and prior to start of this project, the Project Management Team will meet with the City and their representative to review the contract and requirements. As the project progresses and for the duration of the project, the plan and schedule will be tracked and reviewed at the site. If any issues or unknowns arise through the course of the project, the Project Manager will present potential impact, and suggested solutions to the City.
- A baseline schedule is provided in Figure 1.

	May 20, 2024					May 27, 2025					June 03, 2024					June 10, 2024					June 17, 2024				
	M	T	W	TH	FRI	M	T	W	TH	FRI	M	T	W	TH	FRI	M	T	W	TH	FRI	M	T	W	TH	FRI
1 Mobilization																									
2 Survey Set-out																									
3 Prep Landfill and Barrier Stockpile																									
4 Haut & Place Barrier Layer																									
5 Supply & Place topsoil																									
6 Supply & Place Vegetative Material																									
7 Demobilization																									

Figure 1

Quality Assurance Program:

- Prior to starting work on this project, York1 will undertake an elevation survey of the landfill cover area for a baseline surface
- Impermeable stockpile will be cleared of vegetation, oversized and unsuitable debris
- Barrier layer will be installed in approximately 400mm lifts and compacted with an 84” padfoot roller. Additional lift will be installed and compacted to meet the 600mm lift
- Elevation Survey checks and points will be taken for the 600mm barrier layer
- Survey checks and points will be taken for the 150mm topsoil placement
- York1 has used the qualities provided in the owners estimate for the barrier layer, topsoil, and seed to price this work. The area requiring seeding provided in the bid documents is 12,300m².

5.0 Knowledge of City Regarding the Project

York1 visited the landfill property in March 2024 to observe site conditions and has also engaged with local business for supply of equipment, topsoil and services.

York1 will utilize local suppliers where practical, including topsoil supply, support equipment and services such as water truck, toilets, fuel, generators, etc.

The crew will be lodging locally during the project at available lodging and frequent local stores for day-to-day supplies.

6.0 Closure

We look forward to working with you on this project. If you have any further questions or require more information, please feel free to contact me via email at thille@york1.com or by phone at 416-771-1568.

Sincerely,

A handwritten signature in black ink, appearing to be the initials "TH" or similar.

Trevor Hille
Senior Project Manager

The Corporation of the City of Temiskaming Shores

By-law No. 2024-039

**Being a by-law to authorize an agreement with Blanchfield
Roofing Company Limited for the replacement of the McCamus
Well Building Roof**

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council considered Administrative Report No. RS-007-2024 at the April 2, 2024 Committee of the Whole meeting, and directed staff to prepare the necessary by-law with Blanchfield Roofing Company Limited for the replacement of the McCamus Well Building Roof in the amount of \$42,600.00 plus applicable taxes, for consideration at the April 16, 2024 Regular Council Meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the Mayor and Clerk be authorized to enter into an agreement with Blanchfield Roofing Company Limited for the replacement of the McCamus Well Building Roof in the amount of \$42,600.00 plus applicable taxes, a copy of which is attached hereto as Schedule "A" and forming part of this by-law.
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make any minor modifications or corrections of an administrative, numerical, grammatical, semantically or descriptive nature or kind to the By-law and schedule as may be deemed necessary after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk



Schedule "A" to

By-law 2024-039

Agreement between

The Corporation of the City of Temiskaming Shores

And

Blanchfield Roofing Company Limited

for the replacement of the McCamus Well Building Roof

This agreement made this 16th day of April, 2024.

Between:

The Corporation of the City of Temiskaming Shores
(hereinafter called "the Owner")

and

Blanchfield Roofing Company Limited
(hereinafter called "the Contractor")

Witnesseth:

That the Owner and the Contractor shall undertake and agree as follows:

Article I:

The Contractor will:

- a) Provide all material and perform all work described in the following Contract Documents:
 - i. Request for Quotation No. RS-RFQ-005-2024, titled McCamus Well Roof Replacement; and
 - ii. Blanchfield Roofing Company Limited submission in response to RS-RFQ-005-2024 (Appendix 01).
- b) Do and fulfill everything indicated by this Agreement and in the Contract Documents.
- c) Complete, as certified by the Manager of Environmental Services, all the work by **September 27, 2024.**

Article II:

The Owner will:

- a) Pay the Contractor in lawful money of Canada for the material and services aforesaid **Forty-Two Thousand, Six-Hundred Dollars and Zero Cents (\$42,600.00) plus applicable taxes,** subject to additions and deductions as provided in the Contract Documents.
- b) Make payment on account thereof upon delivery and completion of the said work and receipt of invoice, in accordance with the City of Temiskaming Shores Purchasing Policy, and with terms of Net 30 days after receiving such invoice.

Article III:

All communications in writing between the parties, or between them and the Engineer shall be deemed to have been received by the addressee if delivered to the individual or to a member of the firm or to an officer of the Owner for whom they are intended or if sent by hand, Canada Post, courier, facsimile or by another electronic communication where, during or after the transmission of the communication, no indication or notice of a failure or suspension of transmission has been communicated to the sender. For deliveries by courier or by hand, delivery shall be deemed to have been received on the date of delivery; by Canada Post, 5 days after the date on which it was mailed. A communication sent by facsimile or by electronic communication with no indication of failure or suspension of delivery, shall be deemed to have been received at the opening of business on the next day, unless the next day is not a working day for the recipient, in which case it shall be deemed to have been received on the next working day of the recipient at the opening of business.

The Contractor:

Blanchfield Roofing Company Limited

34 Venture Crescent
North Bay, ON P1A 0E4

The Owner:

City of Temiskaming Shores

325 Farr Drive / P.O. Box 2050
Haileybury, Ontario P0J 1K0

The Director of Recreation Services:

City of Temiskaming Shores

P.O. Box 2050
325 Farr Drive
Haileybury, Ontario P0J 1K0

Remainder of this page left blank intentionally



Appendix 01 to
Schedule "A" to

By-law No. 2024-039

Form of Agreement

**City of Temiskaming Shores
RS-RFQ-005-2024
McCamus Well Roof Replacement**

Form of Quotation

Each Quotation should contain the legal name under which the Proponent carries on business, telephone number and email, as well as the name or names of appropriate contact personnel which the City may consult regarding the Quotation. We, the undersigned, understand and accept those specifications, conditions, and details as described herein, and, for these rates/prices offer to furnish all equipment, labor, apparatus, and documentation as are required to satisfy this Quotation (all prices must be CDN funds and without HST):

NOTE: All portions of "Form of Quotation" must be accurately and completely filled out.

Lump sum price per scope of work (exclusive of HST)	\$ 42,600. ⁰⁰ .00
Estimated Mobilization Date:	April 22, 2024
Estimated Completion Date (Must be completed by 2024-09-27):	May 10, 2024

Acknowledgement of Addenda

I/We have received and allowed for ADDENDA NUMBER 2 in preparing my/our Quotation.

Company Name: Blanchfield Roofing Company Limited

Mailing Address: 34 Venture Crescent, North Bay ON

Postal Code: P1A 0E4

Telephone: 705-472-5973

Email: admin@blanchfieldroofing.com

Bidder's Authorized Official:

Megan Delorme

Title:

Vice-President

Authorizing Signature:

M Delorme

Date:

March 26, 2024

Contact name (if different
from authorizing official):

Megan Delorme

Contact's email:

admin@blanchfieldroofing.com

Form 1 to be submitted.

**City of Temiskaming Shores
RS-RFQ-005-2024
McCamus Well Roof Replacement
List of Proposed Sub-Contractors**

Name	Address	Component

I / We verify that the information provided above is accurate and that the individuals are qualified, experienced operators capable of completing the work outlined in this Quotation document.

Date: March 26, 2024

Bidder's Authorized Official: Megan Delorme

Title: Vice-President

Company Name: Blanchfield Roofing Company Limited

Authorizing Signature: [Signature]

Form 2 to be submitted.

**City of Temiskaming Shores
RS-RFQ-005-2024
McCamus Well Roof Replacement**

Non-Collusion Affidavit

I/We Blanchfield Roofing Company Limited the undersigned am fully informed respecting the preparation and contents of the attached Quotation and of all pertinent circumstances respecting such bid.

Such a bid is genuine and is not a collusive or sham bid.

Neither the bidder nor any of its officers, partners, owners, agents, representatives, employees or parties of interest, including this affiant, has in any way colluded, conspired, connived or agreed directly or indirectly with any other Bidder, firm or person to submit a collective or sham bid in connection with the work for which the attached bid has been submitted nor has it in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or to fix any overhead, profit or cost element of the bid price or the price of any bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Temiskaming Shores or any person interested in the proposed bid.

The price or prices proposed in the attached bid are fair and proper and not tainted by any collusion, conspiracy, connivance, or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

The bid, quotation or Quotation of any person, company, corporation, or organization that does attempt to influence the outcome of any City purchasing or disposal process will be disqualified, and the person, company, corporation, or organization may be subject to exclusion or suspension.

Date:

March 26, 2024

Bidder's Authorized Official:

Megan Delorme

Title:

Vice-President

Company Name:

Blanchfield Roofing Company Limited

Authorizing Signature:

M Delorme

Form 3 to be submitted.

**City of Temiskaming Shores
RS-RFQ-005-2024
McCamus Well Roof Replacement**

Conflict of Interest Declaration

Please check appropriate response:

I/We hereby confirm that there is not nor was there any actual perceived conflict of interest in our Quotation submission or performing/providing the Goods/Services required by the Agreement.

The following is a list of situations, each of which may be a conflict of interest, or appears as potentially a conflict of interest in our Company's Quotation submission or the contractual obligations under the Agreement.

List Situations:

In making this Quotation submission, our Company has / has no (*strike out inapplicable portion*) knowledge of or the ability to avail ourselves of confidential information of the City (other than confidential information which may have been disclosed by the City in the normal course of the RFQ process) and the confidential information was relevant to the Work/Services, their pricing or quotation evaluation process.

Date: March 20, 2024

Bidder's Authorized Official: Megan DeBorne

Title: Vice-President

Company Name: Blanchfield Roofing Company Limited

Authorizing Signature: *Megan DeBorne*

Form 4 to be submitted.

The Corporation of the City of Temiskaming Shores

By-law No. 2024-040

Being a by-law to authorize the execution of a Memorandum of Understanding between The Corporation of the City of Temiskaming Shores and One Light Diversity Centre to provide settlement support, welcoming events and community integration services for newcomers to the Temiskaming Shores region

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, a municipality has the capacity, rights, powers, and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council for the City of Temiskaming Shores acknowledged receipt of Administrative Report No. CS-009-2024 at the April 2, 2024 Committee of the Whole meeting, and directed staff to prepare the necessary by-law to enter into a Memorandum of Understanding with One Light Diversity Centre to provide settlement support, welcoming events and community integration services for newcomers to the Temiskaming Shores region, for consideration at the April 16, 2024 Regular Council meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the Mayor and Clerk be authorized to execute a Memorandum of Understanding between The Corporation of the City of Temiskaming Shores and One Light Diversity Centre to provide settlement support, welcoming events and community integration services for newcomers to the Temiskaming Shores region, a copy of which is attached hereto as Schedule "A" and forms part of this by-law.
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to the By-law and schedule, after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk



Schedule "A" to
By-law No. 2024-040

Memorandum of Understanding between
The Corporation of the City of Temiskaming Shores
And
One Light Diversity Centre

This agreement made this 16th day of April, 2024.

Between:

The Corporation of the City of Temiskaming Shores

(hereinafter referred to as the "City")

and

One Light Diversity Centre

(hereinafter referred to as the "One Light")

Whereas the City and One Light wish to enter into a Memorandum of Understanding to outline the services and support the City is prepared to provide to the One Light in providing public settlement services on behalf of the City of Temiskaming Shores.

Purpose

To strengthen the shared vision of increasing newcomers recruitment and retention through community development opportunities while jointly exploring new ventures and finding the means to implement identified and future opportunities in settlement, immigration, diversity, heritage, and multicultural developments in the region of Temiskaming Shores.

Preamble

The One Light Diversity Centre and the Corporation of the City of Temiskaming Shores have traditionally shared an interest in the mutual benefits resulting from settlement services and other opportunities presented through this association as a means of providing continuously improved services for newcomers, immigrants, refugees and community members in the region of Temiskaming Shores.

A mutual commitment to community partnerships and our respective roles in preserving and exploring settlement, immigration, and diversity/multiculturalism opportunities in the region of Temiskaming Shores suggests a strategic alliance would benefit both organizations.

Principles

- Mutual benefit from furthering the progress and completion of several endorsed settlement and immigration development projects of significant social and economic importance for the City.
- Respect and support for the mandate of each organization as a foundation for collaboration.
- Economic and social sustainability in common endeavors is an essential consideration.

- Support of excellence through continuous improvement as a foundation for all activities.
- Best utilization of resources in reaching common goals.

Objectives

- Formally strengthen the partnership existing between One Light and the City.
- Jointly review and consider opportunities defined through previous meetings, studies, and community leaders.
- Achieve greater synergy by identifying opportunities for other partners with similar goals.
- Work toward the completion of mutually identified projects with a cooperative approach to sharing information, services, and expertise.

One Light's Covenants

- Welcome and ensure the swift transition of all residents, including newcomers, long-term residents and those passing migration processes.
- Provide regular (monthly) events and activities to assist newcomers to meet others and integrate into the community.
- Promote the diversity and inclusivity of the City and publicize the benefits of residency in this community.
- Be the point of contact for the newcomers to access City information and print material.
- Ensure staff are polite and knowledgeable about local services available and opportunities.
- Coordination of settlement and immigration programs and integration opportunities to assist local residency.
- Ensure City staff are aware of new settlement programs or multicultural, diverse opportunities through quarterly meetings between City Liaison and One Light Executive Member and annual review meeting.
- Represent the City at immigration and attraction events.
- Keep the most updated information on settlement and immigration available through One Light programs.
- Advocate for the minorities and vulnerable populations, and encourage City involvement in diverse and multicultural opportunities.
- Ensure that settlement and immigration brochures are displayed most prominently within the One Light Diversity Centre office.
- Provide support and comments from the minorities and vulnerable populations community regarding City and regional programs.

- Share information on local events, attractions, rental accommodations, business directory listings, service clubs, and etc.
- Mutual benefit from furthering the progress and completion of several endorsed settlement, immigration, and community development projects of significant social and economic importance to the City.

City's Covenants

- Provide One Light Diversity Centre with an operational location in the Bun Eckensviller Community Hall.
- Provide monetary support in the amount of \$2,500 per month for the services provided by One Light to the City.
- Ensure One Light services are included in City related printing, advertising or informational material.
- Provide City facilities to One Light Diversity Centre for events to a maximum of twelve (12) times per year. Facility use approval must be mutually agreed upon prior to use.
- Provide a City staff representative as a point of contact to liaise with One Light board.
- Ensure that One Light Diversity Centre is aware of new and emerging opportunities for diversity, inclusivity, multiculturalism, settlement and immigration services.
- Maintain confidentiality of One Light Diversity Centre operations.

Provisions

Provided always and it is hereby agreed as follows:

Amendments

This Memorandum of Understanding may not be modified or amended except by an instrument in writing signed by the parties hereto or by their successors or assigns. A review of the covenants may be performed on an annual basis to ensure that the Memorandum of Understanding remains viable.

Effect of Agreement

This Memorandum of Understanding and everything herein contained, shall extend to and bind and may be taken advantage of by the heirs, executors, administrators, as the case may be, of each (and every) of the parties hereto, and where there is more than one tenant or there is a female party or a corporation, the provisions hereof shall be read with

all grammatical changes thereby rendered necessary and all covenant shall be deemed joint and several.

Termination

The City and One Light hereby agree that either party to this Memorandum of Understanding may terminate the Memorandum of Understanding upon providing to the other party no less than six months prior written notice, including a motion of Council or the Board, of its intention to terminate this Memorandum of Understanding.

Any matters in dispute between the parties in relation to this Memorandum of Understanding (and amendments thereto) may be referred by either party to binding mediation by an agreed-upon mediator. The cost of mediation will be shared equally between the parties.

Any notice or other communication to be given in connection with this Memorandum of Understanding shall be given in writing and may be given by personal delivery, facsimile, email or by registered mail addressed to the recipient as follows:

To the City:

The Corporation of the City of Temiskaming Shores
P.O. Box 2050, 325 Farr Drive
Temiskaming Shores, Ontario
P0J 1K0
Attention: Municipal Clerk

To One Light:

One Light Diversity Centre
90 Whitewood Avenue
Temiskaming Shores, Ontario
P0J 1P0
Attention: Rammy Binning, Executive Lead

or such other address or individual as may be designated by written notice by either party to the other. Any notice given by personal delivery or facsimile shall be conclusively deemed to have been given on the day of actual delivery or transmission thereof and if made or given by registered mail, on the third day not counting Saturday, Sunday or statutory holiday in Ontario, following the deposit thereof in the mail.

This Memorandum of Understanding shall be governed by and construed in accordance with the laws of the Province of Ontario.

Neither this Memorandum of Understanding nor any of the rights or obligations of either of the parties hereunder may be assigned without the prior written consent of the other party to this Memorandum of Understanding.

Term

The term of this Memorandum of Understanding shall be from January 1, 2024 to December 30, 2028.

In Witness Whereof the Party of the First Part has hereunto affixed its corporate seal attested by the hands of its duly authorized officers, and the Party of the Second Part has hereunto set its hand and seal by execution under seal by each and every individual comprising the Party of the Second Part.

Remainder of this page left intentionally blank

In witness whereof the parties have executed this Memorandum of Understanding the day and year first above written.

Signed and sealed in)
the presence of)

One Light Diversity Centre

Rammy Binning, Executive Lead

Municipal Seal)

**The Corporation of the City of Temiskaming
Shores**

Mayor

Clerk

The Corporation of the City of Temiskaming Shores

By-law No. 2024-041

**Being a by-law to amend By-law No. 2022-185 to appoint
community representatives to various Committees and Boards for
the 2022-2026 Term of Council
(Temiskaming Shores Public Library Board)**

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council adopted By-law No. 2022-185 to appoint community representatives to various Committees and Boards for 2022-2026 Term of Council; and

Whereas Section 204 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, deals with Business Improvement Areas; and

Whereas under Section 204 (12) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, outlines if a vacancy occurs for any cause, the municipality may appoint a person to fill the vacancy for the unexpired portion of the term and the appointed person is not required to be a member of the improvement area; and

Whereas Council accepted the resignation of Claire Hendrikx from the Temiskaming Shores Public Library Board at the March 19, 2024 Regular Council Meeting; and

Whereas Council considered applicants in Closed Session at the April 2, 2024 Committee of the Whole meeting, and rose with report to direct staff to prepare the necessary by-law to appoint Jule Booth to the Temiskaming Shores Public Library Board for consideration at the April 16, 2024 Regular Council Meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That Schedule "A" to By-law No. 2022-185, be amended by adding **Jule Booth** as community representative to the **Temiskaming Shores Public Library Board** for the 2022-2026 Term of Council; and

2. That Schedule "A" to By-law No. 2022-185, be amended by removing **Claire Hendrikx** as community representative from the **Temiskaming Shores Public Library Board** for the 2022-2026 Term of Council; and
3. That the Clerk of the City of Temiskaming Shores is hereby authorized to make minor changes or corrections of a grammatical or typographical nature to the By-law and schedule, after the passage of this By-law, where such modifications or corrections do not alter the intent of the By-law.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk

The Corporation of the City of Temiskaming Shores

By-law No. 2024-042

**Being a by-law to adopt an Asset Management
Plan (Phase 2) for the City of Temiskaming Shores**

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas the Province of Ontario implemented the Asset Management Planning for Municipal Infrastructure Regulation, O. Reg. 588/17, under the Infrastructure for Jobs and Prosperity Act, 2015, and it came into force on January 1, 2018. The regulation was amended on March 15, 2021 to extend regulatory timelines for phases 2, 3 and 4 by one year; outlining that every municipality shall prepare an asset management plan in respect of its core municipal infrastructure assets by July 1, 2022 (phase 1), then include all assets by July 1, 2024 (phase 2), and building in proposed levels of service and lifecycle management/ financial strategy by July 1, 2025 (phase 3), and

Whereas Council adopted By-law No. 2021-028 at the March 2, 2021 Regular Council meeting to adopt the Asset Management Plan (addressing phase 1 requirements); and

Whereas Council adopted Resolution No. 2024-119 at the April 2, 2024 Committee of the Whole meeting acknowledges receipt of the City of Temiskaming Shores 2024 Asset Management Plan presentation; and to direct staff to prepare the necessary by-law to adopt the 2024 Asset Management Plan, for consideration at the April 16, 2024 Regular Council Meeting.

Now therefore the Council of The Corporation of the City of Temiskaming Shores enacts the following as a by-law:

1. That Council for the City of Temiskaming Shores hereby adopts an Asset Management Plan (Phase 2), attached hereto as Schedule "A" and forming part of this by-law.
2. That the Clerk of the City of Temiskaming Shores is hereby authorized to make any minor modifications or corrections of an administrative, numerical, grammatical, semantical or descriptive nature to the by-law and schedule,

after its passage, where such modifications or corrections do not alter the intent of the by-law or its associated schedules.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk



Schedule A to

By-law No. 2024-042

Asset Management Plan (Phase 2)

Asset Management Plan

2024

The Corporation of the City
of Temiskaming Shores

325 Farr Drive, Haileybury, Ontario

Version 1.2

Executive Summary

The Asset Management Plan (Phase 2) document has been developed for the City's major infrastructure asset groups. This second phase of the Asset Management Plan will provide a framework for considering, prioritizing, and optimizing asset management efforts, and providing direction for effective management of its aging infrastructure to best achieve established goals and objectives for its entire asset portfolio.

This Plan seeks to formalize and present some of the major capital infrastructure needs, with an emphasis on the 10 year period from 2024 to 2034, and provide a framework for expanding and enhancing the Municipality's asset management system. Phase 2 of the plan has built on phase 1 (completed in March 2022) and to include all remaining assets that will be completed by July 2024. And finally, phase 3 builds on phase 1 and 2 by adding the proposed levels of service and a strategy to fund the activities. This funding strategy will further identify the gap between municipal own source revenues and the need. This financial strategy will be completed by July 2025.

The focus of the Plan is primarily on major capital needs. Therefore, the estimated Service Life of assets was used as the primary indicator for measuring our current Levels of Service. Areas the Municipality will focus on to advance its Asset Management Capabilities and improve future updated versions of the Plan are highlighted throughout.

It should be noted that while phase 1 of the Plan focused on its core assets and phase 2 focused on the City's entire asset portfolio. The City remains proactive and responsible in managing its infrastructure and forecasting its Capital Needs. Several Inspection Programs are currently in practice in the Municipality, including a CCTV program for Sanitary and Storm Sewer Systems, updating our Roads Needs Studies, and OSIM inspections of Temiskaming Shore's Bridge and Culvert inventory. The costs associated with these programs, however, have not been incorporated in this Plan.

This Plan is considered a 'living document' and will be updated and revised as additional information becomes available, as existing infrastructure is renewed and as changes in strategy are required. To ensure that the Plan remains visible, it will be referred to in regular reports to Council. Every five years, a full review of the City's Asset Management Planning process should be considered and major changes may be presented to Council more frequently, if required.

A major component of this Plan is related to non-infrastructure solutions intended to improve the City's Asset Management Capacity. This includes the development of a dedicated Asset Management System and a complete well-designed geographic information system (GIS) to support Municipal Asset Management efforts. Details for the non-infrastructure solutions are presented in Section 6.2. Alongside this task, the City shall integrate and align its data records between departments such that in the final Asset Management System, asset information will only need to be stored in one location and the data will be structured to enable effective management of the City's infrastructure. This will include refinement of the existing infrastructure data bases, such as that contained in the Public Sector Accounting Board

(PSAB) reporting and Roads Needs Studies, utilizing the same segmentation and naming conventions for consistency.

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1. Introduction

1.1 About the City of Temiskaming Shores

The City of Temiskaming Shores is located on the shores of beautiful Lake Temiskaming in northeastern Ontario. The community is at the head of the Ottawa River waterway and offers all of the amenities and services found in larger centres. The community was founded in 2004 by the amalgamation of the former communities of Haileybury, New Liskeard and Dymond.

Temiskaming Shores is a community with endless opportunities for business development within a setting that offers a range of residential living environments and four-season recreation at the doorstep. Scenic landscapes, a healthy environment, an abundance of clean water, a rich heritage, a mature range of consumers, educational, social and health care services, and a multi-cultural population offer a quality living environment for this northern community. The provision of regional services in the areas of education, health and public administration to the 32,000 people living throughout the rest of Temiskaming District and northwestern Quebec fill out the City's economic impact.

1.2 City of Temiskaming Shores Mission & Values Statements

Mission Statement:

To ensure that the City of Temiskaming Shores is a dynamic leader providing incredible opportunities for all.

Statement of Values:

The Municipal Government of the Corporation of the City of Temiskaming Shores hereby adopts and embraces the following values as being integral to its good governance:

Responsibility, Teamwork, Promise-Keeping and Fairness

1.3 Asset Management Plan Purpose

Historically, the City of Temiskaming Shores has been proactively and responsibly managing its infrastructure portfolio. As the infrastructure ages and demands increase, so will the challenge of ensuring the needs of the community are effectively met with the limited resources available. This Asset Management Plan (Phase 2) will hopefully address this concern by providing a framework for considering, prioritizing, and optimizing asset management efforts, and providing direction for effective management of the Municipal infrastructure to best achieve established goals and objectives.

As an integrated Plan, this Asset Management Plan considers the lifecycle and needs of all infrastructure assets and classes within the Plan's scope and provides a sustainable and holistic view of the asset portfolios described herein. The Plan not only focuses on managing

individual assets but considers the condition and performance of complete asset systems through a systematic, risk-based decision-making process. The resulting Plan is intended to provide the optimal allocation of resources towards meeting prescribed goals, objectives, and levels of service.

The City currently manages an asset portfolio of over **\$441 M** worth of public physical capital assets (estimated replacement value, 2023 CAD). These assets provide the foundation upon which the City's economic growth, strength and quality of life are based. This second phase of the Asset Management Plan is an overview for managing its assets of all categories in the City's portfolio.

This Plan is being developed under Council Resolution No. 2019-063, dated May 21, 2019, at which time Council approved the submission of an Expression of Interest to obtain funding for the preparation of the comprehensive Asset Management Plan. Since that time staff have been refining inventories of assets groups and amending the Plan. The final draft of (phase 2) of the Plan will be presented to Council which is anticipated to be completed before July 1, 2024. Once approved, changes to the second phase of the Plan will be reported to and approved by Council, as required, to address changing circumstances, followed by phase 3.

1.3.1 Provincial Regulation (O. Reg. 588)

In many parts of Ontario, existing infrastructure is degrading faster than it is being repaired or replaces, putting services at risk. To help address this issue, the Province implemented the *Asset Management Planning for Municipal Infrastructure Regulation, O. Reg. 588/17*, effective January 1, 2018.

The goal of this regulation is to help improve the way municipalities plan for their infrastructure. The regulation builds on the progress municipalities have made while bringing consistency and standardization to asset management plans to help spread best practices throughout the sector and enable the collection of comparable data.

1.4 Asset Management Plan Goals and Objectives

The City of Temiskaming Shores currently manages its infrastructure proactively and with fiscal responsibility. A variety of programmes have already been initiated to improve the quality of investment decisions made, and support the City's asset management efforts. This Plan seeks to formalize and present some of the major capital infrastructure needs, with an emphasis on the initial 10 year period from 2024 to 2034, and provide a framework for expanding and enhancing the City's asset management system.

1.5 Relationship with Other Documents

Funding for the preparation of this Asset Management Plan was provided, in part, by the Ministry of Infrastructure programs as well as from within the existing Municipal Budget documents. Our operation and maintenance practices are guided by the strategies presented herein but operate under the budgets established by Council.

The City utilizes a standard Geographic Information System (GIS), where information is available, as well as data held in the various spreadsheets and other forms. Some of the data available appears to overlap traditional segmentation of roads or piped infrastructure information. Assumptions were made to combine data where this overlap was evident. Information from some of the sources could not be combined due to the naming or segmentation creating ambiguity in the data.

1.6 Asset Management Plan Scope

The City's Asset Management Plan encompasses Asset Management Strategies and Policies, the management of all assets within the various categories from conception to end-of-life, performance and condition monitoring and assessment, risk management, financing strategies, future demand and improvement processes.

This Plan (phase 2) considers the following municipal own asset categories:

Water Services:

- Approximately 103.8 kilometres of water distribution infrastructure.
- Approximately 3850 water service connections of various sizes.
- Approximately 1361 control and specialized valves.
- Approximately 451 hydrants.
- 8 Water treatment and distribution facilities

Sanitary Services:

- Approximately 95.1 kilometres of sanitary sewer collection and forcemain infrastructure.
- Approximately 3850 sanitary sewer connections.
- Approximately 1047 maintenance structures.
- Approximately 31 specialized valves/meters.
- 16 Sanitary treatment and collection facilities

Stormwater Services:

- Approximately 64.7 kilometres of storm sewer collection infrastructure.
- Approximately 2074 catch basins and maintenance structures.
- Approximately 468 kilometres of drainage ditches.
- Approximately 7.7 kilometres of centerline culverts
- Approximately 9.4 kilometres of entrance culverts
- 1 storm water management system

Transportation Services:

- Approximately 210.3 lane kilometres of paved roadway.

- Approximately 30.7 lane kilometres of surface treated roadway.
- Approximately 175.5 lane kilometres of gravel roadway.
- Approximately 40.4 kilometres of sidewalk.
- 10 bridge structures.
- 6 large diameter culverts.
- 1299 street, decorative and traffic control lights.
- 3342 traffic signs.
- 5.6 kilometres of guard rails.

Other Major Assets:

- 1 Landfill (including operational buildings and equipment), 1 Transfer Station.
- 60 mix buildings & facilities.
- 64 fleet & heavy equipment units.
- Approximately 16.3 kilometres of active recreation trails.
- 35 parks (all types) & green spaces.
- Numerous machinery and equipment.

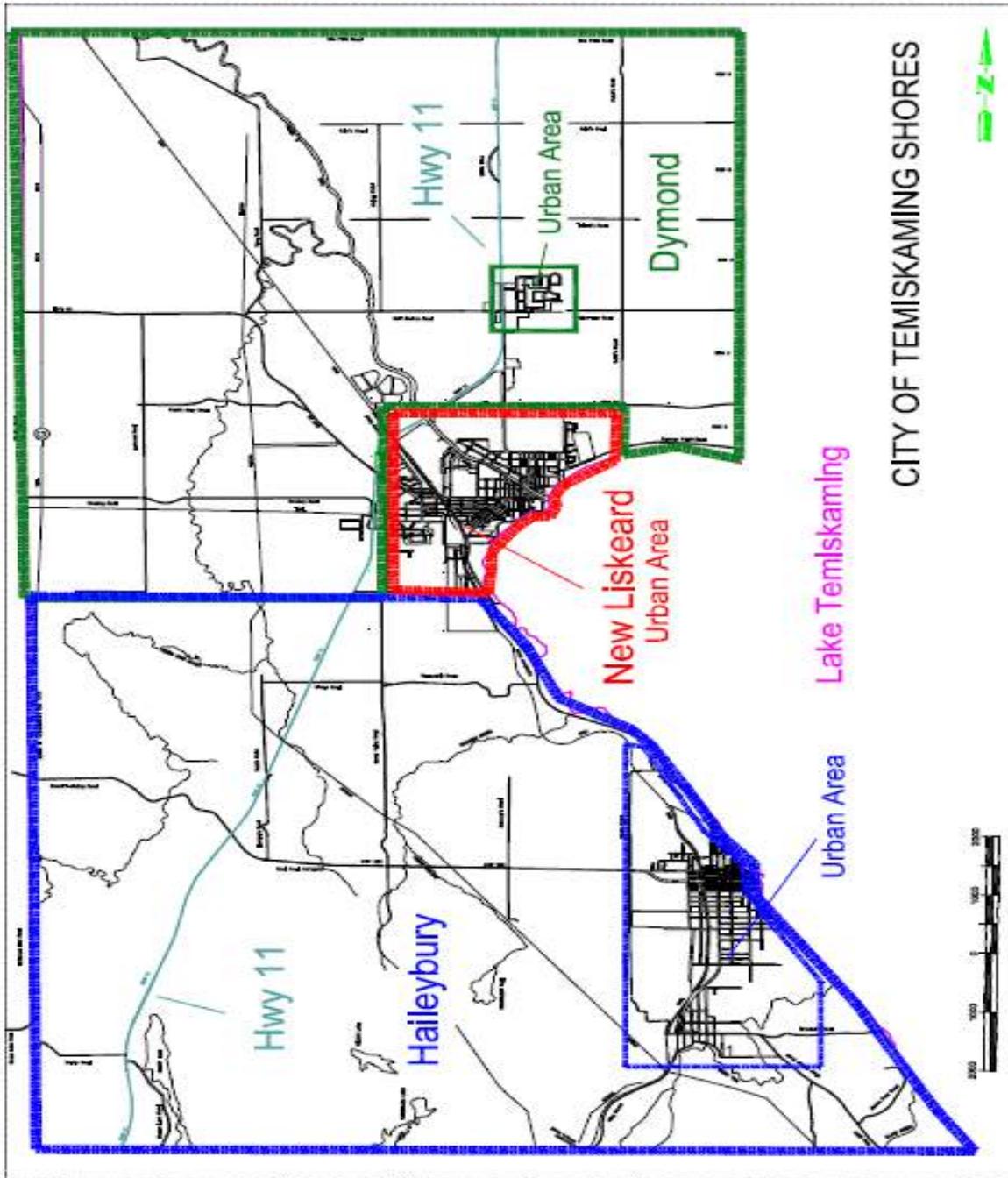


Figure 1.1: Overview Map of Temiskaming Shores

While the Planning process commenced in 2018, the City will conduct an annual review of the State of Infrastructure report. The evaluation and improvement process discussed in Section 1.8 also reflects the intent that this Plan be considered a “living document,” to be revised and updated as necessary.

1.7 Asset Management Plan Development Process

The City of Temiskaming Shores utilized existing staff and resources as well as contract support persons if necessary to facilitate the development of this Plan. The process for developing the Asset Management Plan, limitations of the current version of the Plan, and planned next steps are detailed below.

1.7.1 Municipal Goals and Objectives:

The first step in the Plan development process was to determine the desired outcomes, as well as plan the approach or approaches that were to be used to achieve them.

Known infrastructure inventories and all other available information were used within individual asset groups to identify and express priorities and needs associated with provision of those services. A plenary session involving staff, elected officials and other appropriate stakeholders was also used to identify and discuss these goals and objectives.

Limitations of this Plan

The City considers this to be the second phase of a larger, continual Asset Management Planning process that forms an important part of its overall Asset Management effort. As a result of the project timeline and data availability, other elements have now been included in this version of the Plan. The City will seek to incorporate the missing data in Phase 3 of the Plan, set to be completed by July 2025.

Next Steps

As the City moves forward with its Asset Management practices, the Plan will be adjusted to reflect a more accurate representation of asset needs. The City will re-visit the Goals and Objectives documented in this Plan as additional information becomes available, and at a minimum, review them upon repeating the Asset Management Planning process for the next Plan revision.

1.7.2 State of Infrastructure:

The second step in the Plan development process was to determine the current State of Infrastructure along with levels of service. While the State of Infrastructure is independent of infrastructure needs, a thorough understanding of the present state of infrastructure was determined to be a key element required when considering the needs of the infrastructure portfolio and what levels of service are realistically achieved. There are a variety of ways to assess and report on the State of Infrastructure.

Individual asset performance and condition assessments are considered as the preferred measure for assessing the state of individual infrastructure assets, though asset age or maintenance data were also used as an indicator where the information was otherwise unavailable.

The City of Temiskaming Shores currently has several infrastructure condition monitoring and assessment programs in place, including;

- Sanitary and Storm Sewer CCTV program:

A large portion of Sanitary and Storm Sewer systems have been inspected over a number of years and the condition of these sections have been documented to highlight areas that should be considered as priority for replacement or rehabilitation. Moving forward, the City has acquired a CCTV camera and consideration will be given to prioritizing the inspection of those areas that pose gaps in information.

- Road Needs Study:

The most recent Roads Needs Study was updated internally in 2023 and in 2020 utilizing external consultants through municipal asset management programs, offered by the Federation of Canadian Municipalities (FCM). This study reviewed the road network, broke the various road sections down into individual segments, consistent in their characteristics and other infrastructure located within, and recorded the performance and condition details for each. This information has and will continue to be used and updated internally to identify the capital and maintenance needs of the system, the timing for the required work and the road priority.

- OSIM Bridge Inspections:

As legislated by the Province of Ontario, every bridge and large diameter culvert is inspected under the Ontario Structure Inspection Manual (OSIM) every two years. The most recent inspection was carried out by a qualified consultant in 2022 and is being repeated in 2024. From this inspection, a Bridge Condition Index was developed that assists in the scheduling of bridge maintenance and upkeep. Safety concerns are addressed immediately.

Limitations of this Plan

This initial version of the Plan is largely based on infrastructure asset age information collected through PSAB 3150 reporting records as well as all available information on the asset groups that was collected since 2015.

Additional limitations, that have been identified, are documented in Section 3 of the Plan, identified by Asset Category.

Next Steps

The City should consider revisions to the procurement policies to support and improve data management practices. Contract terms should specify the format of electronic deliverables and define minimum data requirements to support Asset Management efforts moving forward.

All reporting procedures should incorporate / include asset condition information, as it becomes available. This will assist in determining or establishing a more accurate representation of the State of Infrastructure.

1.7.3 Current Levels of Service:

Level of Service defines the performance required of the infrastructure. To measure a Level of Service, one or more corresponding Key Performance Indicator has to be identified. In order to minimize monitoring and analysis efforts, the Key Performance Indicators monitored should be limited to only those required to measure the current Levels of Service.

Limitations of this Plan

The current Levels of Service defined for the initial version of the Plan have been limited to those associated with the capital replacement of assets. An Estimated Service Life was established for each asset that corresponds with either the typical lifespan experienced in industry or adjusted to better represent the Asset Management Strategy for the replacement or retention of the particular asset.

1.8 The Asset Management Plan as a “Living Document”

The process for developing and implementing this Plan was intended to follow the Deming cycle for quality control; Plan, Do, Check, Act. This process provides a framework for continual monitoring and improvement of the Plan, as well as for planned asset management strategies and activities. A variety of components are included in each step as outlined below.

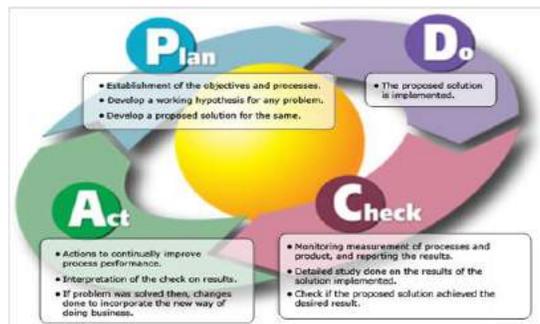


Figure 1.2: Deming Cycle

Step 1: Plan

The following components are included in this step:

Review of Previous Plan

Prior to establishing or revising the Asset Management Plan, any previous Plans will be reviewed. This review will establish a historical context for the decisions made and an

understanding of the future visions pursued, as well as providing a framework to measure asset performance against. By recognizing the “living” nature of the Plan documents, evaluation of changes made over time will also serve to identify best practices and unsuccessful strategies to avoid. Where the Plan continues to serve the City’s needs, it may serve as a template to produce future Plans.

Audit Results and Auditor Recommendations

Results from any audits on the Asset Management Plan or System, as well as any associated auditor recommendations, will be considered in revising the active Plan and producing future Plans.

Management Review Results

As part of the third step of the Plan development process, a management review shall be conducted. While the results from this review are intended to be incorporated in the existing Plan as a process of continuing improvement, some issues may not be immediately actionable. Assessment of the management review results during the development process for subsequent Plans will provide the opportunity to re-assess and potentially implement recommendations that were previously not accepted.

The full Asset Management Planning process should be undertaken by the City every five years. The process should be initiated one year prior to the intended release of the updated or revised Plan. The City may consider retaining the services of an outside party, such as an independent consultant, to facilitate the review and revision of at least every second Plan in order to incorporate changes to industry good practice and capture the benefits of an external review.

Step 2: Do

The second step of the Plan development process is its implementation. The Plan will be implemented upon completion of the first step. Where necessary, significant changes may be implemented through a phased approach as documented in the Plan.

Step 3: Check

The Plan shall be considered a “living document,” to be revised and refined as required. Prior to making adjustments, the efficacy and propriety of the Plan, strategies and activities must be assessed. This is performed through six approaches: monitoring, inspections and testing, performance documentation, audits, management reviews, and stakeholder engagement.

Monitoring

Asset management activities specified in the Plan will be monitored on an on-going basis. Overall activities in the Plan will be compared with performance measures and the results will be used to develop an improvement plan which will document specific tasks.

The State of Infrastructure report will also be reviewed and revised on an annual basis by the City.

It is anticipated that in the early stages of implementation this monitoring may lead to more frequent adjustments to the Plan.

Inspections and Testing

Assets will be inspected and tested as specified in the Plan. If subsequent inspections identify significant deterioration in condition or performance, corrective actions may be undertaken and inspection frequency may be increased until the desired outcome is achieved and confirmed.

Performance Documentation

A review of asset performance, with respect to design capacity in comparison to actual measured capacity, of specific assets may be carried out to ensure that the current and desired Levels of Service can be provided. This review may take the form of summary tables or charts displaying capacity in relation to levels of service. It may also include assessment of other studies or models used to evaluate asset performance, such as water system models or traffic demand studies.

Management Review

The Asset Management System, including applicable policies, procedures, and Plans, should undergo management review every (3) three years.

Audits

The Asset Management System, including applicable policies, procedures, and Plans, may undergo audit by an external consultant every (5) five years.

Step 4: Act

The final step in the Plan development is to act on the information gathered from the previous step. This step is implemented through continual plan evaluation and improvement efforts. The Plan will be evaluated and adjusted on an ongoing basis by Municipal staff and management during implementation. Formal Management evaluation and audited reviews will take place as described previously. The outcomes and recommendations of each review will be incorporated into improving future versions of the Plan.

2. Asset Management Policy

An Asset Management Policy may be defined as the “*principles and mandated requirements derived from, and consistent with, the organizational strategic plan, providing a framework for the development and implementation of the asset management strategy and the setting of the asset management objectives*”.

Simply put, the asset management policy defines an organization’s commitment to asset management and provides staff with a mandate and direction to implement the Plan strategy and activities in compliance with the overall organizational strategic plan. Creation of such policies is an essential requirement of Asset Management Systems and, at the very least, highly recommended by most recognized guidelines and standards, including InfraGuide and the International Infrastructure Management Manual (IIMM).

The City of Temiskaming Shores formally adopted a documented Municipal Asset Management Policy by Resolution No. 2019-063, dated May 21, 2019. This Policy signifies Councils commitment to effective Asset Management, and the establishment of Municipal priorities for our Asset Management programmes.

2.1 Policy Statements

Asset management is a broad strategic framework that encompasses many disciplines and involves the entire organization. The term asset management, as used in this document, is defined as “*The application of sound technical, social and economic principles that considers present and future needs of users, and the service from the asset.*”

To guide the organization, the following policy statements have been developed for all three phases of the plan:

- a) The City of Temiskaming Shores will maintain and manage infrastructure assets at defined levels to support public safety, community well-being and community goals.
- b) The City of Temiskaming Shores will monitor standards and service levels to ensure that they meet/support community and Council goals and objectives.
- c) The City of Temiskaming Shores will develop and maintain asset inventories of all of its infrastructures.
- d) The City of Temiskaming Shores will establish infrastructure replacement strategies through the use of full life cycle costing principals.
- e) The City of Temiskaming Shores will plan financially for the appropriate level of maintenance of assets to deliver service levels and extend the useful life of assets.
- f) The City of Temiskaming Shores will plan for and provide stable long term funding to replace and/or renew and/or decommission infrastructure assets.
- g) Where appropriate, the City of Temiskaming Shores will consider and incorporate asset management in its other corporate plans.

- h) The City of Temiskaming Shores will report to citizens regularly on the status and performance of work related to the implementation of this asset management policy.

2.2 Background & Purpose of Asset Management Policy

Council has a mandate to provide a wide range of services. Council adopts policies that support their vision, goals and objectives and guide staff to effectively implement the policy for the delivery of those services.

Council vision and goals for infrastructure assets

Council's vision and goal for the community is a safe, livable, sustainable and economically vibrant community underpinned by well managed and maintained infrastructure assets. These assets include but are not limited to efficient transportation networks, safe and reliable water distribution networks, economical and reliable sewage collection systems, productive fleets, and accessible parks, recreation and civic facilities.

Though these assets age and deteriorate, by using sound asset management practices, Council and the community can be assured that the assets meet performance levels, are used to deliver the desired service in the long term and are managed for present and future users.

This policy is to articulate Council's commitment to asset management, and guides staff using the policy statements for all three phases of the plan. In doing so, this policy also outlines how it is to be intergraded within the organization in such a way that it is coordinated, cost effective and organizationally sustainable. This policy also demonstrates to the community that Council is exercising good stewardship, and is delivering affordable service while considering its legacy to future residents.

Staff will implement the policy through the development and use of asset management guidelines and best practices. Since the performance of asset management is organization specific, reflective of knowledge, technologies and available tools, and will evolve over time, the responsibility for developing guidelines and practices is delegated to staff.

2.3 Policy Principles, Guidelines and Integration

Principles

The key principles of the asset management policy are outlined in the following list.

The City shall:

- Make informed decisions by identifying all revenues and costs (including operation, maintenance, replacement and decommission) associated with infrastructure asset decisions, including additions and deletions. Trade-offs shall be articulated and evaluated, and the basis of the decision recorded.
- Integrate corporate, financial, business, technical and budgetary planning for infrastructure assets.

- Establish organizational accountability and responsibility for asset inventory, condition, use and performance.
- Consult with stakeholders where appropriate.
- Define and articulate service, maintenance and replacement levels and outcomes.
- Use available resources effectively.
- Manage assets to be sustainable.
- Minimize total life cycle costs of assets.
- Consider environmental and energy conservation goals.
- Consider social and sustainability goals.
- Minimize risks to users and risks associated with failure.
- Pursue best practices where available.
- Report the performance of its asset management program.

Guidelines and Practices

This policy shall be implemented by staff using accepted industry guidelines and best practices (such as those recommended by the Federation of Canadian Municipalities e.g., InfraGuide).

The City will also comply with required capital asset reporting requirements, and integrate the asset management program into operational plans throughout the organization.

Strategic Asset Management Plans may be developed for a specific class of assets, or be generic for all assets, and should outline long term goals, processes and steps toward how they will be achieved. The Asset Management Plans should be based on current inventories and condition (acquired or derived), projected or desired performance and remaining service life and consequences of losses (***e.g., vulnerability assessments, Emergency Management Ontario Critical Infrastructure Consequence of Loss Assessment***). Operational plans should reflect these details. Replacement portfolios and associated financial plans should consider alternative scenarios and risks, as well as include public consultation.

Context and integration of Asset Management within the City

The context and integration of asset management throughout the organization's lines of business is typically formalized through references and linkages between corporate documents. Where possible and appropriate, Council and staff will consider this policy and integrate it in the development of corporate documents such as:

- Official plan
- Business plans
- Corporate strategic plan
- Corporate financial plan
- Capital budget plan

- Operational plans and budgets (including vehicle and fleet plans and budgets)
- Energy Conservation plans
- Neighborhood plans
- Community Improvement plans
- Annual reports
- Design criteria and specifications
- Infrastructure servicing, management and replacement plans, e.g., transportation plans
- Community social plans
- Parks and recreation plans
- Facility plans

2.4 Key Roles for Managing the Asset Management Policy

City policies are approved by Council. While staff, public and other agencies may provide input on the nature and text of the policy, Council retains the authority to approve, update, amend or rescind policies.

Role	Responsibility
Identification of issues, and development of policy updates	Council and staff
Establish levels of service	Council, staff and public
Exercise stewardship of assets, adopt policy and budgets	Council
Implementation of policy	City Manager and staff
Development of guidelines and practices	City Manager and staff
On-going review of policies	Council and staff

Implementation, review and reporting of Asset Management work

The implementation, review and reporting of this policy shall be integrated within the organization. Due to the importance of this policy, the organization’s asset management program shall be reported annually to the community, and implementation of this policy reviewed by Council at the mid-point of its term.

Actions	Responsibility
Adopt Asset Management Policy	Council and City Manager
Monitor and review infrastructure standards and service levels at established intervals	Council and City Manager
Develop and maintain infrastructure strategies including development and service plans	Recreational Services, Community Growth and Planning, Public Works, Finance, other asset operation and maintenance

Develop and maintain asset inventories	departments, Finance Public Works, Finance, other asset operation and maintenance departments, Finance
Assess infrastructure condition and service levels	Public Works, and other asset operation and maintenance departments
Establish and monitor infrastructure replacement levels through the use of full life cycle costing principles	Public Works, Finance, and other asset operation and maintenance departments
Develop and maintain financial plans for the appropriate level of maintenance, rehabilitation, extension and decommission of assets	Public Works, Finance, and other asset operation and maintenance departments, Finance
Report to citizens on status of the community's infrastructure assets and asset management program. The channels may include annual citizen reports, business plans, etc.	Council, City Manager, Corporate Services

3. Infrastructure Data Collection

3.1 Water System Inventory

The water system infrastructure inventory data used for the analysis was gathered from several sources. The combination of the geographic information system (GIS) information collected for this asset as well as other available records and information were combined to provide a relatively accurate accounting. Limited global positioning (GPS) data was available for the hydrants, curb stops and water valves connected to the water infrastructure, however, the inventory of those appurtenances, linked to the water infrastructure piping, are also considered to be fairly accurate. Base information about the material, installation date, diameter and length were derived from available records and data related to the system. These records also provided information about the size of valves, hydrants and connections per pipe segment and the two data sets were linked via their street (location) information. Information on Water treatment and storage facilities were gathered separately.

3.2 Sanitary System Inventory

The sanitary system infrastructure data used for the analysis was compiled from several sources. The combination of the geographic information system (GIS) information collected for this asset as well as other available records and information were combined to provide a relatively accurate accounting. Limited global positioning (GPS) data was available for the maintenance holes and cleanouts connected to the sanitary infrastructure, however, the inventory of those appurtenances, linked to the sanitary sewer infrastructure piping, are also considered to be fairly accurate. Base information about the material, installation date, diameter and length were derived from available records and data related to the system. These records also provided information about the number and location of maintenance holes and connections per pipe segment and the two data sets were linked via their street (location) information. Information on Wastewater treatment and pumping facilities were gathered separately.

3.3 Stormwater System Inventory

The stormwater system infrastructure data used for the analysis was compiled from several sources. The combination of geographic information system (GIS) information collected for this asset as well as other available records and information were combined to provide a relatively accurate accounting. Limited global positioning (GPS) data was available for the maintenance holes and catch basins connected to the stormwater infrastructure, however, the inventory of those appurtenances, linked to the stormwater infrastructure piping are also considered to be fairly accurate. Base information about the material, installation date, diameter and length were derived from available records and data related to the system. These records also provided information about the number and location of maintenance holes and catch basins per pipe segment and the two data sets were linked via their street (location) information.

3.4 Road Network Inventory

Data derived from a Roads Needs Survey, conducted in 2020 and an internal survey in 2023, was used in conjunction with the previously developed geographic information system (GIS) layer for the Municipality's roads. The information gathered in the Survey was reviewed, with respect to the road data, and it was determined that the road condition data contained more suitable information for use in an Asset Management Plan. It is recommended that all data sets should ideally be combined in the future to provide a more detailed source of information when combined with all other asset inventories.

3.5 Bridge Inventory

The bridge inventory was developed through the use of the most recent OSIM inspection data. Basic Bridge Condition Index values were calculated for each structure using the estimated cost of repair derived from the inspections along with the initial installation cost and the current bridge value. Bridges with a repair value either greater or close to the replacement value were considered to be in poor condition.

3.6 Miscellaneous Asset Inventories

Information for the following asset classes was acquired from various sources of data. This information assisted in providing a current and base cost for each asset.

- Sidewalks and Active Trails
- Centerline and Entrance Culverts
- Street, Decorative and Traffic Control Lights
- Fleet Units
- Traffic Signs
- Guard Rails
- Buildings and Facilities
- Parks
- Solid Waste
- Machinery and Equipment

4.State of Local Infrastructure

4.1 Introduction & Overview

The City of Temiskaming Shores infrastructure may be considered to be generally in “fair to good” condition. This is a result of the City being proactive in the management of its infrastructure. As the infrastructure continues to age, however, adequate funding will need to be made available to continue this trend and either replace or rehabilitate the assets as required.

4.1.1 Inventory Overview

The State of Local Infrastructure Report is a review of existing infrastructure data pertaining to infrastructure age and condition. The City’s public sector accounting board (PSAB) asset registry and staff knowledge of the various categories of infrastructure forms the basis for the assessment, with any available condition information taking priority in forecasting for both short and long-term needs.

This report was developed to advance the understanding of the state of the local infrastructure assets, and to improve transparency with respect to management of the infrastructure inventory. The report is the first element of an asset management plan whose purpose is to improve infrastructure-related decision-making processes.

The State of Local Infrastructure Report Card reviews the following infrastructure:

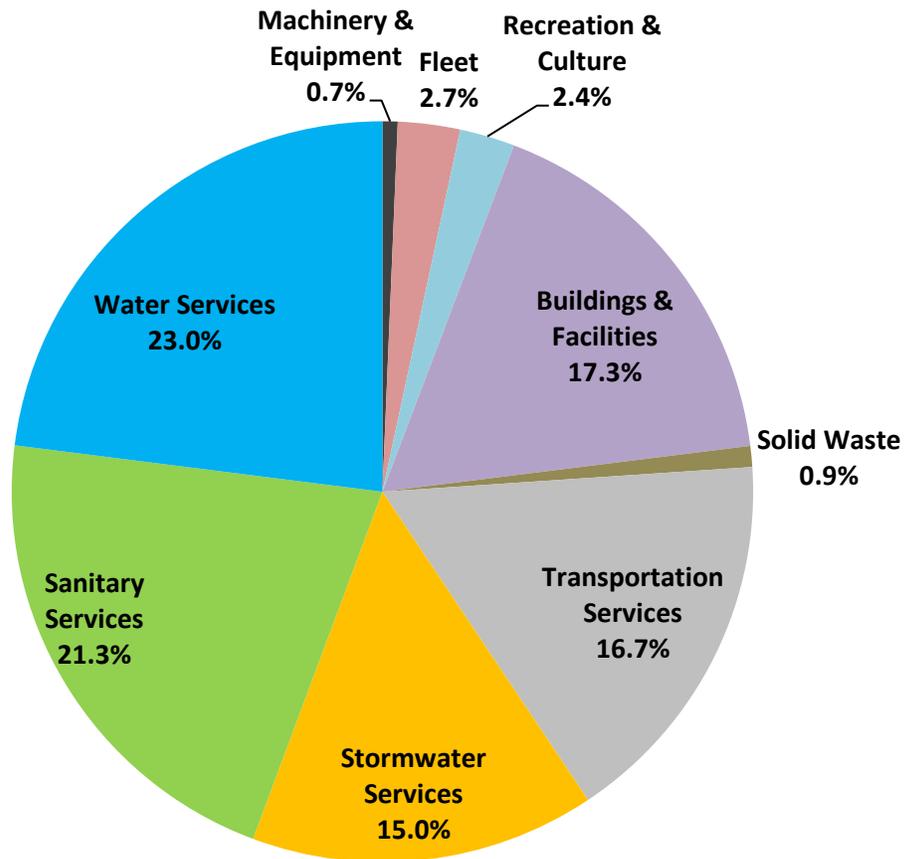
- Water Distribution and Treatment System
- Sanitary Collection and Treatment System
- Stormwater Collection and Management System
- Transportation Network
- Solid Waste Management
- Buildings & Facilities
- Recreation & Culture
- Fleet Units
- Machinery and Equipment

Table 4-1 summarizes the estimated replacement cost for the City’s infrastructure asset portfolio, derived on the basis of replacement costs, while Figure 4.1 illustrates each infrastructure asset division as a percentage of the total portfolio value. All values are estimated construction / replacement costs represented in 2023 Canadian Dollars (CAD).

Table 4-1: Total Replacement Cost per Asset Category

Asset Category	Replacement Cost
Water Services	\$101,556,472.00
Sanitary Services	\$94,176,265.00
Stormwater Services	\$66,373,740.00
Transportation Services	\$73,785,456.00
Solid Waste	\$4,026,913.00
Building & Facilities	\$76,178,722.00
Recreation & Culture	\$10,609,782.00
Fleet	\$11,964,439.00
Machinery & Equipment	\$2,915,116.00
	\$441,586,905.00

Figure 4.1: Asset Replacement Cost by Asset Category (%)



4.1.2 Factors to Determine Infrastructure Condition

In order to prepare asset category risk profiles, and create capital needs forecasts, appropriate Condition Rating has been established for each category. The state of the infrastructure was assessed based on a variety of factors which include age, material (service life), number of repairs, sufficient capacity, etc.

Age and Material is the most significant assessment criterion. As an asset ages its condition deteriorates by a combination of many factors. The type of material significantly affects the rate at which deterioration occurs. The Estimated Service Life of a material can be adjusted to match industry good practices and reflect the typical life span of similar assets, to match local experience, or to match the asset management strategy of the infrastructure owner. In general, an asset's Estimated Service Life is heavily influenced by the demands placed on it, operation and maintenance practices, and legislative / regulatory and technological changes (e.g., technological obsolescence). For this Plan, the initial service lives were derived to reflect accepted industry asset performance as well as the City's asset management goals.

The number of repairs provides an accurate measure of operational decline due to deterioration. Therefore, areas that have a history of "breakage" are a significant burden on the operational budget.

Sufficient system capacity is also a violable factor when it comes to determining the condition of particular assets. For example, watermains that have large diameters are often transmission lines that supply significant quantities of water to large areas within the city. As such, problems with larger diameter pipes are considered to have high associated social and economic risks.

Table 4-2: Average Age per Category

Asset Category	Average Age (years)
Water Services	42
Sanitary Services	43
Stormwater Services	41
Transportation Services	41
Solid Waste	-
Building & Facilities	42
Recreation & Culture	23
Fleet	7
Machinery & Equipment	-

4.1.3 Useful Life Consumption

While age is not a precise indicator of an asset’s health, in the absence of assessed condition assessment data. It can serve as a high-level, meaningful approximation and help guide replacement needs and facilitate strategic budgeting.

4.1.4 System Characteristic Overview

A basic character overview has been established for each asset category included in this Plan. Due to the nature of the individual asset categories, the overviews cannot be readily combined and summarized.

Beyond the risk of infrastructure failures, Temiskaming Shores faces a number of potential legislative / regulatory and potential reputational risks. One identified risk is that related to hazardous materials. A section of the water main inventory for instance, contains Asbestos Cement. A change in water distribution legislation requiring the removal of such materials could impose a cost of nearly \$1.5M on the City for the Water system alone. To address these risks, the City may choose to accelerate the replacement of certain material or asset types.

4.1.5 Final Report Card Score

To rate the asset inventory using a report card, a scoring system modified from the Canadian Infrastructure Report Card was applied. The system is outlined in Table 4-3 and Table 4-4.

Table 4-3: Infrastructure Condition Score

Average Score	Rating	Definition of Rating
5	Very Good (A) 80-100%	<i>Fit for the Future</i> – The infrastructure in the system or network is generally in very good condition, new or recently rehabilitated. A few elements show general signs of deterioration that may require attention.
4	Good (B) 60-79%	<i>Adequate</i> – The infrastructure in the system or network is good condition; some elements show general signs of deterioration that require attention. A few elements may demonstrate signs of significant deficiencies.
3	Fair (C) 40-59%	<i>Requires Attention</i> – The infrastructure in the system or network is in fair condition; it shows general signs of deterioration and requires attention. Some elements demonstrate significant deficiencies.
2	Poor (D) 20-39%	<i>At Risk</i> – The infrastructure in the system or network is poor condition and mostly below acceptable standards, with many elements approaching the end of the expected service life. A large portion of the system demonstrates significant deterioration.
1	Very Poor (F) 0-19%	<i>Unfit for Service</i> – The infrastructure in the system or network is in unacceptable condition with wide spread signs of advanced deterioration. Many components or elements in the system demonstrate signs of imminent failure, which is / will affect service delivery.

Table 4-4: Financial Capacity Score

Average Score	Rating	Definition of Rating
5	Very Good (A)	The municipality is fully prepared for its short-, medium- and long-term replacement needs based on existing infrastructure portfolio.
4	Good (B)	The municipality is well prepared to fund its short-term and medium-term replacement needs but requires additional funding strategies in the long-term to begin to increase its reserves.
3	Fair (C)	The municipality is underprepared to fund its medium- to long-term infrastructure needs. The replacement of assets in the medium-term will likely be deferred to future years.
2	Poor (D)	The municipality is not well prepared to fund its replacement needs in the short-, medium- or long-term. Asset replacements will be deferred and levels of service may be reduced.
1	Very Poor (F)	The municipality is significantly underfunding its short-term, medium-term, and long-term infrastructure requirements based on existing funds allocation. Asset replacements will be deferred indefinitely. The municipality may have to divest some of its assets (e.g., bridge closures, facility closures) and levels of service will be reduced significantly.

Table 4-5 summarizes the condition scores determined for each asset category, and their corresponding Grade.

Figure 4.2: State of Infrastructure Assets (%)

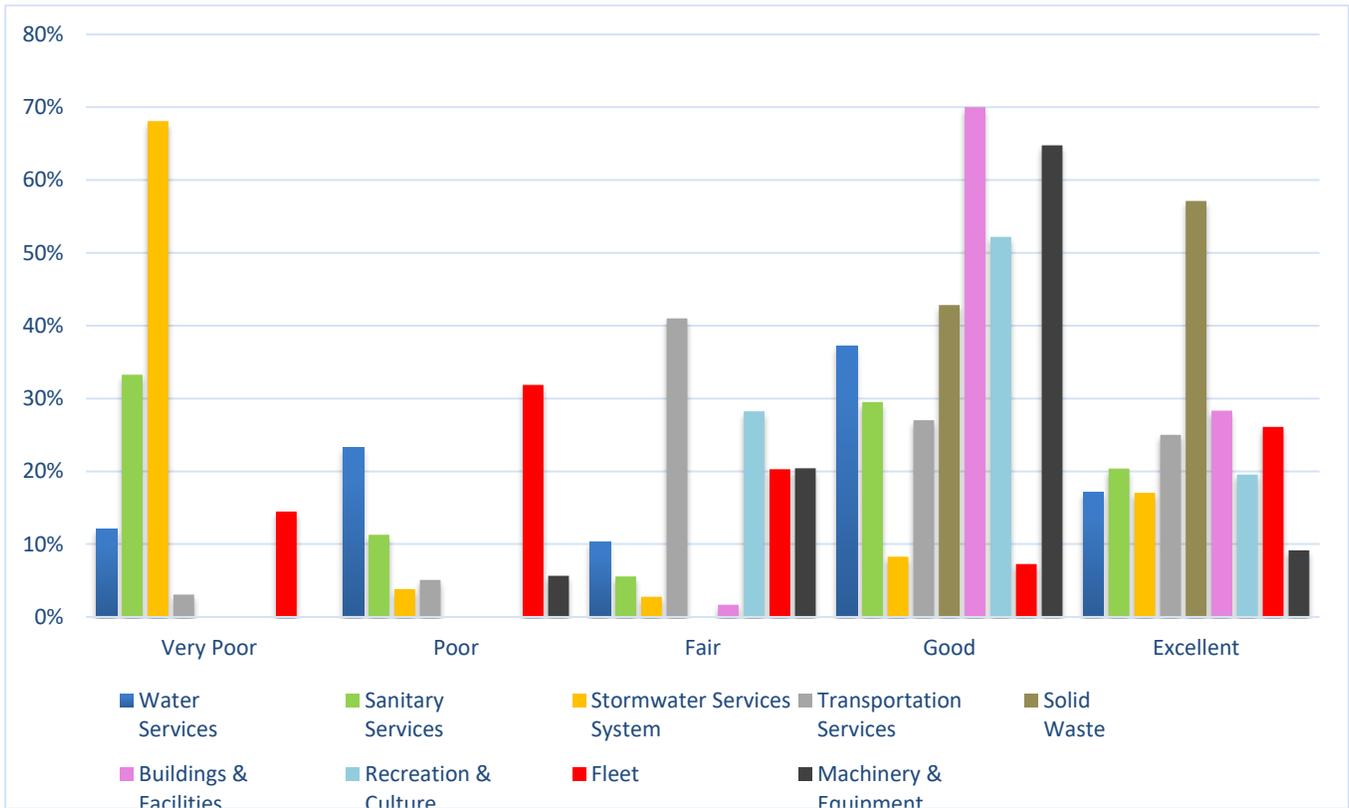


Table 4-5: Infrastructure Report Card Summary

Asset Category	Financial Capacity	Asset Condition	Overall Grade
Water Services	C	B-	C+
Sanitary Services	C	C+	C+
Stormwater Services	C-	C-	C-
Transportation Services	C	C	C
Solid Waste	C+	A-	B
Buildings & Facilities	C+	A-	B
Recreation & Culture	C	B+	B-
Fleet	B	C+	B-
Machinery & Equipment	B	B	B

Final Grade: C+

WATER

Services



4.2 Water Services

4.2.1 Inventory Overview

The water distribution and treatment system for Temiskaming Shores includes 103.8 km of piping, 1360 control and specialized valves, 451 hydrants. The average age of pipe in the system is 42 years old. The age distribution of the water infrastructure is shown in Figure 4.3 and Figure 4.4.

Table 4-6: Total Replacement Cost for Water Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Watermains	104 km	60-100	\$ 67,033,672.00
Control and Specialized Valves	1361 units	75	\$ 3,389,800.00
Fire Hydrants	451 units	75	\$ 3,608,000.00
Water Services	3850 units	60-100	\$ 9,625,000.00
Water Facilities	8 units	15-75	\$ 17,900,000.00
Total:			\$ 101,556,472.00

Figure 4.3: Water Distribution Infrastructure by Age (%)

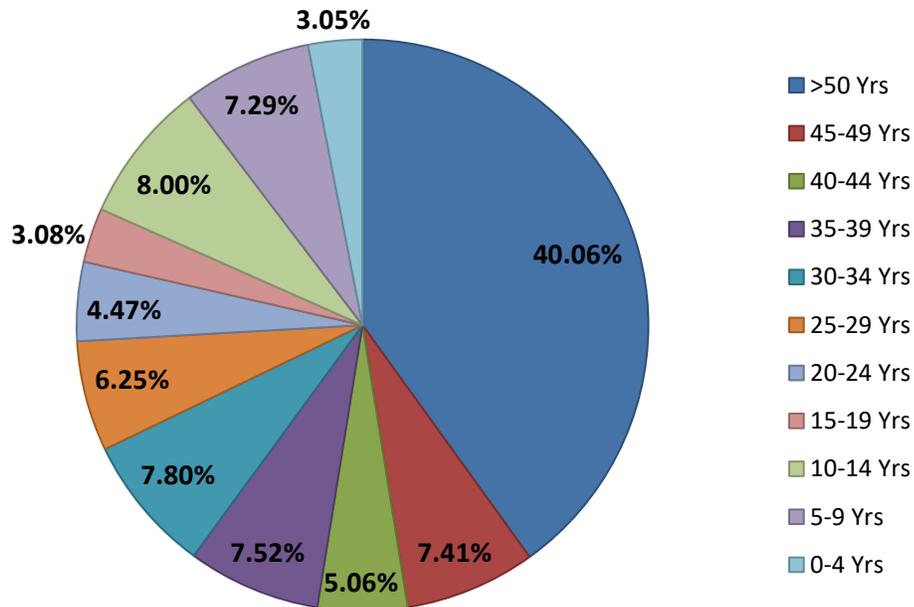
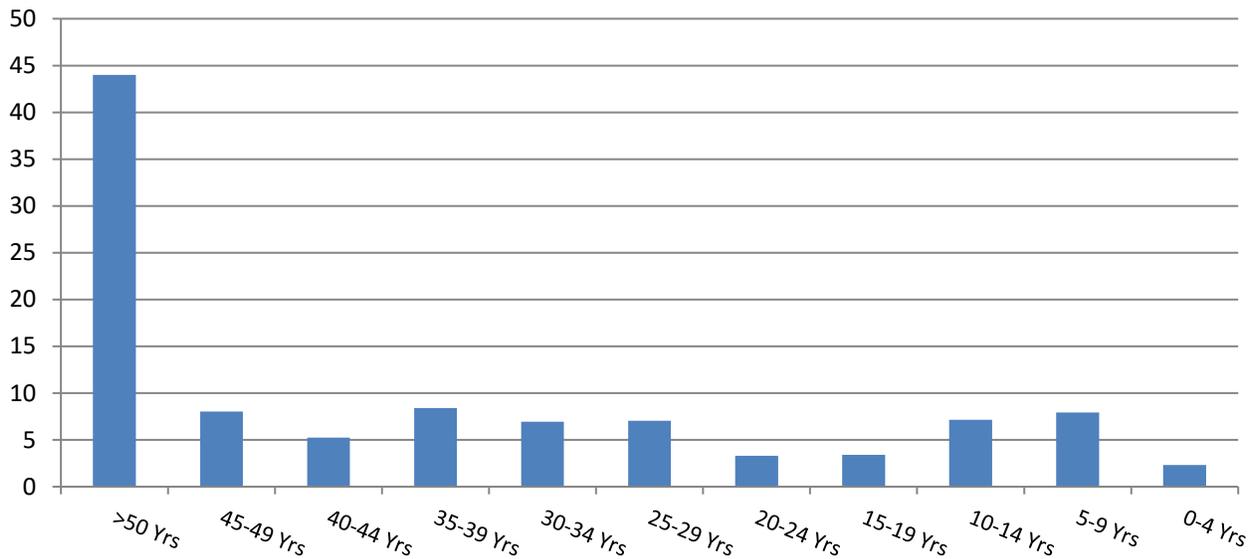


Figure 4.4: Length of Water Distribution Infrastructure by Age (Km)



The majority of water distribution pipes in Temiskaming Shores are 150 mm diameter Cast / Ductile Iron installed over 50+ years ago, as shown in Figures 4.5, 4.6 and 4.7.

Figure 4.5: Length of Water Distribution Infrastructure Material by Age (Km)

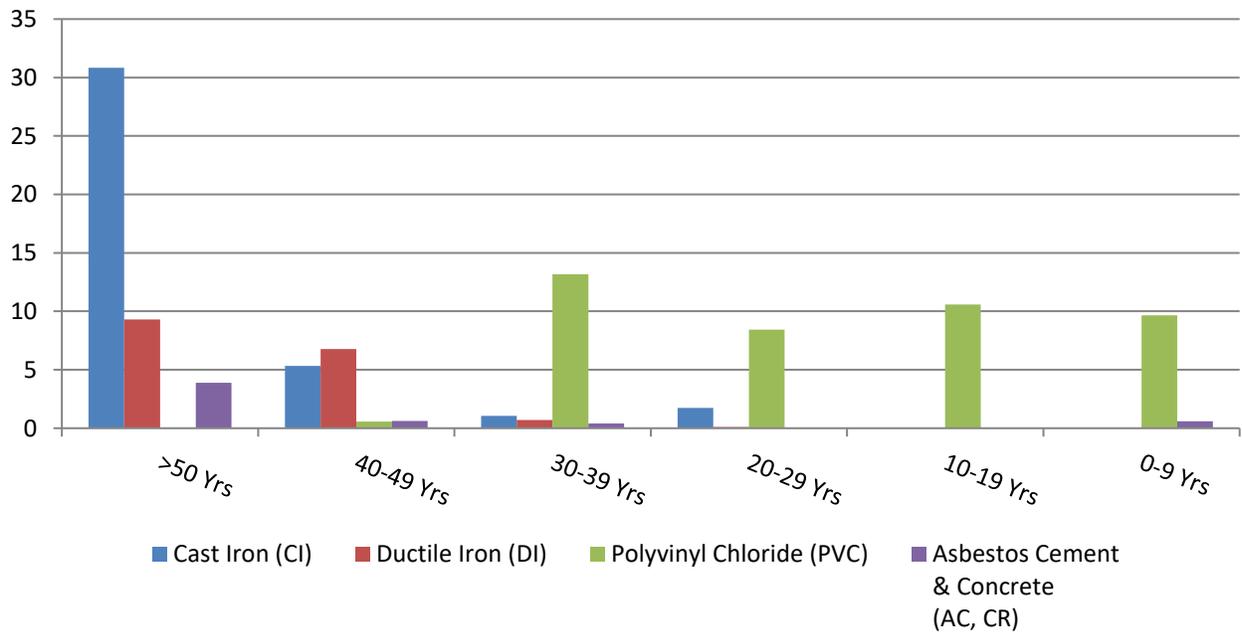


Figure 4.6: Water Distribution Infrastructure Material (%)

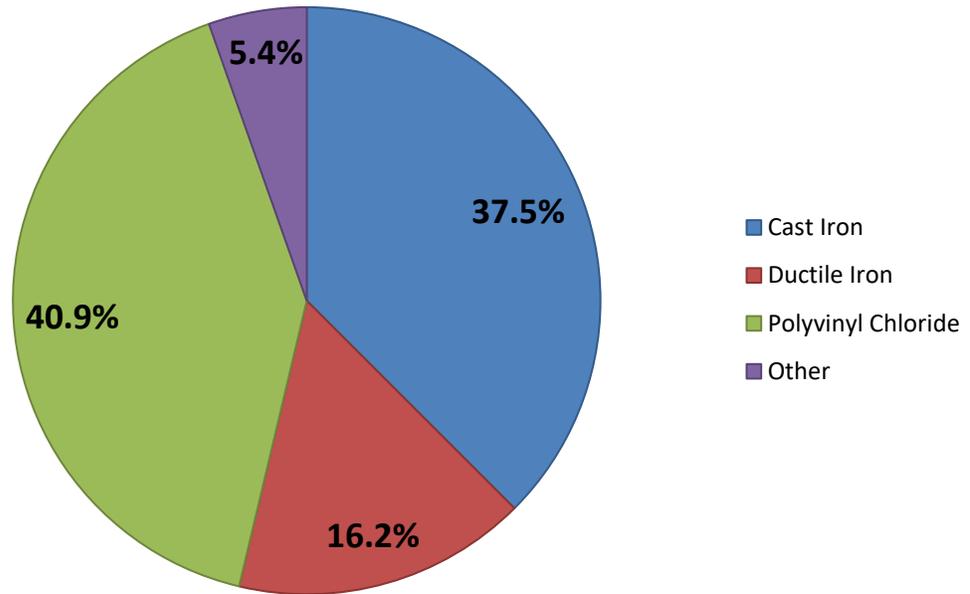
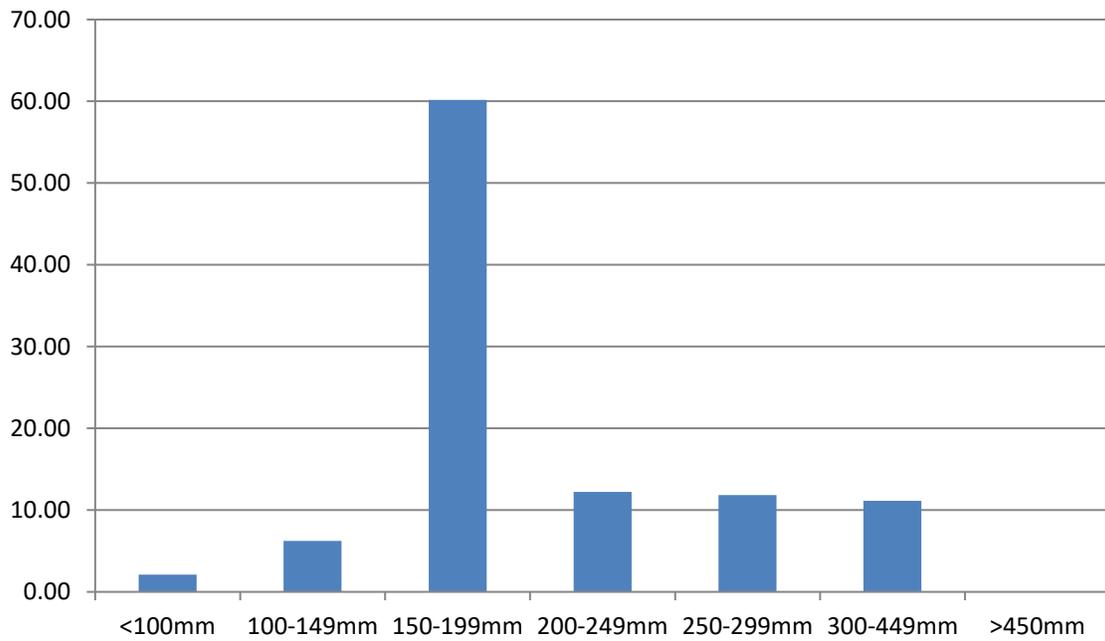


Figure 4.7: Water Distribution Infrastructure Diameter (Km)



4.2.2 Water Facilities

The City of Temiskaming Shores is responsible for 2 water treatment plants and 3 water reservoirs for servicing its residents. The average age of the City's water facilities is 50 years. However, a large percentage of these facilities have received significant maintenance and upgrades since that time. The City's water facilities are currently operated under contract by a private agency.

- The New Liskeard Water Treatment Plant is located at 305 McCamus Avenue and attains its raw water from two (2) drilled wells (raw water) and treated. Once completed, treated water is directed to a clear well where it's then pumped to the Water Reservoir located at 177104 Shepherdson Road. The New Liskeard system currently services about 4,800 residents. This location has an allowable limit of 8000 m³/day with an average consumption of 2738m³/day as of 2022.

As of 2016, the New Liskeard Plant and Storage Facility, also directs water to the Dymond water reservoir located at 284 Raymond Street. The Dymond system services about 500 residents.

- The Haileybury Water Treatment Plant located at 1 Browning St. receives its water source directly from Lake Temiskaming and treated. Once completed, treated water is directed to a clear well where it's then pumped to the Water Reservoir located at 400 Niven St. S. The Haileybury systems services about 4,200 residents. This location has an allowable limit of 6820 m³/day with an average consumption of 2511m³/day as of 2022. The Haileybury Water Treatment Plant is also utilized as the Ontario Clean Water Agency (current contracted agency) Hub Office for this district.

4.2.3 Risk and Criticality Analytics

The risk and criticality calculation determines the overall risk of the water asset failures. Figure 4.8 and 4.9 provides a representation of the level of risk per kilometer and cost. Figure 4.10 represents the total risk of the water assets.

Note: The level of risk for all environmental facilities will remain in the high risk levels due to social and environmental impacts. Analyzing and determining the consequence and probability of failure of these facilities remains a difficult task for the municipality. However, these facilities are consistently monitored in order to allow the City to prioritize operational and capital projects based on the greatest risk of failure for each facility.

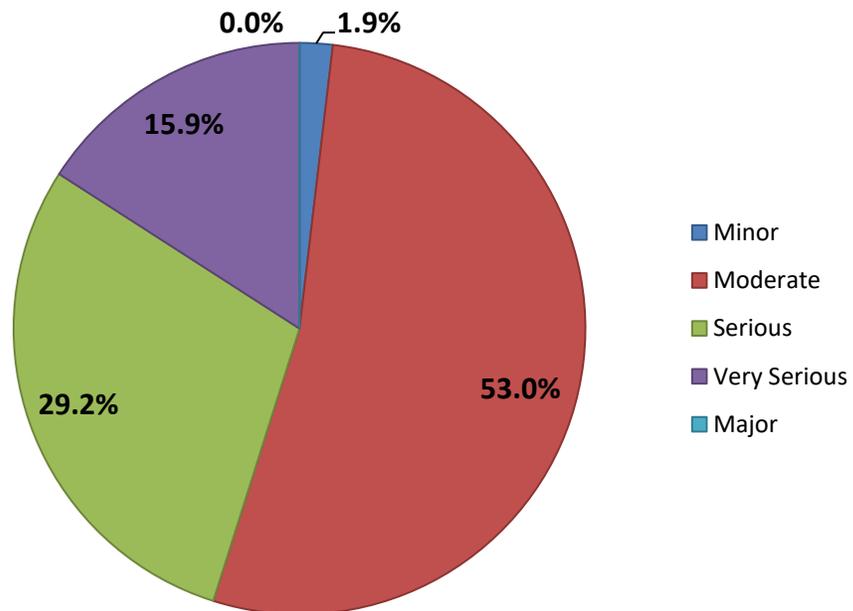
Figure 4.8: Level of Risk - Watermains (Km)

Consequence	5	0.00	1.95	0.09	0.00	0.00
	4	13.46	1.22	2.63	3.65	0.00
	3	4.95	1.61	2.53	3.22	0.00
	2	23.74	7.96	21.70	6.67	0.00
	1	2.37	0.61	3.24	2.18	0.00
		1	2	3	4	5
Probability						

Figure 4.9: Level of Risk - Watermains (\$)

Consequence	5	\$ -	\$ 2,041,650	\$ 91,089	\$ -	\$ -
	4	\$ 10,172,586	\$ 893,720	\$ 2,009,597	\$ 2,791,014	\$ -
	3	\$ 3,268,980	\$ 1,059,300	\$ 1,668,480	\$ 2,122,240	\$ -
	2	\$ 14,719,916	\$ 4,932,100	\$ 13,455,240	\$ 4,137,880	\$ -
	1	\$ 952,250	\$ 255,750	\$ 1,569,250	\$ 893,250	\$ -
		1	2	3	4	5
Probability						

Figure 4.10: Total Risk of Water Assets (%)



4.2.4 Lifecycle Activities

Figure 4.11 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its water assets (10-year forecast). The City’s current annual average requirements for water assets total \$ 2,105,129 million.

Figure 4.11: Water Lifecycle Forecast Cost (\$)

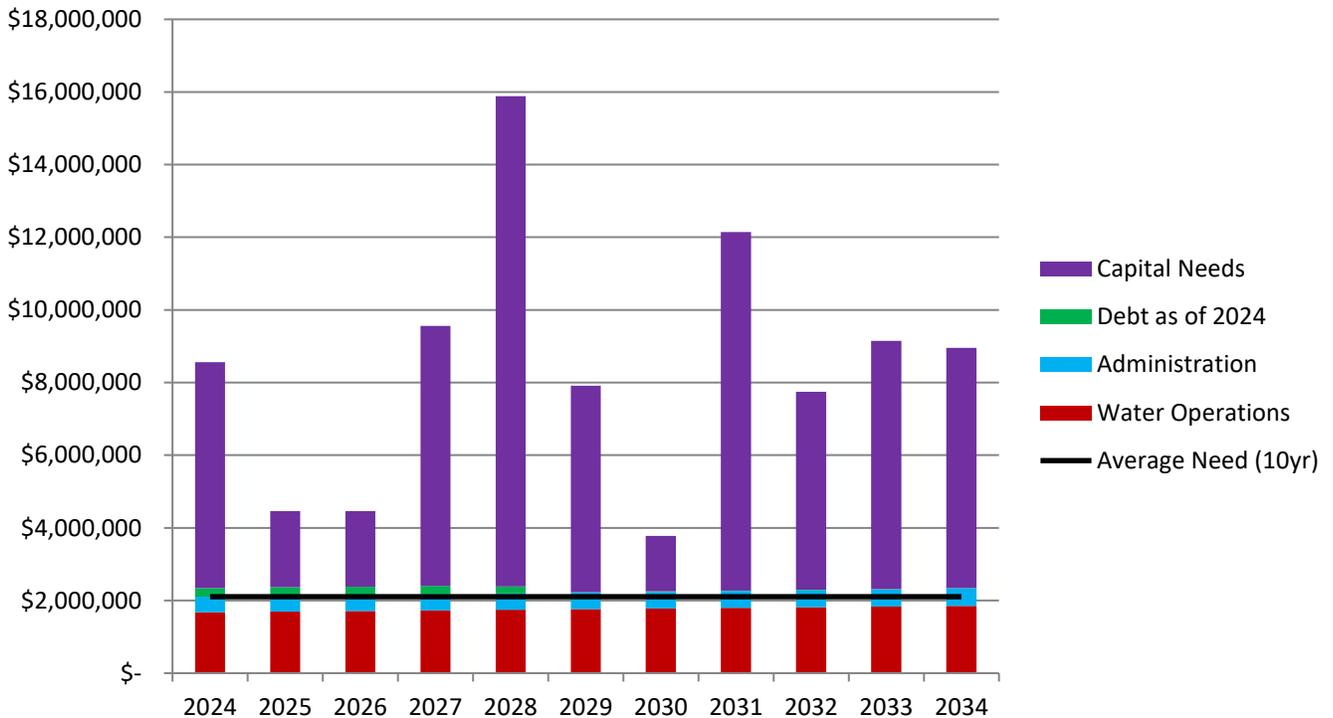
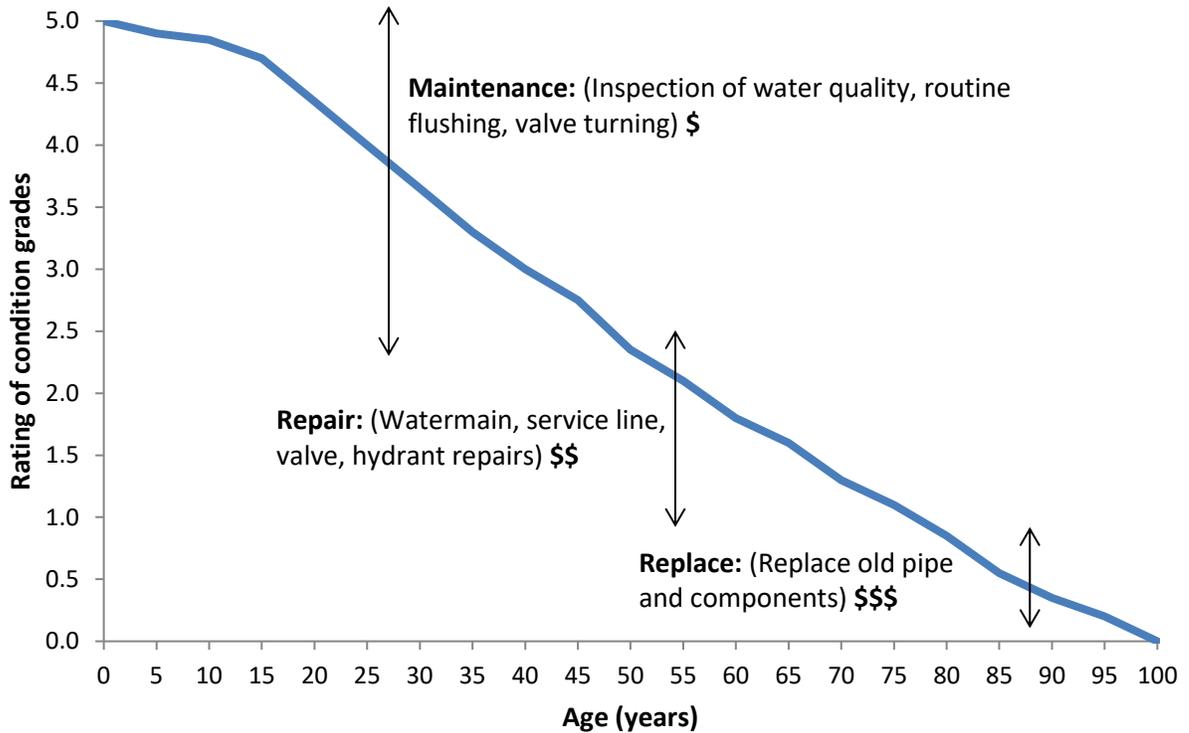


Figure 4.12 is intended to summarize the intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It’s also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment from construction to disposal of the asset. It’s also important to consider the varieties of factors that can cause the lifespan of the asset to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected
- Loadings exerted on the pipe from traffic above or natural soil movement
- Soil conditions
- Chemistry of the flow within the pipe

Note: The following lifecycle deterioration rate and strategies example will be based on the current recommended and best construction practices and materials for each asset category. Watermains will be calculated using polyvinyl chloride (PVC) with a life expectancy of 100 years.

Figure 4.12: Water Lifecycle Intervention Strategies



Some operational lifecycle activity options for water assets include but are not limited to:

- Regulated watermain flushing and inspections programs
- Valve exercising programs to prevent improper functionality of the asset
- Watermain and service line repairs
- Fire hydrant repairs
- Fire hydrant winterizing
- Treatment monitoring
- Treatment facility repairs

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and replacement activities.

4.2.5 Condition Report Card

In 2022, the City of Temiskaming Shores experienced the highest total of 109 watermain and service line breaks. As the number of watermain breaks consistently increase over the years, it can directly attribute to the significant reconstruction and rehabilitation needs of the city.

Table 4-7 shows the average ratings and overall report card grade for the City’s water system using a five point system. This initial report has considered age, material type and diameter (capacity) of pipe as well as perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.13: Water Condition Report Card (%)

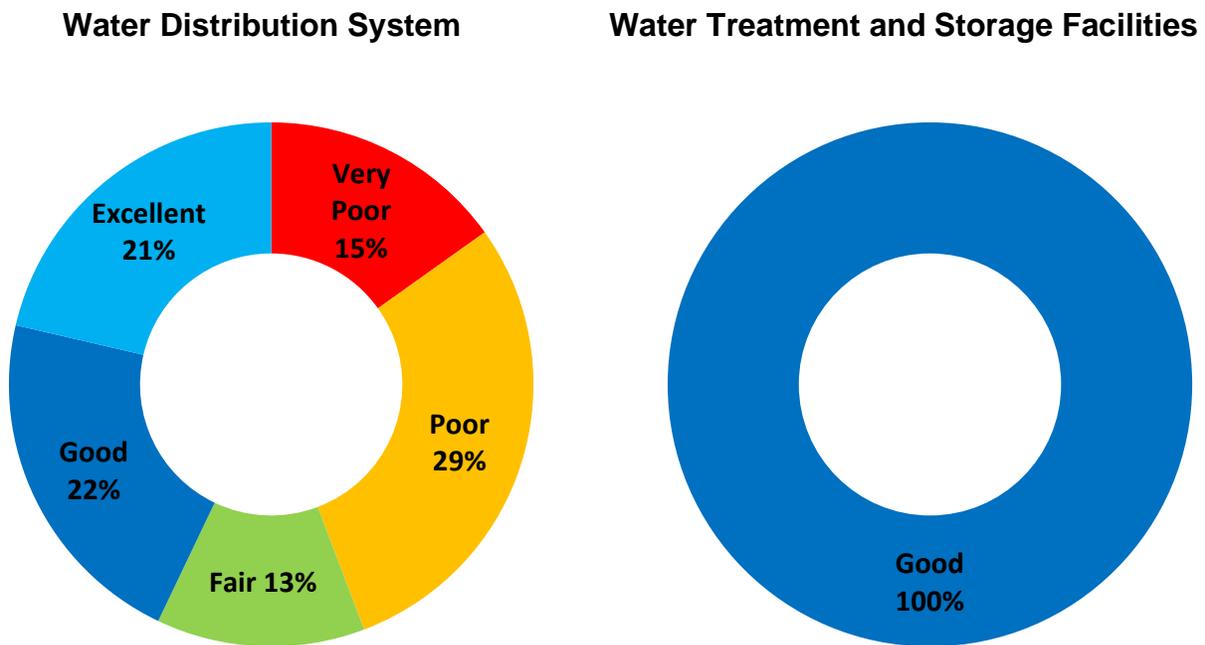
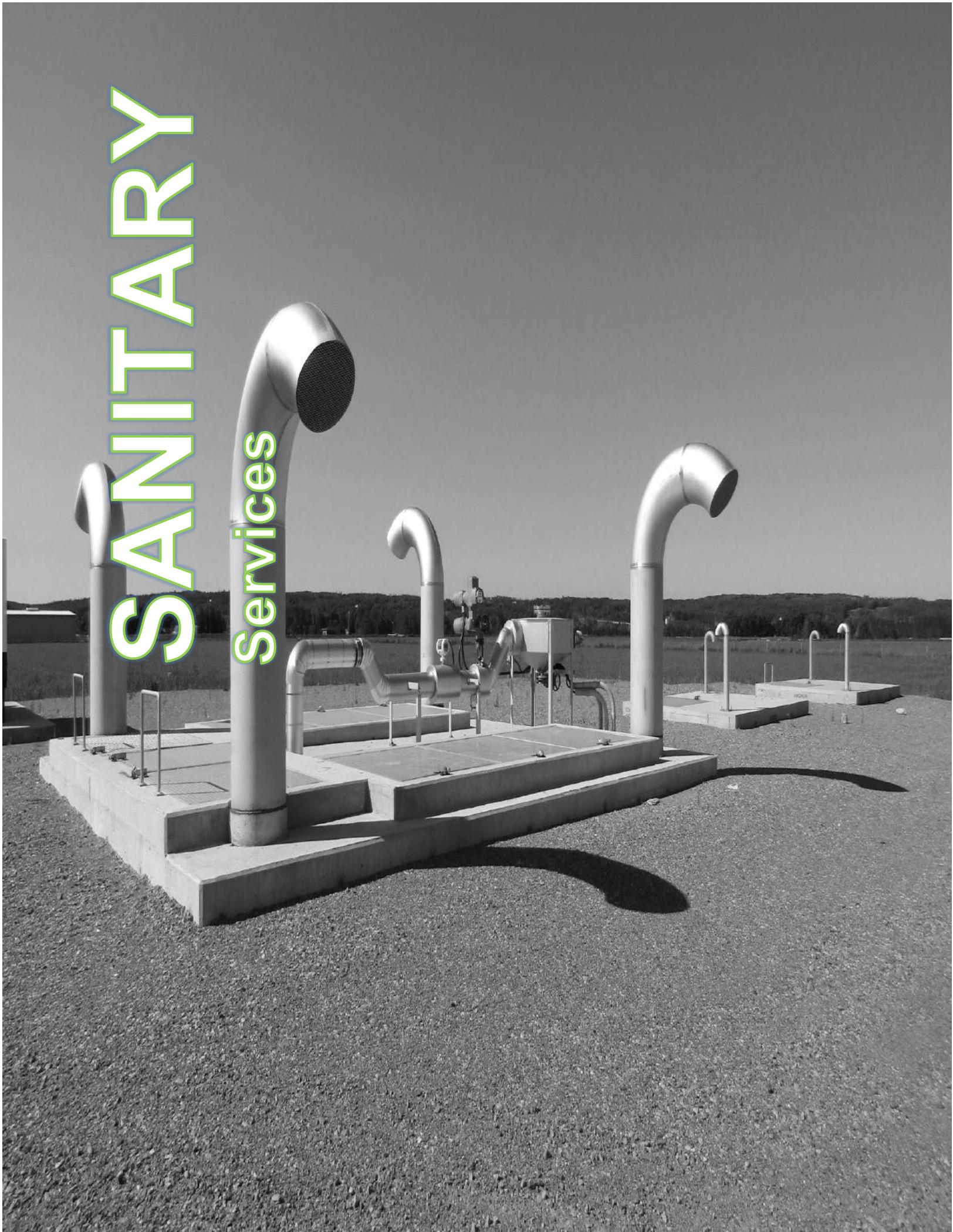


Table 4-7: Water Services Report Card

Infrastructure Condition Rating	Financial Rating	Overall Rating
3.05	2.50	2.77
Facility Condition Rating	Financial Rating	Overall Rating
4.00	2.80	3.40

SANITARY

Services



4.3 Sanitary Services

4.3.1 Inventory Overview

The sanitary (sewer) system collection and treatment system for Temiskaming Shores includes approximately 95.1 km of piping, 1047 maintenance structures and 31 control and specialized valves. The average age of pipe in the system is 43 years old. The age distribution of the sanitary sewer system infrastructure is shown in Figure 4.14 and Figure 4.15.

Table 4-8: Total Replacement Cost for Sanitary Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Sanitary Sewer	95.1 km	60-100	\$ 51,300,130.00
Manholes	1047 units	50	\$ 11,156,800.00
Control and Specialized Valves	31 units	15-20	\$ 342,300.00
Sanitary Services	3850 units	60-100	\$ 10,395,000.00
Wastewater Facilities	16 units	15-75	\$ 20,982,035.00
Total:			\$ 94,176,265.00

Figure 4.14: Sanitary Collection Infrastructure by Age (%)

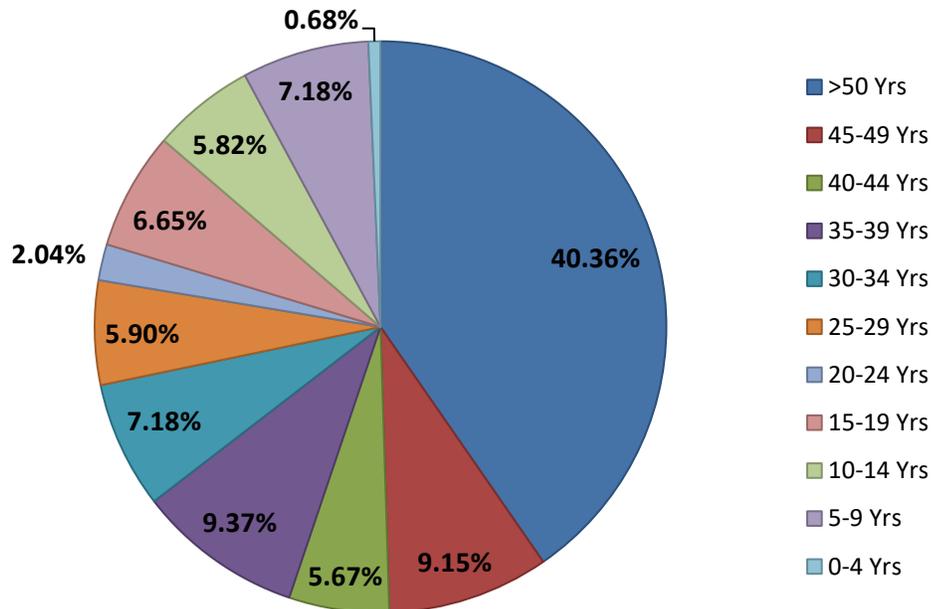
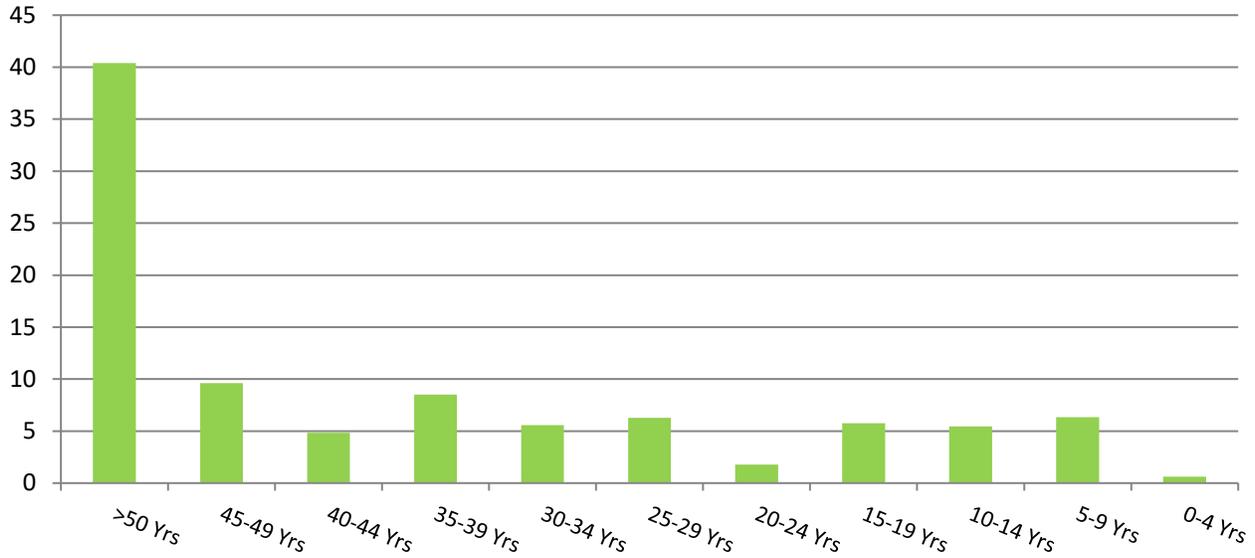


Figure 4.15: Length of Sanitary Collection Infrastructure by Age (Km)



The majority of sanitary sewer pipes are 200 mm diameter comprised of Vitrified Clay or Asbestos Cement material installed over 50+ years ago, as shown in Figures 4.16, 4.17 and 4.18.

Figure 4.16: Length of Sanitary Collection Infrastructure Material by Age (Km)

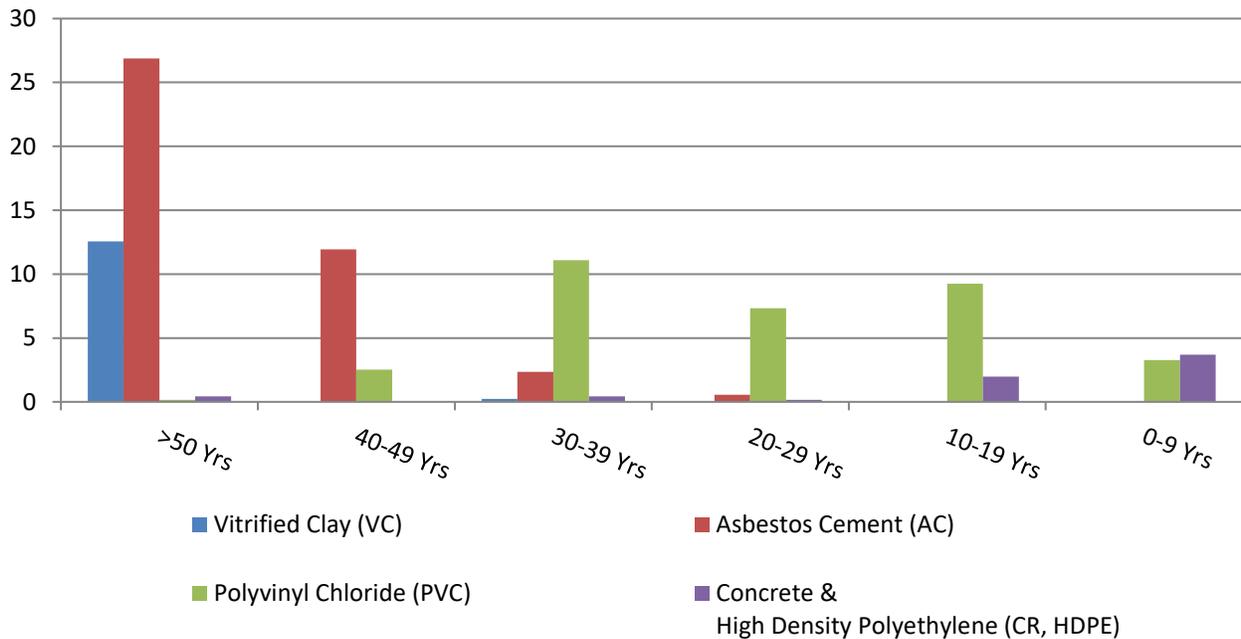


Figure 4.17: Sanitary Collection Infrastructure Material (%)

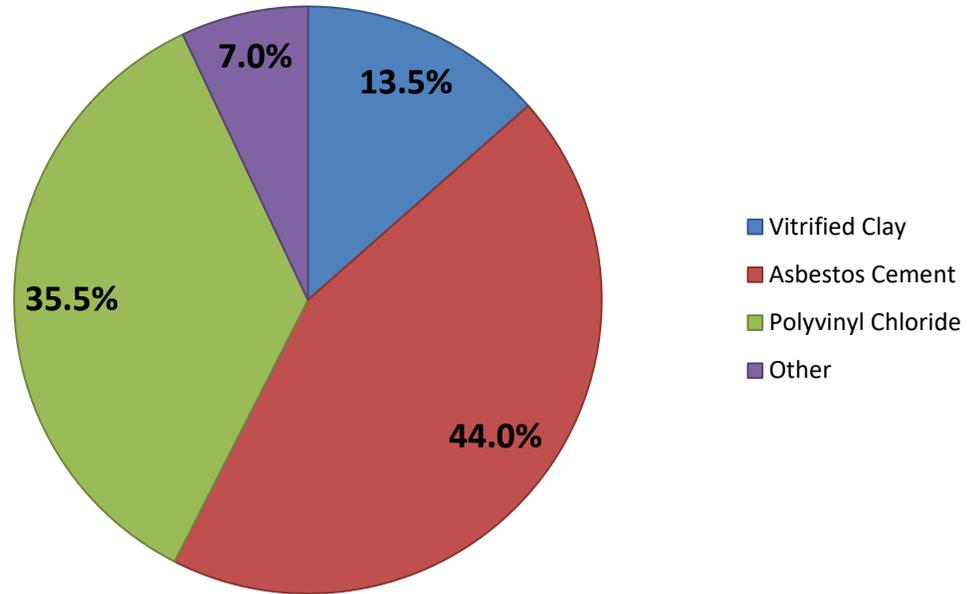
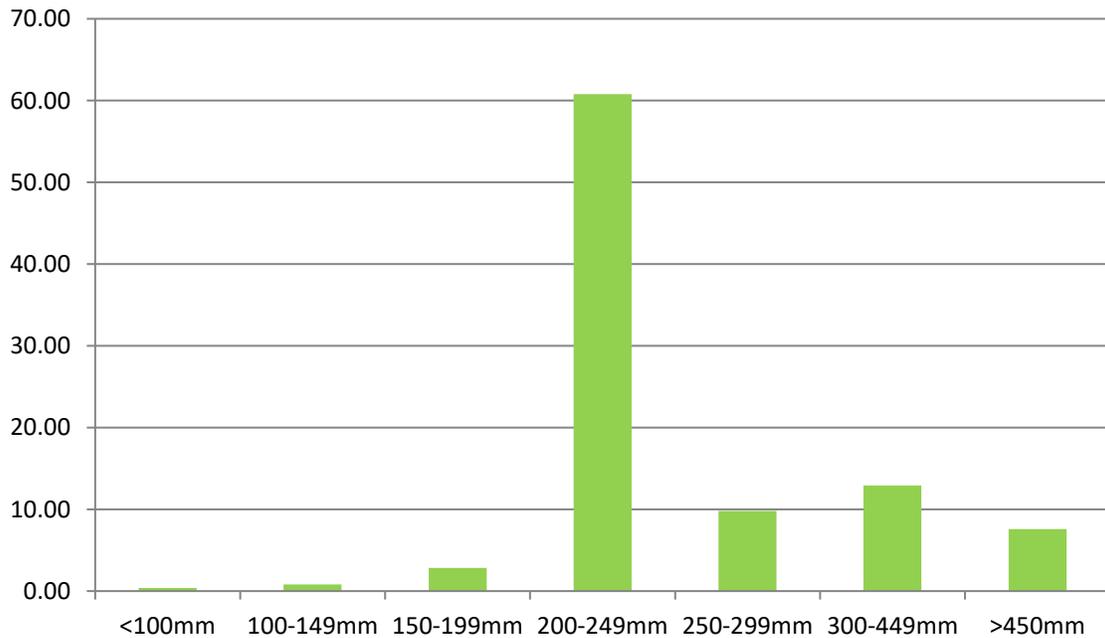


Figure 4.18: Sanitary Collection Infrastructure Diameter (Km)



4.3.2 Sanitary Facilities

The City of Temiskaming Shores provides a complex wastewater treatment system for its residents. There are 2 wastewater aerated lagoons and 1 mechanical sewage treatment plant. It's also responsible for 11 sanitary lift/pumping stations located throughout the municipality. The average age of the City's sanitary facilities is 34 years. However, a large percentage of these facilities have received significant maintenance and upgrades since that time. The City's wastewater facilities are currently operated under contract by a private agency.

- The New Liskeard Wastewater Lagoon located at 177304 Bedard Road, is a class 1 facility that provides sewage treatment for the former town of New Liskeard and Township of Dymond area. There are 7 pumping stations in the collection system that direct sanitary sewage to the lagoon. The New Liskeard lagoon has rated working capacity of 5500 m³/day (average) and continuously discharges to the Wabi River which flows into Lake Timiskaming. This location is at 79.1% capacity and pumping capacity is sufficient as of 2022.

Pumping Station Locations:

- o Cedar St.
 - o Elm Ave.
 - o Jaffray St. (Goodman)
 - o Gray Rd.
 - o Montgomery St.
 - o Niven St. N.
 - o Riverside Dr.
- The Haileybury Wastewater Treatment Plant is a class 2 extended aeration wastewater treatment plant located at 275 View Street. It serves a population of approximately 4200 residents within the former town of Haileybury and has an average rated working capacity of 2728 m³/day (average). There are 2 pumping stations in the collection system that direct sanitary sewage to the plant. This location is at 75.8% capacity and pumping capacity is sufficient as of 2022.

Pumping Station Locations:

- o Brewster St.
 - o Farr Dr.
- The North Cobalt Wastewater Lagoon located at 543083 Proctors Road, is a class 2 facility that provides sewage treatment for the residence of South Haileybury (North Cobalt). There are 2 pumping stations in the collection system that direct sanitary sewage to the lagoon. The North Cobalt lagoon has a rated working capacity of 1200 m³/day (average) and continuously discharges to the Farr Creek which flows into Lake Timiskaming. This location is at 45.8% capacity and pumping capacity is sufficient as of 2022.

Pumping Station Locations:

- o Groom Dr.
- o Station St.

4.3.3 Risk and Criticality Analytics

The risk and criticality calculation determines the overall risk of the wastewater asset failures. Figure 4.19 and 4.20 provides a representation of the level of risk per kilometer and cost. Figure 4.21 represents the total risk of the wastewater assets.

Note: The level of risk for all environmental facilities will remain in the high risk levels due to social and environmental impacts. Analyzing and determining the consequence and probability of failure of these facilities remains a difficult task for the municipality. However, these facilities are consistently monitored in order to allow the City to prioritize operational and capital projects based on the greatest risk of failure for each facility.

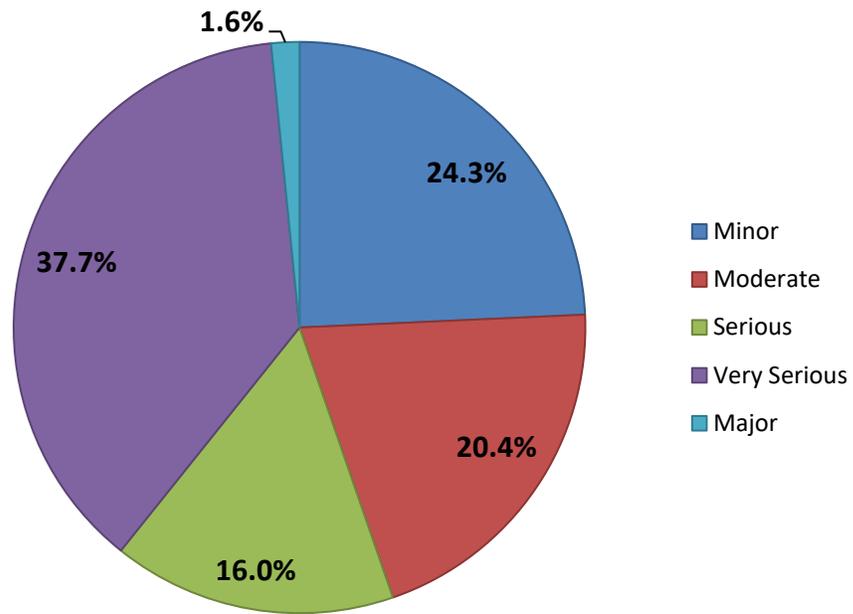
Figure 4.19: Level of Risk – Sewer mains (Km)

Consequence	5	7.45	1.53	0.35	1.69	0.00
	4	0.01	0.00	0.00	2.27	0.00
	3	4.78	0.33	0.37	1.75	0.00
	2	1.86	0.46	2.61	4.86	0.00
	1	23.09	2.60	10.11	29.07	0.00
		1	2	3	4	5
Probability						

Figure 4.20: Level of Risk – Sewer mains (\$)

Consequence	5	\$ 4,617,870	\$ 983,000	\$ 246,230	\$ 1,108,990	\$ -
	4	\$ 2,700	\$ -	\$ -	\$ 1,021,050	\$ -
	3	\$ 2,586,000	\$ 197,400	\$ 220,200	\$ 1,052,400	\$ -
	2	\$ 1,075,900	\$ 267,960	\$ 1,470,520	\$ 2,686,160	\$ -
	1	\$11,703,300	\$ 1,378,650	\$ 5,507,700	\$15,753,900	\$ -
		1	2	3	4	5
Probability						

Figure 4.21: Total Risk of Sanitary Assets (%)



4.3.4 Lifecycle Activities

Figure 4.22 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its wastewater assets (10-year forecast). The City's current average annual requirements for wastewater assets total \$ 1,599,909 million.

Figure 4.22: Sanitary Lifecycle Cost (\$)

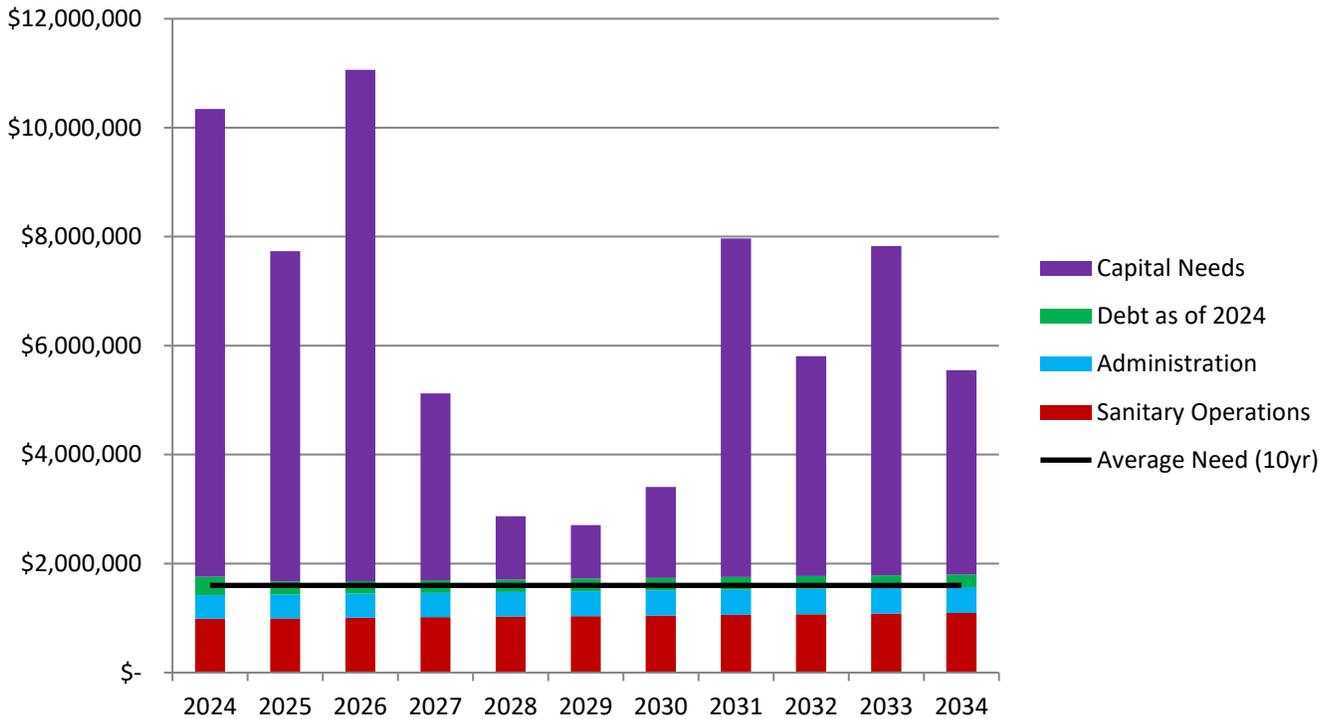
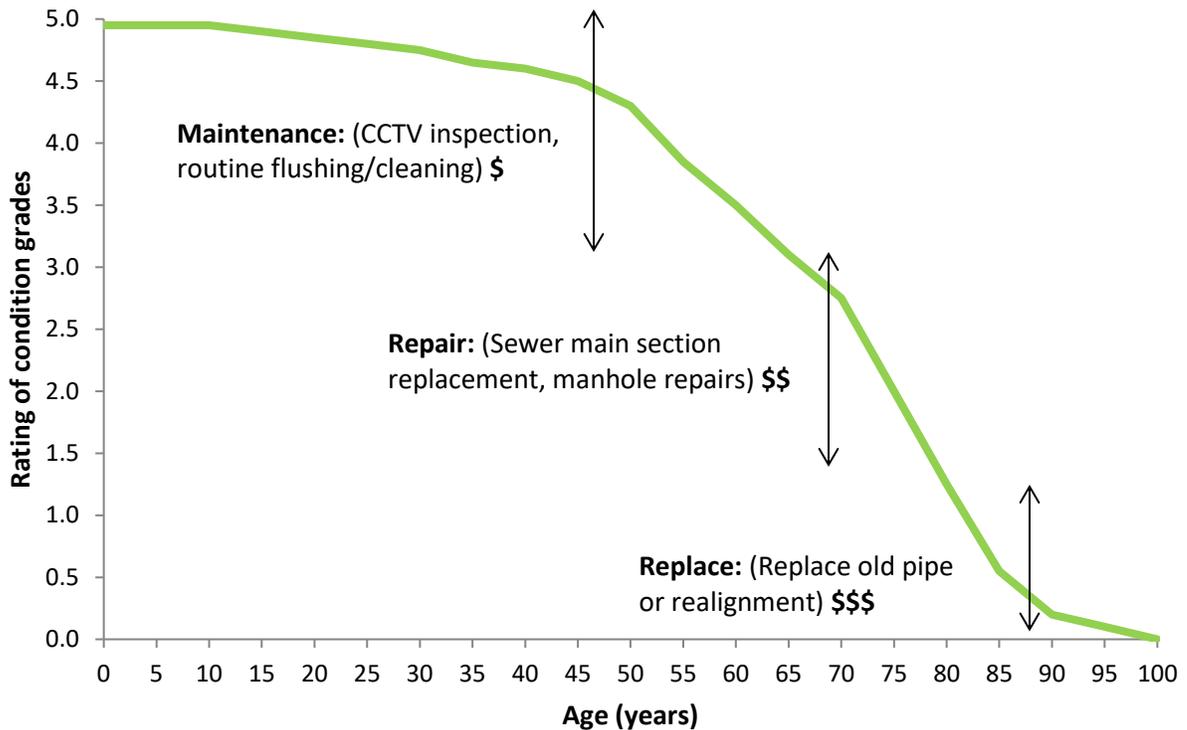


Figure 4.23 is intended to summarize the intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It's also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It's also important to consider the varieties of factors that can cause the lifespan of the asset to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected
- Loadings exerted on the pipe from traffic above or natural soil movement
- Soil conditions
- Chemistry of the flow within the pipe

Note: The following lifecycle deterioration rate and strategies example will be based on the current recommended and best construction practices and materials for each asset category. Sewer mains will be calculated using polyvinyl chloride (PVC) with a life expectancy of 100 years.

Figure 4.23: Sanitary Lifecycle Intervention Strategies



Some operational lifecycle activity options for sanitary assets include but are not limited to:

- Sewer flushing and inspections programs
- Sewer main and manhole structure repairs
- Treatment monitoring
- Treatment facility repairs

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and replacement activities.

4.3.5 Condition Report Card

It's important to note that no areas of the city are being serviced by combined sewer systems.

Table 4-9 shows the average ratings and overall report card grade for the City's sanitary sewer system using a five point system. This initial report has considered age, material type and diameter (capacity) of pipe as well as perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.24: Sanitary Condition Report Card (%)

Sanitary Collection System

Sanitary Treatment and Pumping Facilities

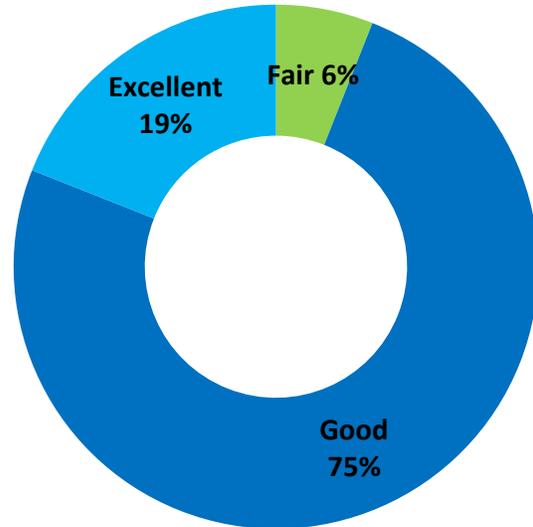


Table 4-9: Sanitary Services Report Card

Infrastructure Condition Rating	Financial Rating	Overall Rating
2.62	2.50	2.56
Facility Condition Rating	Financial Rating	Overall Rating
4.13	2.80	3.47

STORMWATER

Services



4.4 Stormwater Services

4.4.1 Inventory Overview

The stormwater management system for Temiskaming Shores has approximately 64.7 km of stormwater sewer piping and 2074 maintenance structures located within its infrastructure portfolio. The current average pipe age is 41 years. The age distribution of storm sewer infrastructure installation years is shown in Figure 4.25 and Figure 4.26.

Table 4-10: Total Replacement Cost for Stormwater Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Storm Sewer	64.7 km	40-80	\$ 39,305,740.00
Catchbasins	1912	50	\$ 13,065,600.00
Manholes	162 units	50	\$ 1,853,640.00
Centerline Culverts	7.7 km	40-80	\$ 5,823,270.00
Entrance Culverts	9.4 km	40-80	\$ 5,850,490.00
Ditches	468 units	10-15	
Ponds	1 unit	50	\$ 475,000.00
Total:			\$ 66,373,740.00

Figure 4.25: Stormwater System Infrastructure by Age (%)

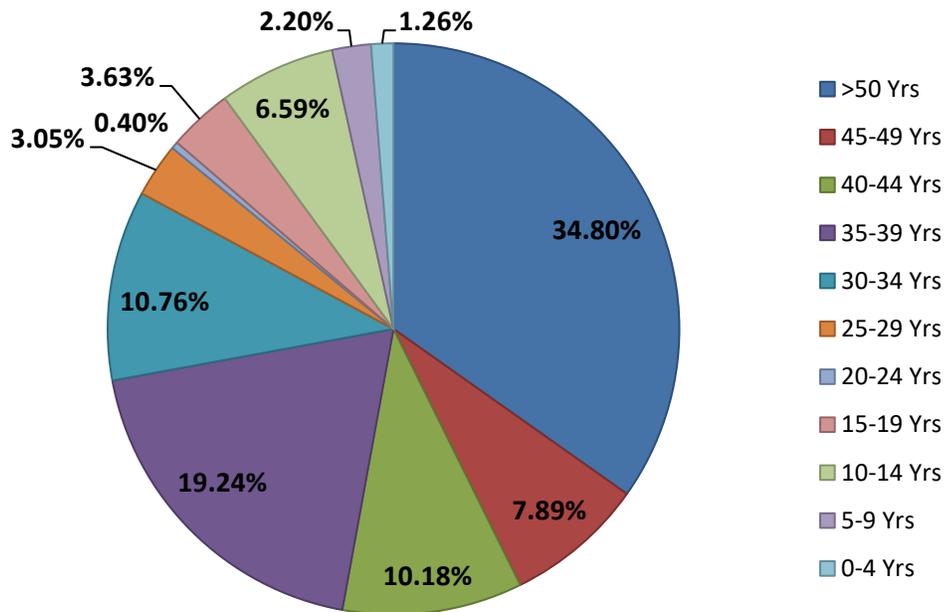
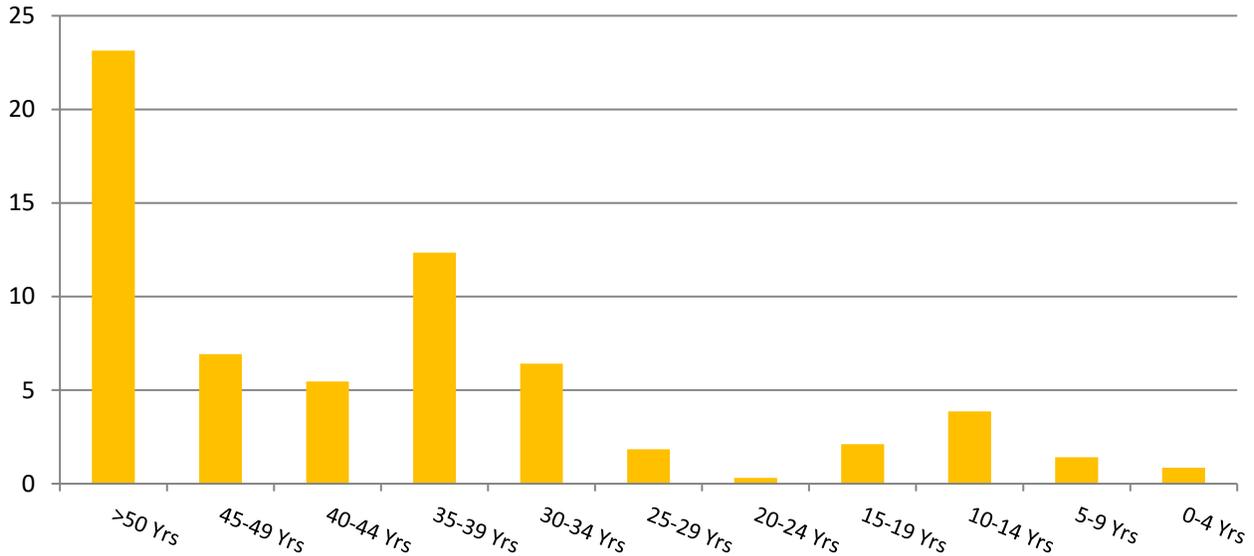


Figure 4.26: Length of Stormwater System Infrastructure by Age (Km)



The majority of storm sewer pipes are Corrugated Steel Pipe with a diameter of 300 to 450 mm and installed over 30+ years ago, as shown in Figure 4.27, 4.28 and 4.29.

Figure 4.27: Length of Stormwater System Infrastructure Material by Age (Km)

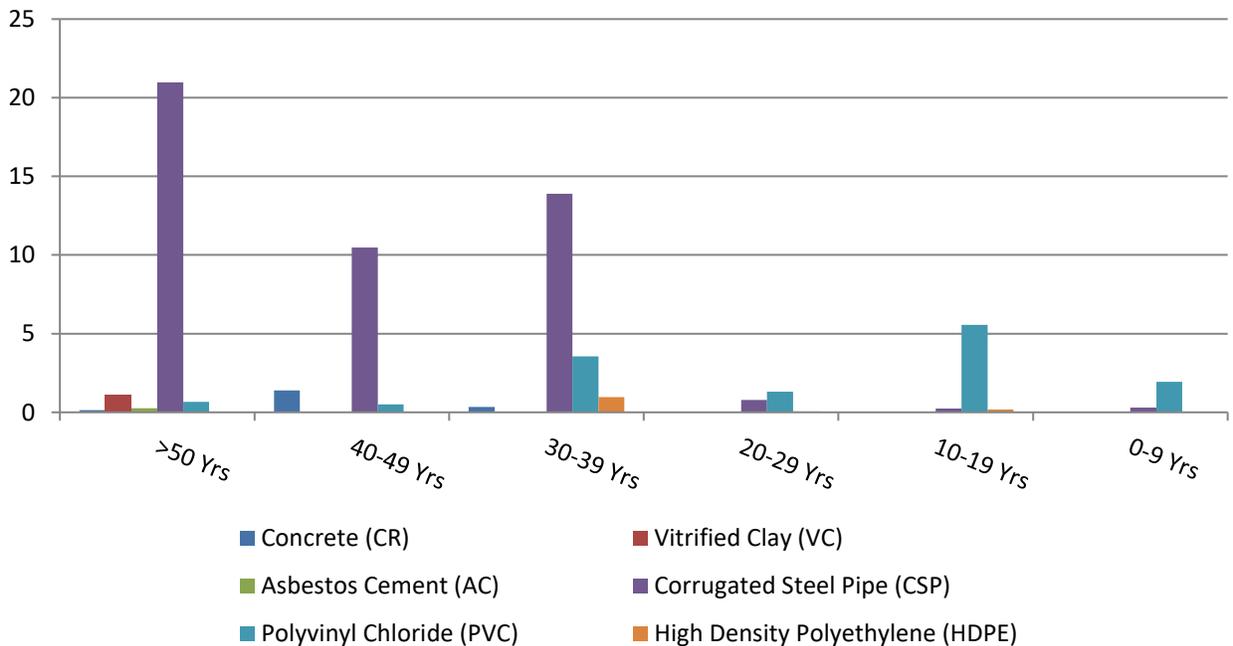


Figure 4.28: Stormwater System Infrastructure Material (%)

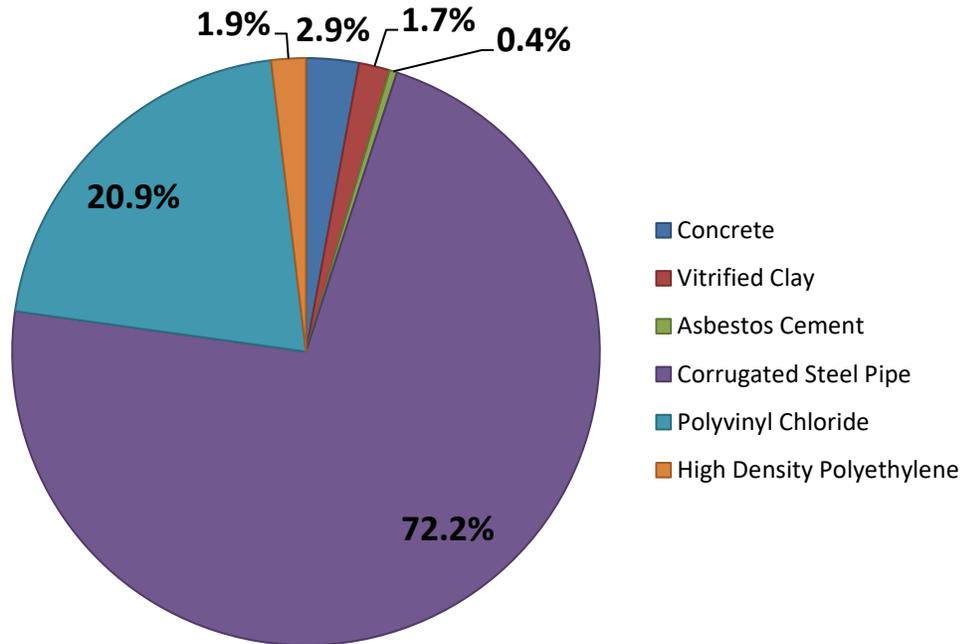
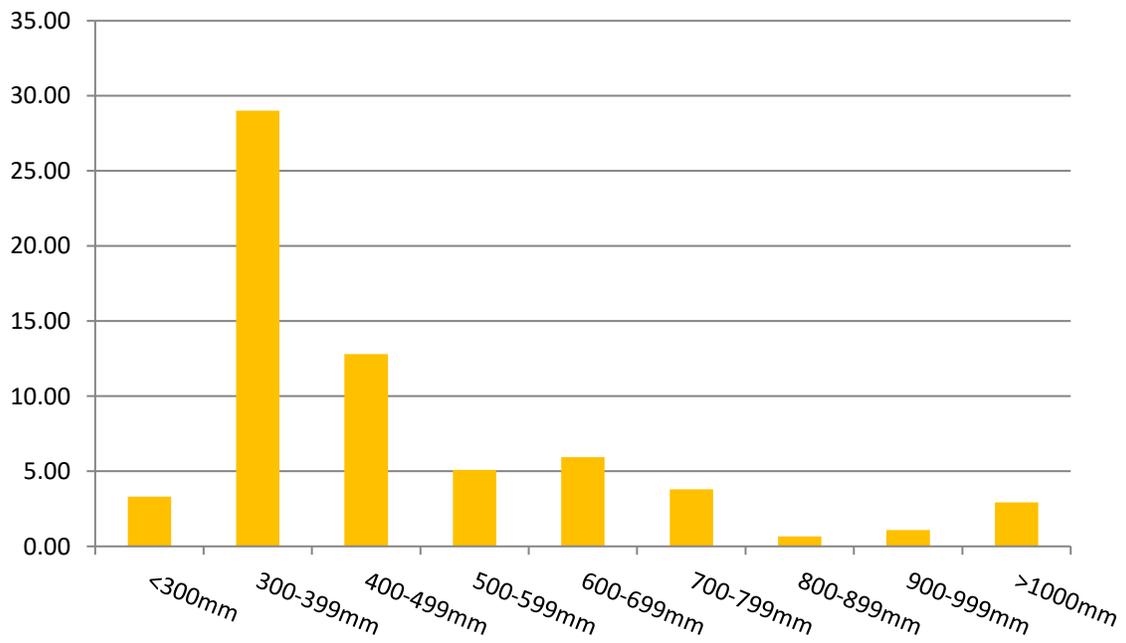


Figure 4.29: Stormwater System Infrastructure Diameter (Km)



4.4.2 Centerline and Entrance Culverts Inventory Overview

The City of Temiskaming Shores has approximately 7.7 km of centerline culverts, 9.4 km of entrance culverts piping and 1 Storm Water Management System located within its infrastructure portfolio. The current average pipe age is 40 years. The age distribution of storm sewer infrastructure installation years is shown in Figure 4.30 and Figure 4.31.

Note: that the average age of centerline culverts was based on staff knowledge and remains inaccurate, due to a lack of data. The age for entrance culverts isn't calculated.

Figure 4.30: Centerline Culvert Infrastructure by Age (%)

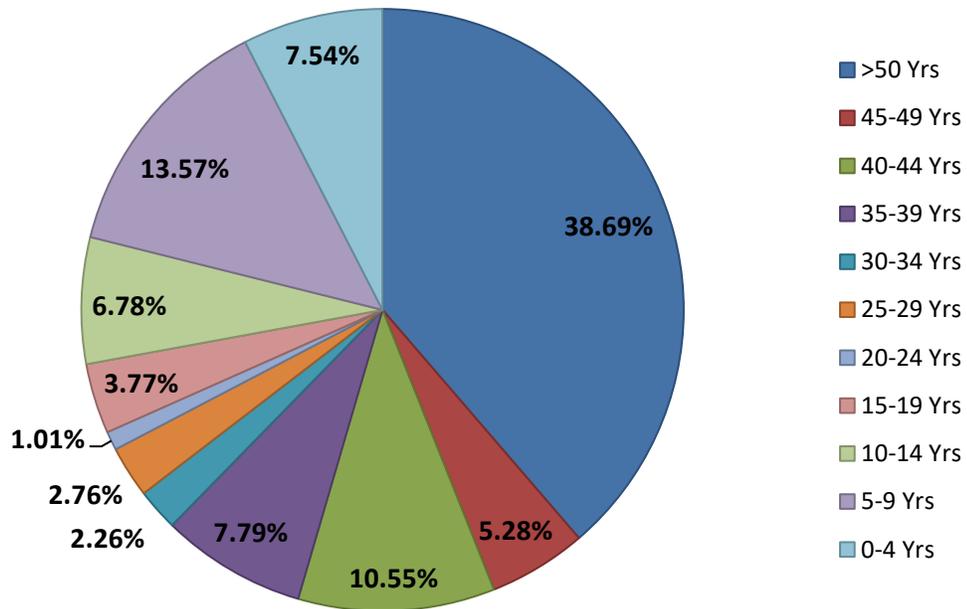
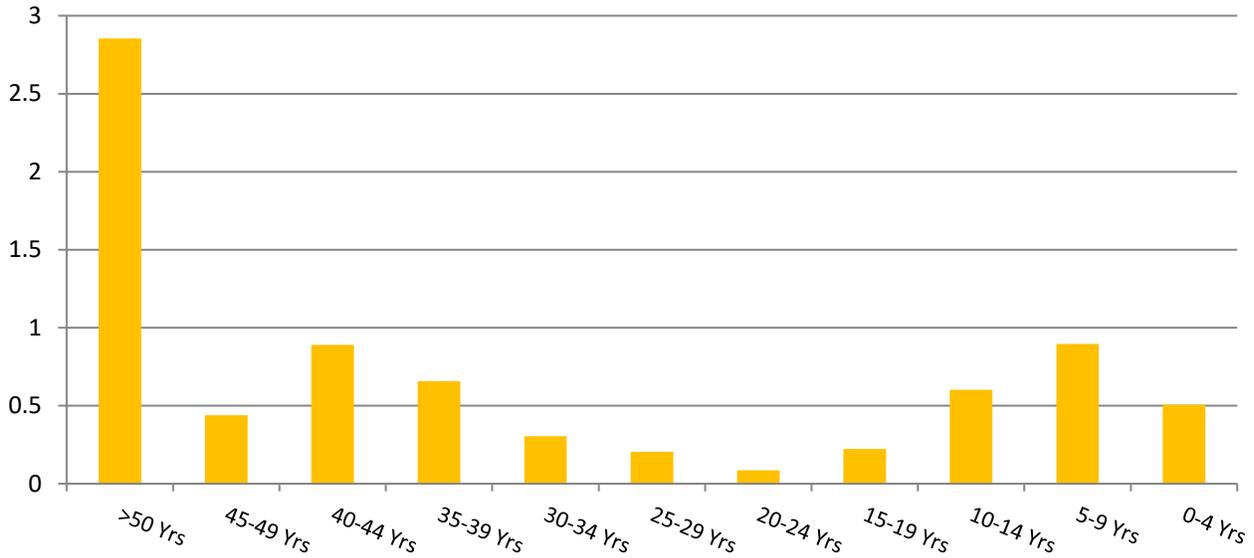


Figure 4.31: Length of Centerline Culvert Infrastructure by Age (Km)



The majority of the culverts are Corrugated Steel Pipe with a diameter of over 1000 mm and installed over 50+ years ago, as shown in Figure 4.32, 4.33 and 4.34.

Figure 4.32: Length of Centerline Culvert Infrastructure Material by Age (Km)

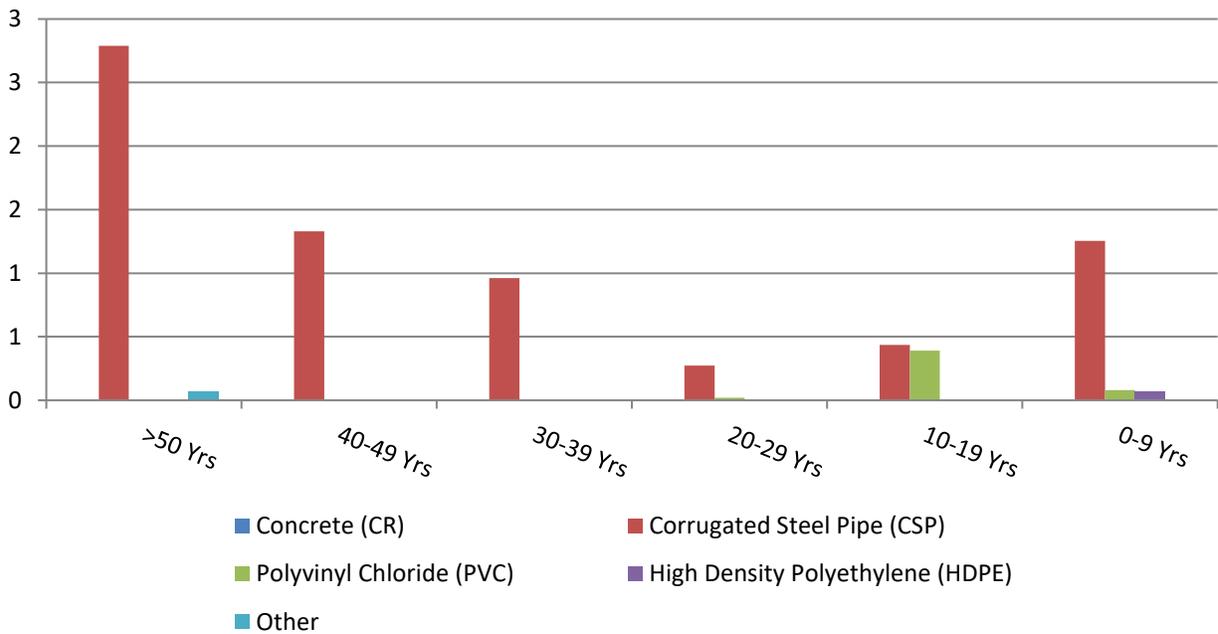


Figure 4.33: Centerline Culvert Infrastructure Material (%)

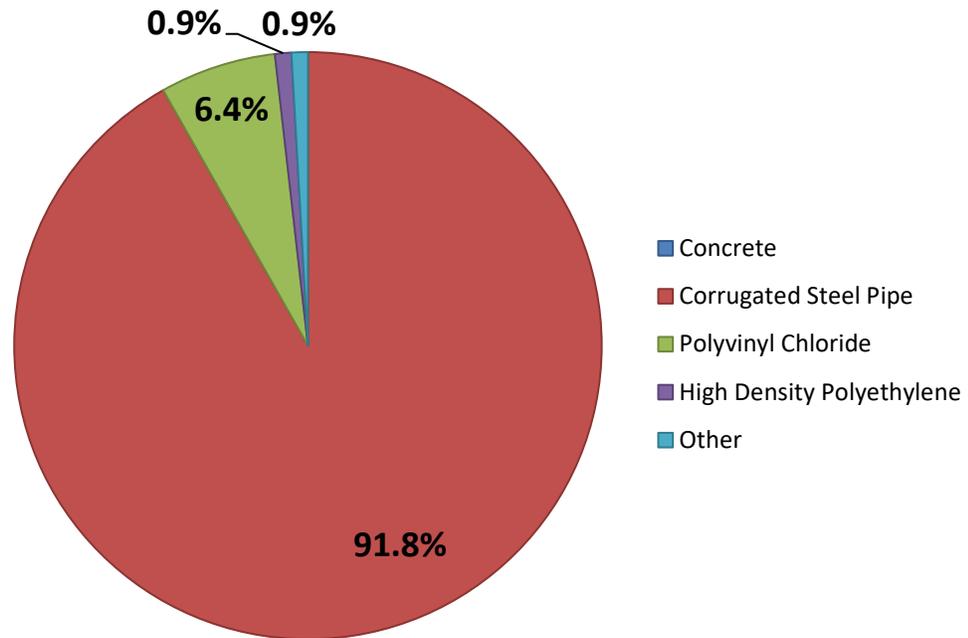


Figure 4.34: Centerline Culvert Infrastructure Diameter (Km)

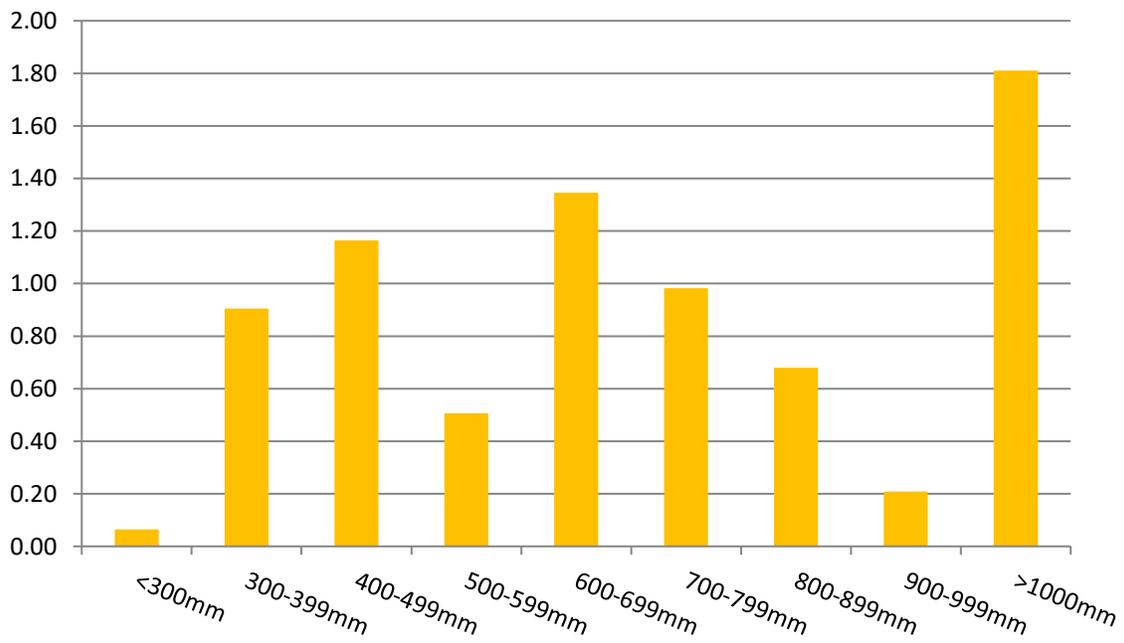


Figure 4.35: Entrance Culvert Infrastructure Material (%)

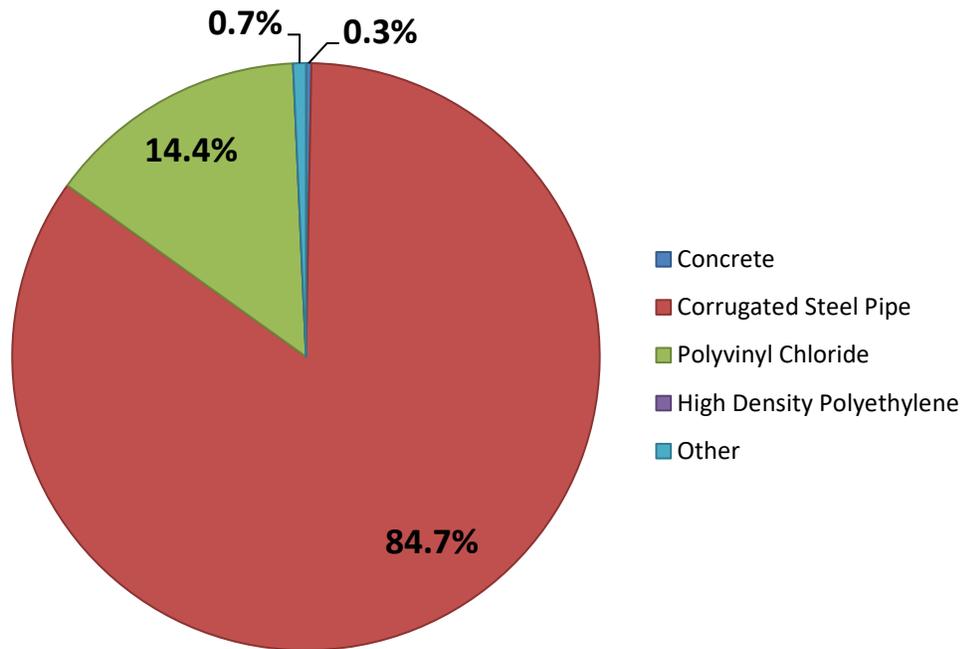
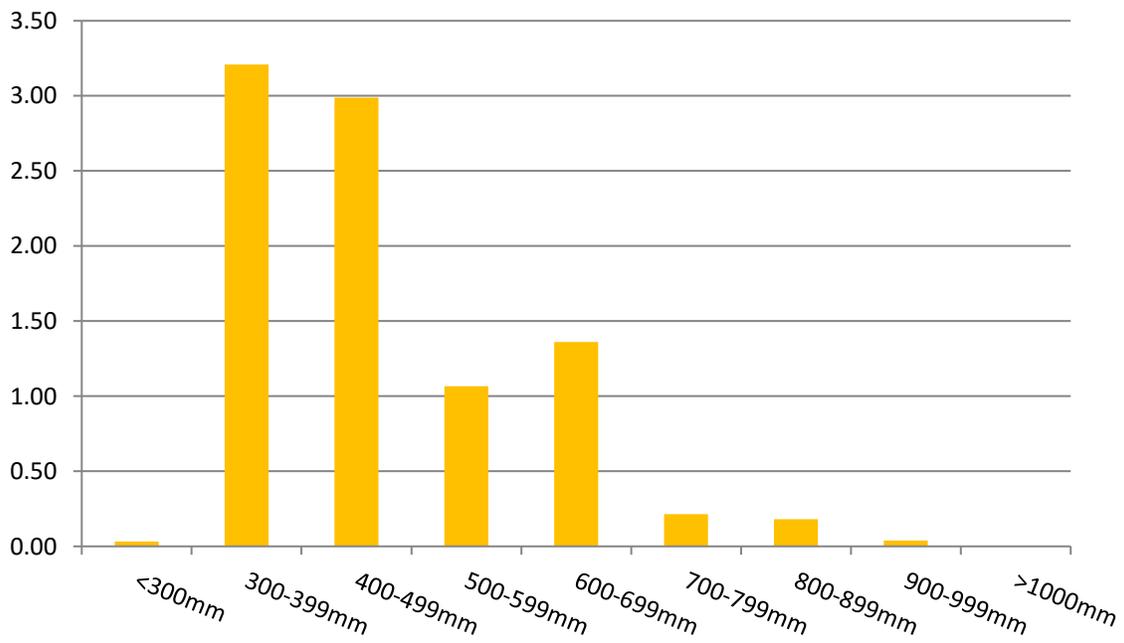


Figure 4.36: Entrance Culvert Infrastructure Diameter (Km)



4.4.3 Risk and Criticality Analytics

The risk and criticality calculation determines the overall risk of the storm asset failures. Figure 4.37 and 4.38 provides a representation of the level of risk per kilometer and cost. Figure 4.39 represents the total risk of the storm assets.

Note: The that only critical infrastructure will be analysed. Therefore, entrance culverts will be excluded from the Risk and Criticality Analytics.

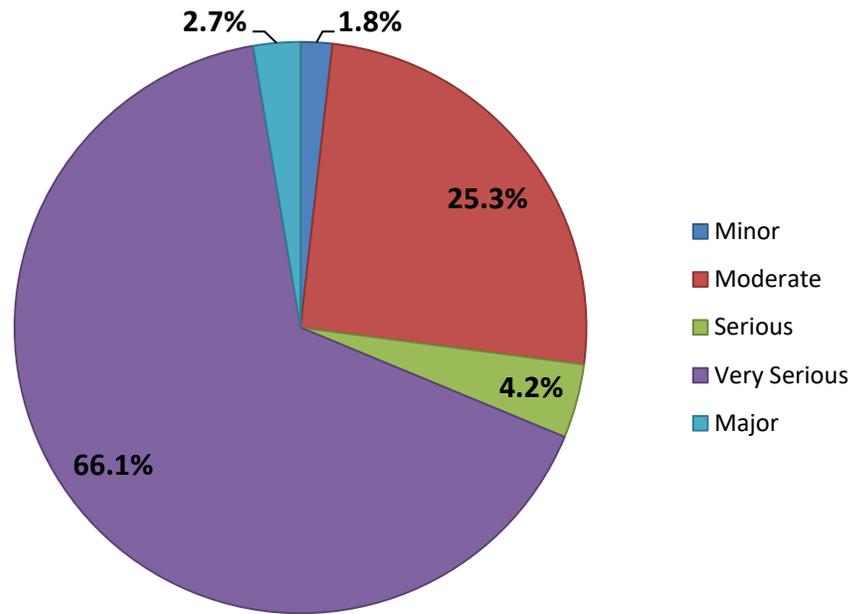
Figure 4.37: Level of Risk – Stormwater mains & Centerline Culverts (Km)

Consequence	5	0.64	1.15	0.13	2.44	0.00
	4	1.74	0.11	0.14	5.00	0.00
	3	3.02	0.25	0.43	6.76	0.00
	2	9.74	1.09	1.66	34.62	0.00
	1	1.35	0.00	0.09	1.92	0.00
		1	2	3	4	5
Probability						

Figure 4.38: Level of Risk – Stormwater mains & Centerline Culverts (\$)

Consequence	5	\$ 651,780	\$ 1,171,980	\$ 133,620	\$ 2,487,780	\$ -
	4	\$ 1,381,515	\$ 89,775	\$ 114,375	\$ 3,961,395	\$ -
	3	\$ 2,190,610	\$ 182,750	\$ 314,160	\$ 4,745,430	\$ -
	2	\$ 5,563,100	\$ 625,230	\$ 936,890	\$ 19,720,120	\$ -
	1	\$ 338,500	\$ -	\$ 23,000	\$ 480,500	\$ -
		1	2	3	4	5
Probability						

Figure 4.39: Total Risk of Stormwater Mains and Centerline Culverts Assets (%)



4.4.4 Lifecycle Activities

Figure 4.40 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its stormwater management assets (10-year forecast). The City's current average annual requirements for storm assets total \$ 207,578 hundred thousand.

Figure 4.40: Stormwater Management Lifecycle Cost (\$)

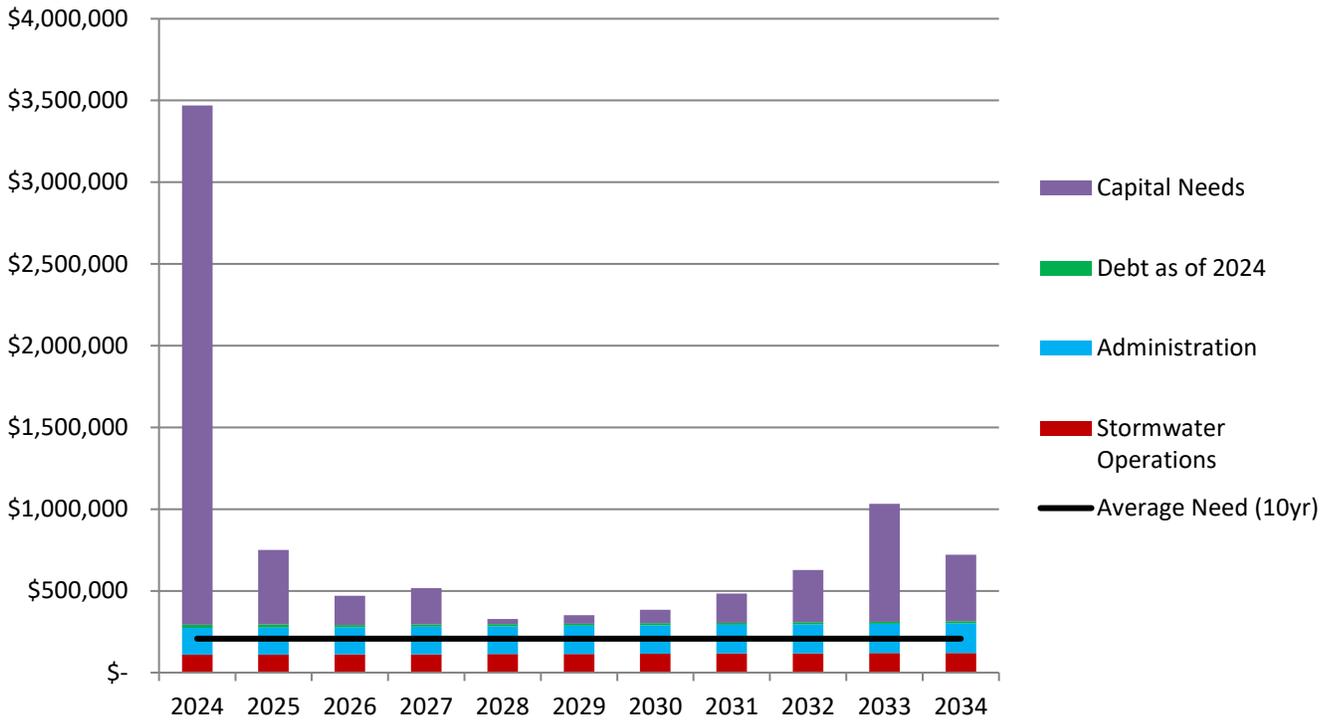
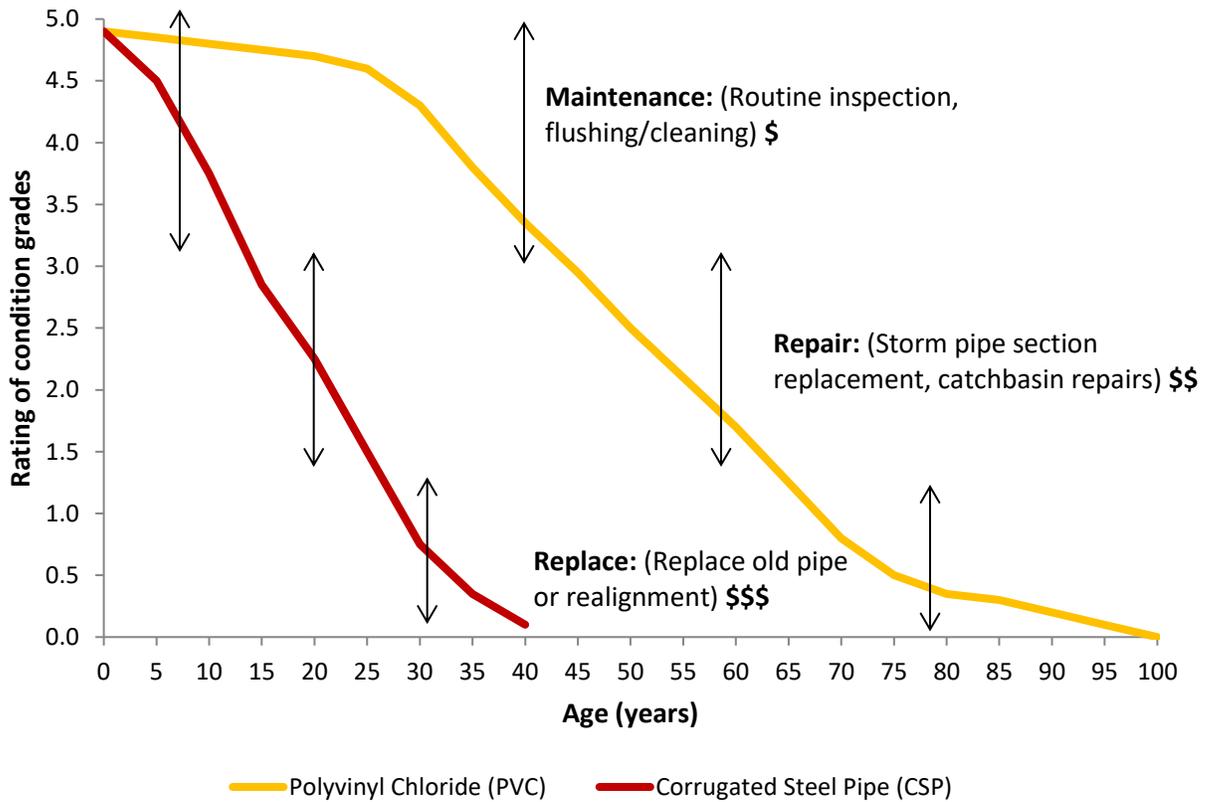


Figure 4.41 is intended to summarize the intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It's also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It's also important to consider the varieties of factors that can cause the lifespan of the asset to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected
- Loadings exerted on the pipe from traffic above or natural soil movement
- Soil conditions
- Chemistry of the flow within the pipe

Note: The following lifecycle deterioration rate and strategies example will be based on the current recommended and best construction practices and materials for each asset category. Stormwater mains will be calculated using polyvinyl chloride (PVC) with a life expectancy of 100 years and Culverts will be calculated using corrugated steel pipe (CSP) with a life expectancy of 40 years.

Figure 4.41: Stormwater and Culvert Lifecycle Intervention Strategies



Some operational lifecycle activity options for storm assets include but are not limited to:

- Stormwater flushing and inspections programs
- Stormwater pipe and structure repairs

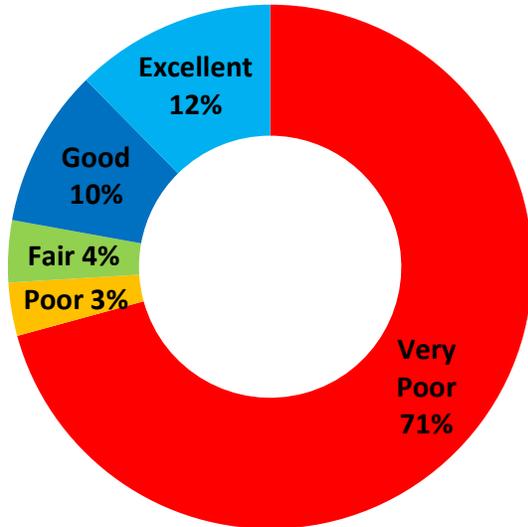
The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and replacement activities.

4.4.5 Condition Report Card

Table 4-11 shows the average ratings and overall report card grade for the City’s stormwater system using a five point system. This initial report has considered age, material type and diameter of pipe as well as perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.42: Stormwater Condition Report Card (%)

Stormwater Collection System



Centerline Culverts

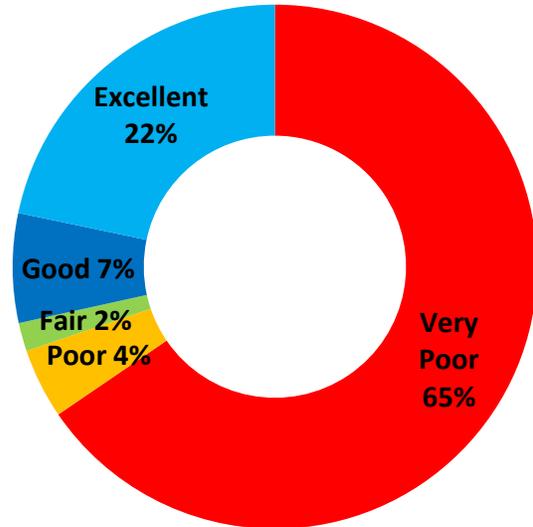
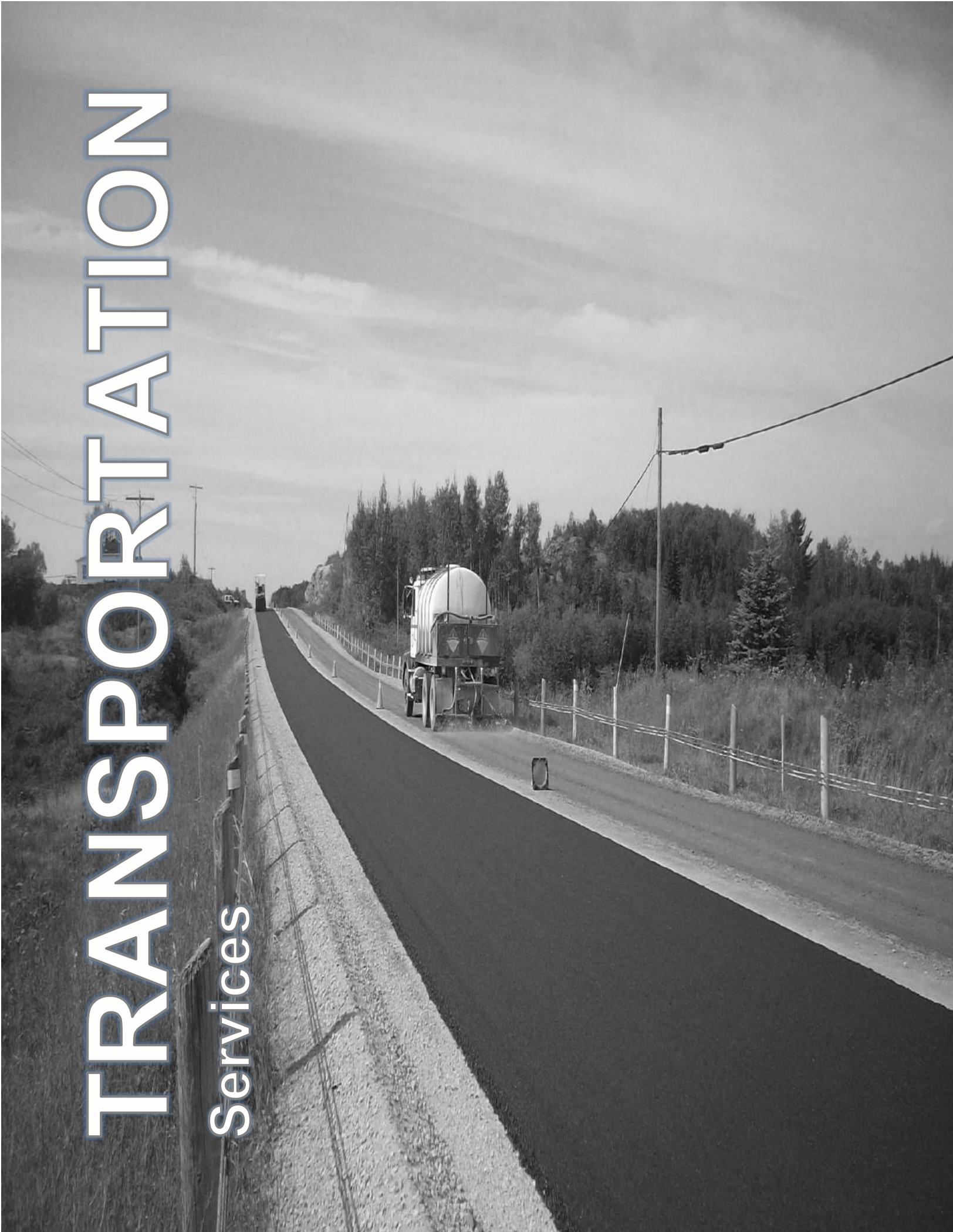


Table 4-11: Stormwater Services Report Card

Stormwater Condition Rating	Financial Rating	Overall Rating
1.90	2.00	1.95
Culvert Condition Rating	Financial Rating	Overall Rating
2.15	2.00	1.98

TRANSPORTATION

Services



4.5 Transportation Services

4.5.1 Inventory Overview

Table 4-12: Total Replacement Cost for Transportation Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Paved Roads	210.3 lane km	30-100	\$ 33,157,267.75
Surface Treated Roads	30.8 lane km	20-100	\$ 1,171,360.00
Gravel Roads	175.5 lane km	10-50	\$ 3,629,671.72
Sidewalks	40.4 km	60-80	\$ 7,623,248.75
Bridges	10 units	40-70	\$ 21,325,000.00
Large Dia. Culverts	6 units	40-70	\$ 3,750,000.00
Street Lights & Traffic Signals	1299 untis	10-20	\$ 2,731,000.00
Signs	3342 units	10	\$ 276,328.00
Guard Rails	5.6 km	20	\$ 121,580.00
Total:			\$ 73,785,456.22

4.5.2 Road Inventory Overview

The transportation network for Temiskaming Shores has approximately 201 km of roadways. This includes approximately 210.3 lane kilometres of asphalt surface roadway, 30.8 lane kilometres of surface treated roadway, and 175.5 lane kilometres of gravel surface roadways as identified through the 2023 Roads Review exercise. The surface type and classification of the roads, as recorded in the City's records, is shown in Figure 4.43 and Figure 4.44.

Note: The City completes a review of the Roads Condition Study every 3 years. The information gathered in the 2020 and 2023 reviews contained complete and accurate information about the road surface type and condition that was correlated with the staff and consultant information and used for the development of this Plan. Although roads have many layers that result in different useful lives and age; only the average road surface life, age and instrument/visual inspections information has been utilized for this plan.

Figure 4.43: Road Network Surface Type (%)

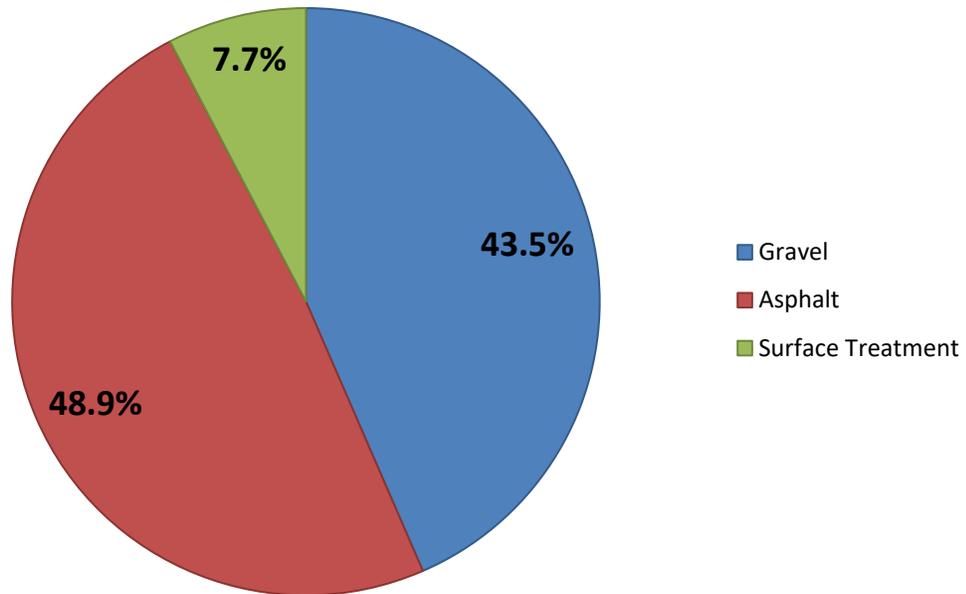
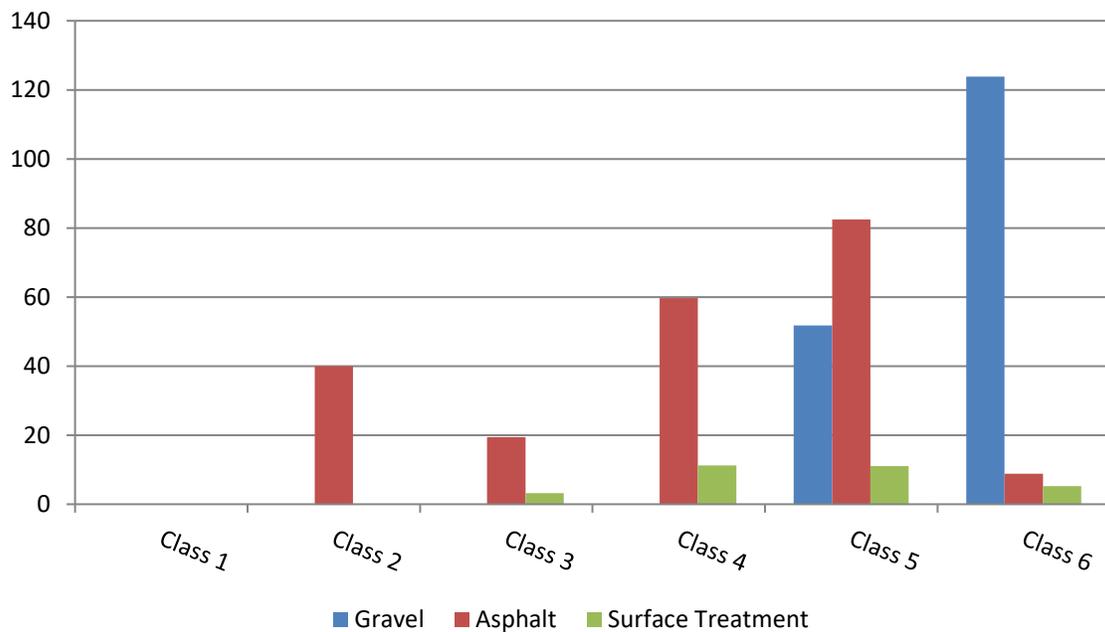
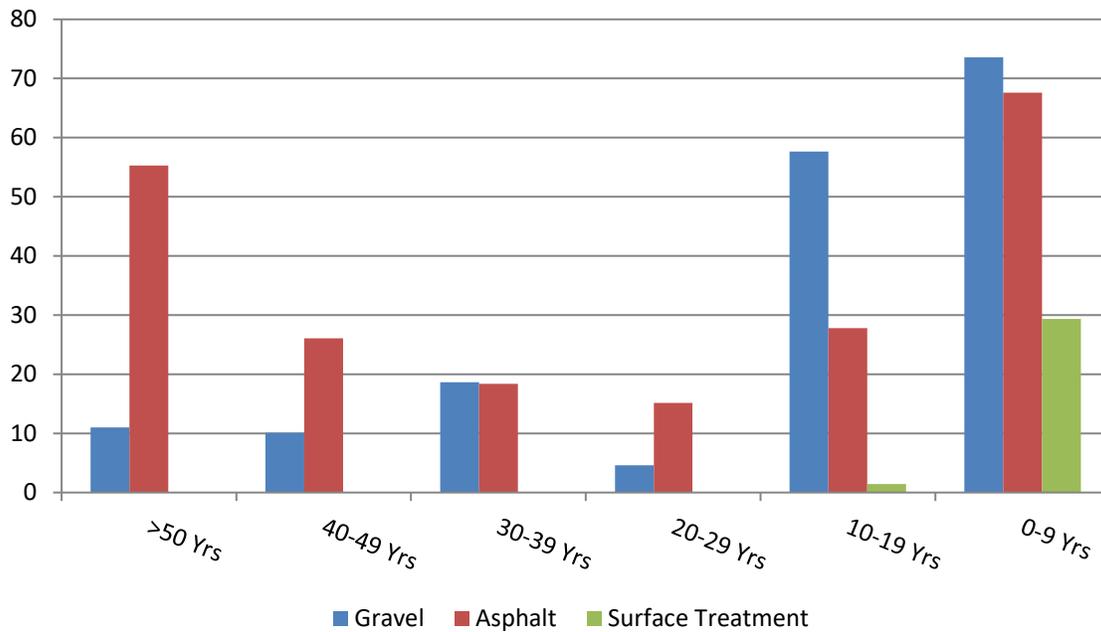


Figure 4.44: Road Network Classification and Material (Lane Km)



The age distribution of roadway network is illustrated in Figure 4.45. The majority of the roads have been constructed prior to 1963 or over 50 years ago. However, a large percentage of these roads have been resurfaced since that time.

Figure 4.45: Road Network Material by Age (Lane Km)

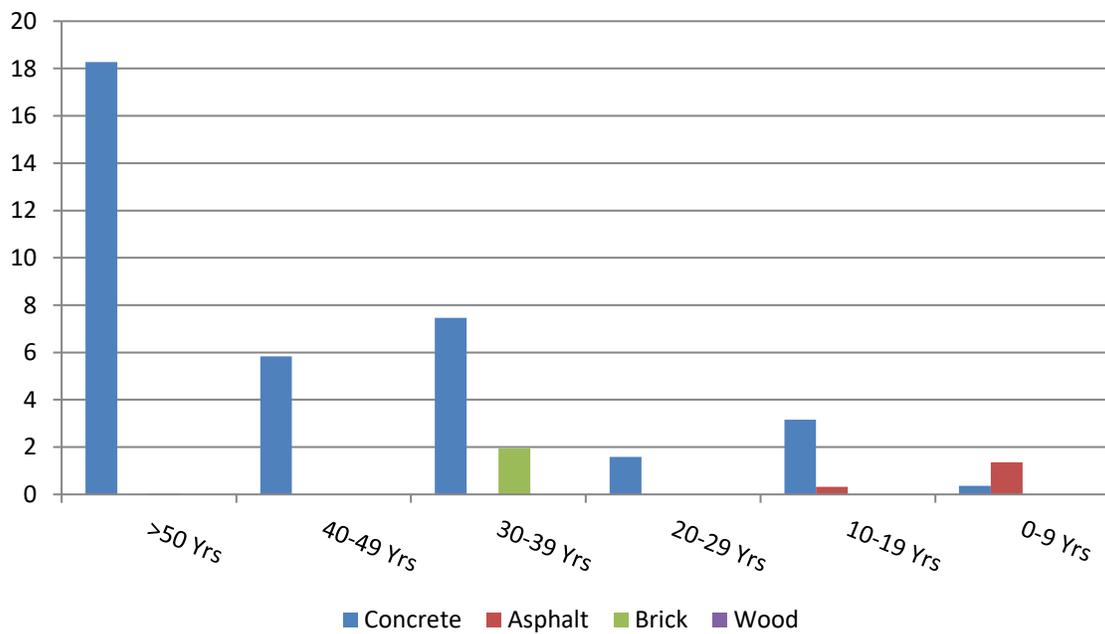


4.5.3 Sidewalk Inventory Overview

The City of Temiskaming Shores has approximately 40.4 km of sidewalks. The walkway type and age, as recorded in the City’s records, is shown in Figure 4.46.

Note: The City completes a review of the Sidewalk Condition Study every 3 years. The information gathered in the 2018 and 2021 contained complete and accurate information about the sidewalk surface type and condition that was correlated with the staff and consultant information and used for the development of this Plan.

Figure 4.46: Walkway Network Material by Age (Km)



4.5.4 Bridge and Large Dia. Culvert Inventory Overview

There are 16 bridges and large diameter culverts in the City of Temiskaming Shores. The average life expectancy of bridges built prior to 1970 is assumed to be 60 years, and bridges built after 1970 is assumed to be 75 years. Multi-plate culverts average life expectancy is assumed to be 40 years. The average age of City's bridges and culverts is 34.3 years. Figure 4.47 shows the age distribution for the City's bridges and large diameter culvert installations.

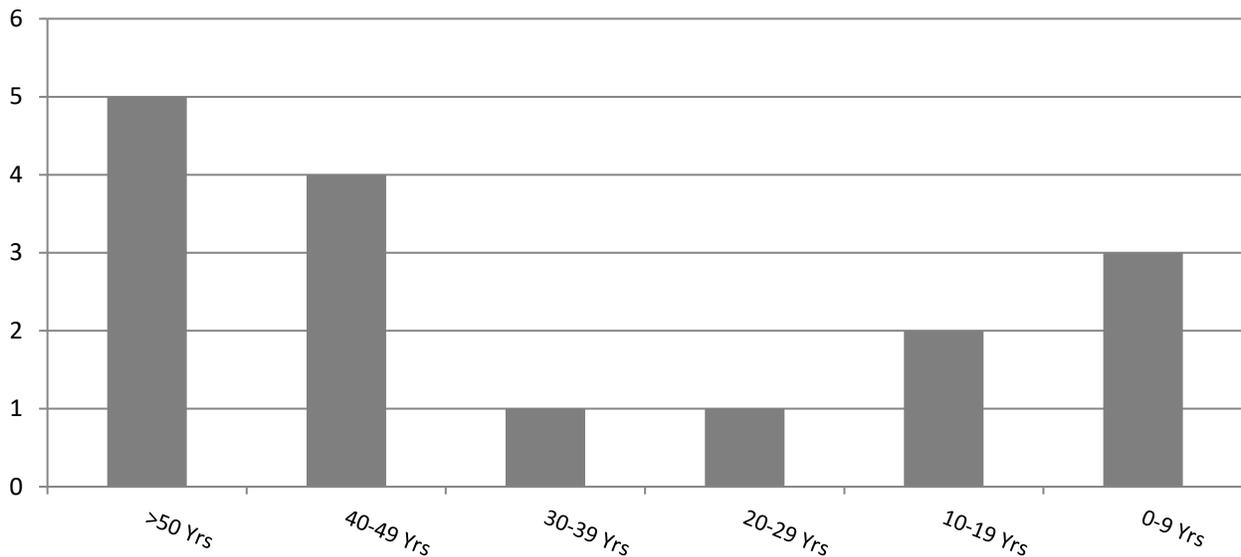
Note: that the City of Temiskaming Shores and the Township of Harley are both responsible for Capital investments for two bridges on Uno Park Road. The Township of Harley is also responsible for conducting the OSIM Bridge Inspection report on the same two bridges.

The OSIM Bridge Inspection report contains a summary of findings, recommendations, and prioritization of rehabilitative maintenance for each bridge and large culvert structure in the City of Temiskaming Shores. Therefore, rehabilitative maintenance has also been considered in the overall rating of the structures. Culverts larger than 3m in diameter will be considered "large diameter structures".

A breakdown of the bridge and culvert structures is as follows:

- 1 Concrete Box Culvert
- 3 Single Cell Multi-plate Culverts
- 1 Double Cell Multi-plate Culvert
- 1 Multi-plate Arch CSP
- 3 Bailey Bridge
- 3 CPCI Concrete Girder
- 2 Fixed Steel Girder
- 1 Steel I-Girder
- 1 Steel I-Girder (pedestrian bridge)

Figure 4.47: Bridges and Large Dia. Culverts by Age



4.5.5 Street Lights and Traffic Signals Inventory Overview

The City of Temiskaming Shores has approximately 978 street lights, 302 decorative lights, 12 decorative poles, 4 sets of traffic signals and 3 pedestrian crossing signals. The oldest street light was installed prior to 1960 and the newest installation was placed in 2023. However, all of the street light heads were replaced in 2016 with LED's that increased its life expectancy and reduced its power consumption. The next step is to replace all of the decorative lights with LED's heads. Maintenance of the City's street light and traffic signals is currently contracted.

4.5.6 Traffic Signs Inventory Overview

The City of Temiskaming Shores has approximately 994 regulatory signs, 443 warning signs, 782 bylaw signs and 1123 information signs. In 2017, the City purchased a retroreflectometer to measure the reflection level of its traffic signs. This instrument allows field staff to better detect and replace a sign has failed and surpassed its life expectancy.

4.5.1 Risk and Criticality Analytics

The risk and criticality calculation determines the overall risk of the transportation asset failures. Figure 4.48, 4.49, 4.50 and 4.51 provides a representation of the level of risk per kilometer, structure and cost. Figure 4.52 and 4.53 represents the total risk of the transportation assets.

Note: The that only critical infrastructure will be analysed. Therefore, only roads and bridges will be included in the Risk and Criticality Analytics.

Figure 4.48: Level of Risk – Roads (Km)

Consequence	5	9.55	3.80	0.00	0.00	0.00
	4	6.19	2.67	2.17	0.00	0.00
	3	12.77	12.10	4.43	6.30	0.00
	2	14.20	48.25	7.76	2.30	0.00
	1	4.31	61.58	1.81	0.91	0.00
		1	2	3	4	5
Probability						

Figure 4.49: Level of Risk – Roads (\$)

Consequence	5	\$ 7,446,637	\$ 2,949,194	\$ -	\$ -	\$ -
	4	\$ 1,468,544	\$ 632,528	\$ 551,545	\$ -	\$ -
	3	\$ 3,583,918	\$ 2,686,614	\$ 795,735	\$ 1,492,225	\$ -
	2	\$ 3,367,552	\$ 6,734,005	\$ 1,910,821	\$ 589,098	\$ -
	1	\$ 545,151	\$ 2,871,129	\$ 135,026	\$ 198,578	\$ -
		1	2	3	4	5
Probability						

Figure 4.50: Level of Risk – Bridges & Large Dia. Culverts (each)

Consequence	5	1.00	6.00	0.00	0.00	2.00
	4	0.00	2.00	0.00	0.00	0.00
	3	0.00	2.00	1.00	0.00	0.00
	2	1.00	1.00	0.00	0.00	0.00
	1	0.00	0.00	0.00	0.00	0.00
		1	2	3	4	5
Probability						

Figure 4.51: Level of Risk – Bridges & Large Dia. Culverts (\$)

Consequence	5	\$ 2,200,000	\$ 16,050,000	\$ -	\$ -	\$4,000,000
	4	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -
	3	\$ -	\$ 800,000	\$ 450,000	\$ -	\$ -
	2	\$ 125,000	\$ 250,000	\$ -	\$ -	\$ -
	1	\$ -	\$ -	\$ -	\$ -	\$ -
		1	2	3	4	5
Probability						

Figure 4.52: Total Risk of Roads (%)

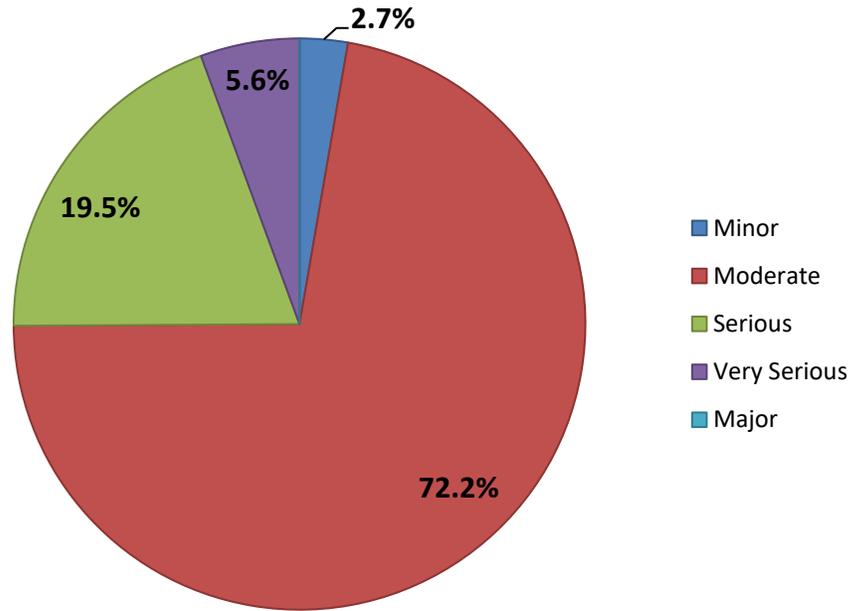
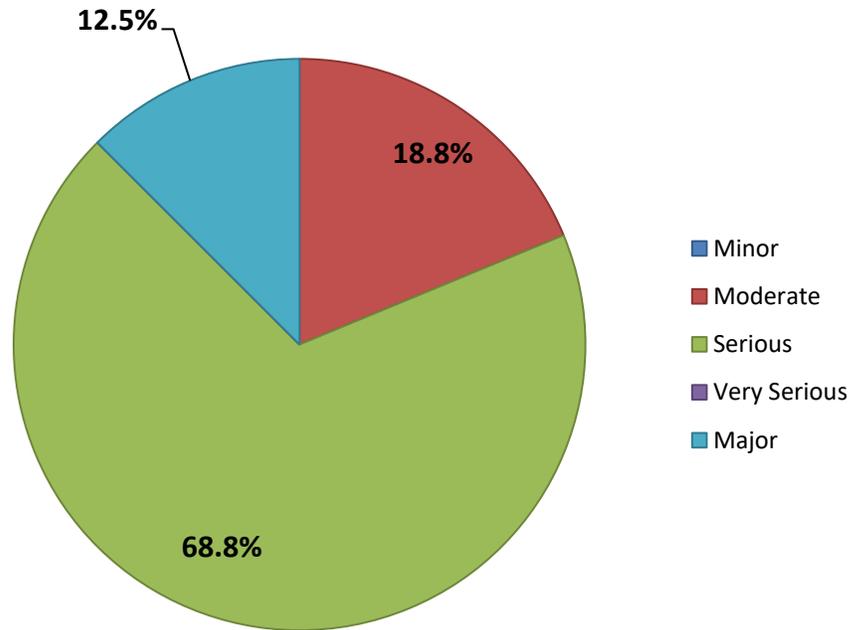


Figure 4.53: Total Risk of Bridges and Large Dia. Culverts (%)



4.5.2 Lifecycle Activities

Figure 4.54 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its transportation assets (10-year forecast). The City’s average annual requirements for transportation assets total \$ 2,371,039 million.

Figure 4.54: Transportation Lifecycle Cost (\$)

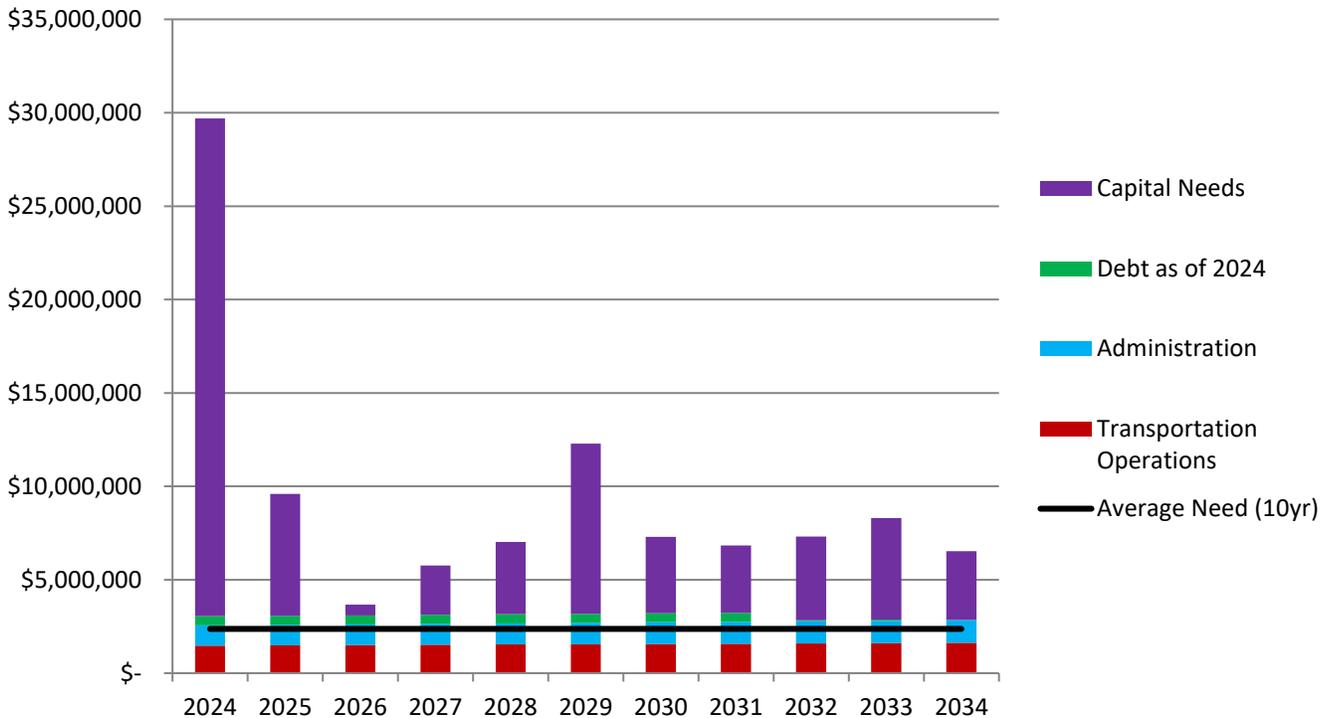
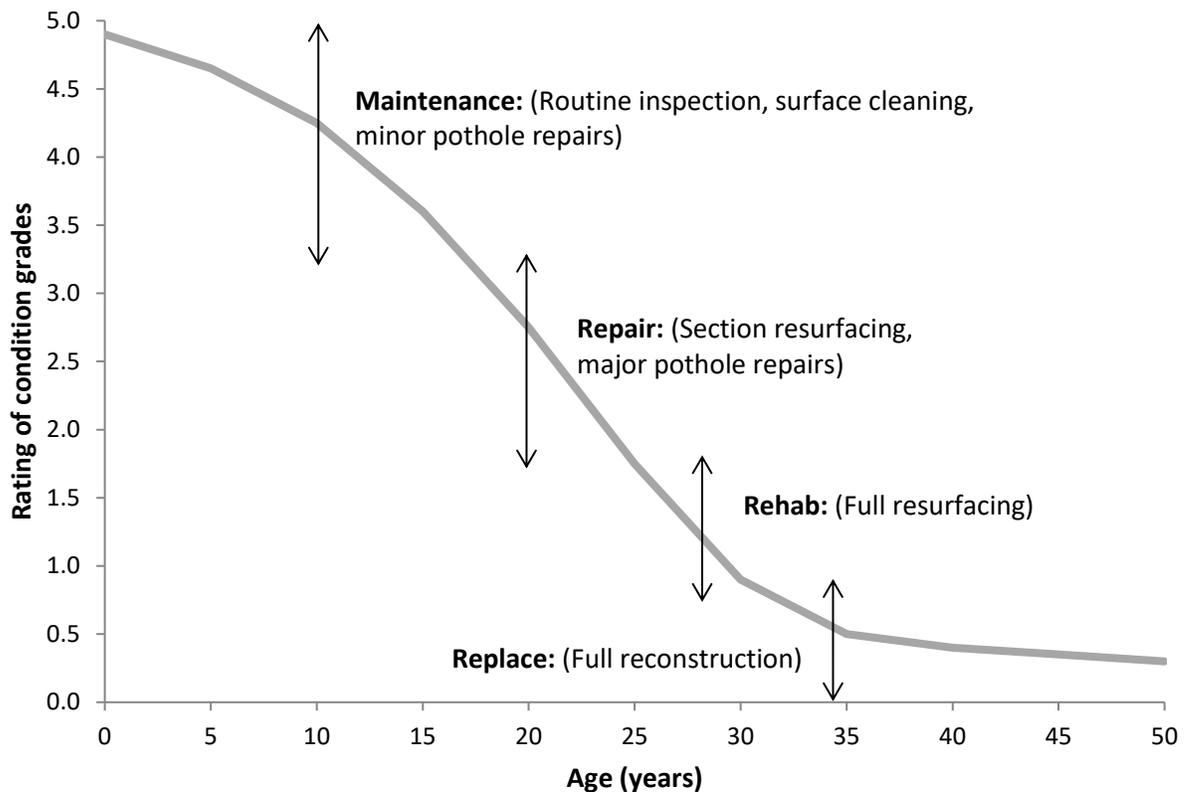


Figure 4.54 and 4.55 is intended to summarize the intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It’s also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It’s also important to consider the varieties of factors that can cause the lifespan of the asset to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected
- Loadings exerted from traffic or natural soil movement
- Surrounding soil conditions

Figure 4.55: Roads (pavement) Lifecycle intervention Strategies

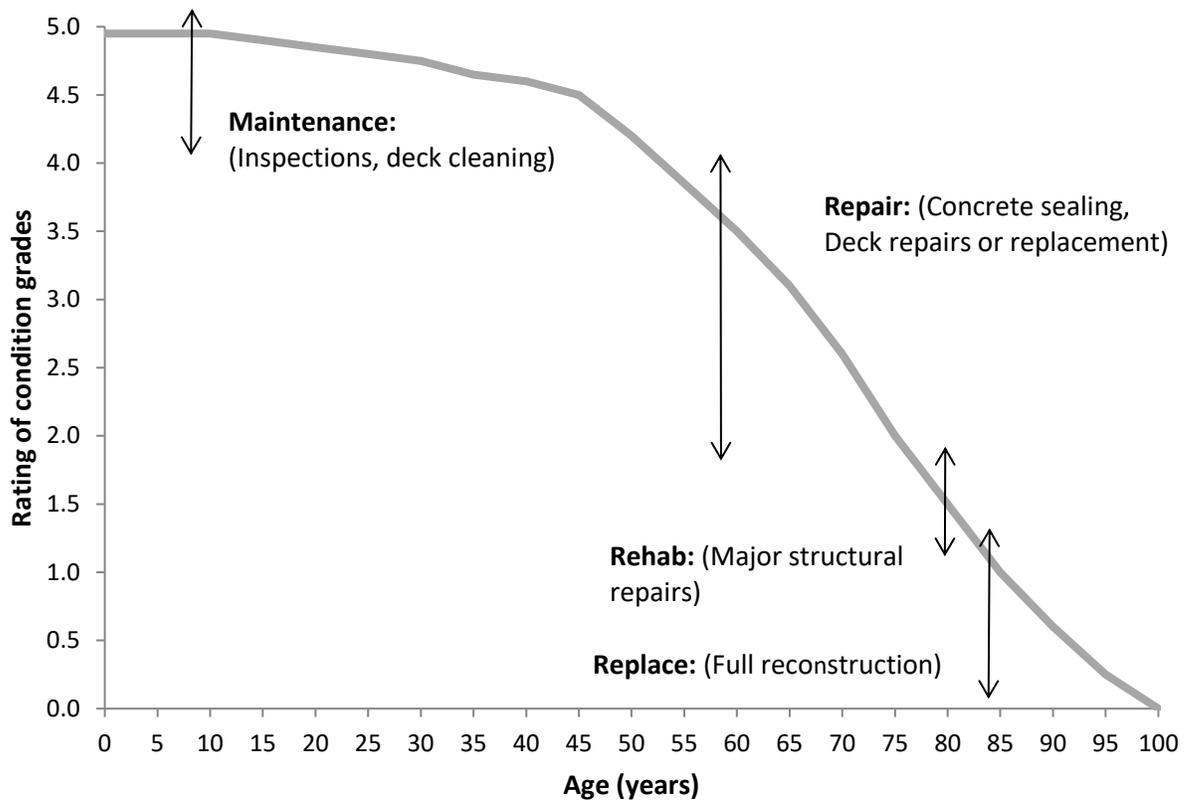


Some operational lifecycle activity options for road assets include but are not limited to:

- Hard top maintenance such as pavement patching and shoulder/curb repairs
- Pavement markings
- Loose top maintenance such as grading, dust control and adding gravel
- Winter control such as snow plowing and removal, sanding/salting and road patrolling
- Sign and guardrail repairs or installation/removal

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and replacement activities.

Figure 4.56: Bridges and Large Dia. Culverts Lifecycle Intervention Strategies



Some operational lifecycle activity options for bridge assets include but are not limited to:

- Regulated bi-annual inspections programs
- Deck cleaning
- Structural maintenance such as concrete sealing
- Structural repairs such as deck resurfacing

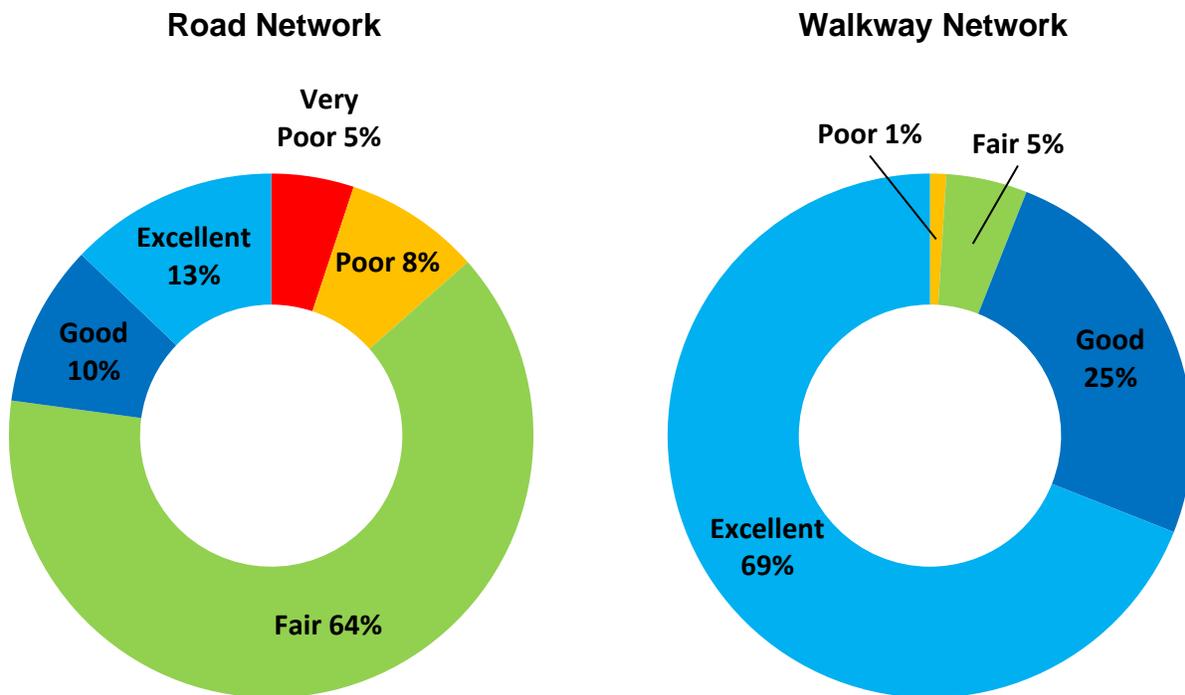
The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and replacement activities.

4.5.3 Condition Report Card

It's worth noting that the city also has to take infrastructure condition into account before moving forward with road resurfacing projects. A full reconstruction of the road might be preferred in order to maximise to durability and life expectancy of the assets in question.

Table 4-13 presents the average ratings and overall report card grade for the City's Transportation network using a five point system. This initial report has considered estimated age, surface and sub-surface material type, network capacity and perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.57: Transportation Condition Report Card (%)



Bridges and Large Dia. Culverts

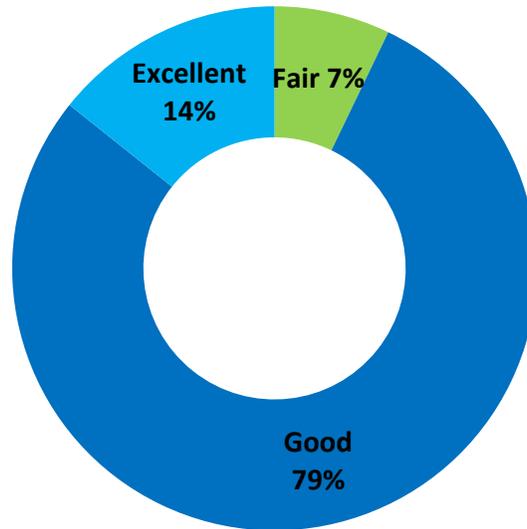
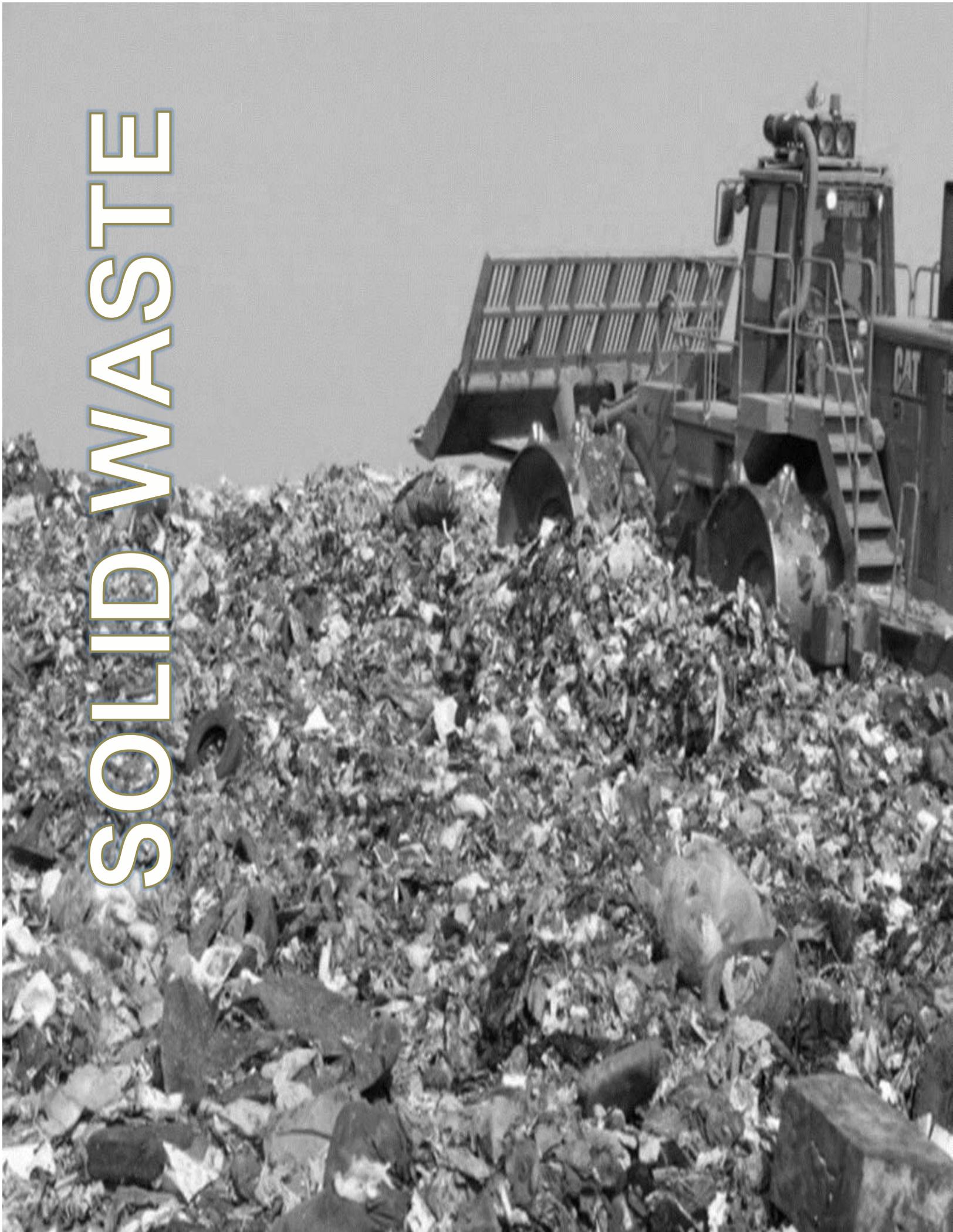


Table 4-13: Transportation Services Report Card

Road Condition Rating	Financial Rating	Overall Rating
3.19	3.40	3.30
Walkway Condition Rating	Financial Rating	Overall Rating
4.62	3.40	4.01
Bridge Condition Rating	Financial Rating	Overall Rating
3.07	1.50	2.29

SOLID WASTE



4.6 Solid Waste

4.6.1 Inventory Overview

The City of Temiskaming Shores owns various solid waste assets. The City is responsible for curbside waste collection and delivery to the appropriate facility for disposal. Figure 4.58 shows the average age for each asset category.

Note: This service is currently contracted, therefore any operational assets such as privately owned vehicles or equipment for the collection/delivery of this service will be excluded.

Some operational assets such as vehicles for the City's Landfill operations will be excluded as it's currently contracted and privately owned. Once decommissioned, landfills must be relocated which have undetermined costs, but it's anticipated to be millions of dollars for a new location. Therefore, the replacement cost for the City's landfill will be calculated based on current municipal owned assets. The Landfill replacement cost will include 2 operational buildings and weigh scale not covered by other categories.

***Note:** It's projected that as of January 2025, all municipalities in Ontario will transition their blue box recycling program to a new collection model. Therefore, the City will no longer be responsible for the collection and processing of recycling materials. All of the City's recycling related assets will be disposed of in consequence of this program.

Table 4-14: Total Replacement Cost for Solid Waste Assets

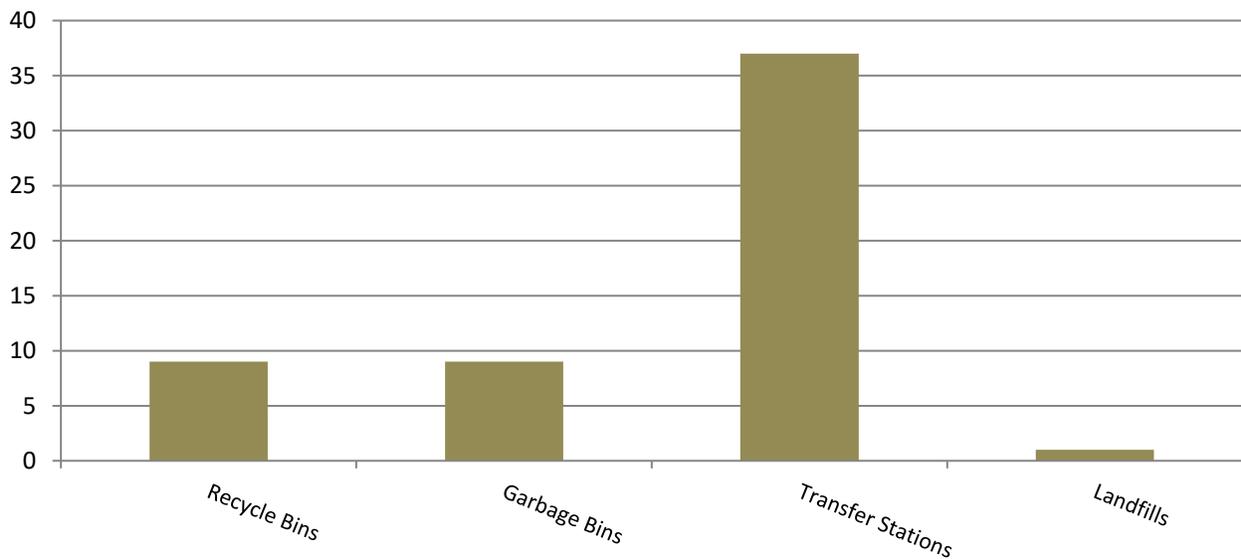
Transportation System			
Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Recycling Bins	4676 units	10-15	\$ 308,616.00
Garbage Bins	4523 units	10-15	\$ 298,518.00
Transfer Stations	1 unit	20-75	\$ 347,439.00
Landfills	1 units	25-30	\$ 3,072,340.00
Total:			\$ 4,026,913.00

4.6.2 Waste Disposal Sites Inventory Overview

The City of Temiskaming Shores provides 1 solid waste disposal site for its residents. The City's solid waste is currently serviced and operated under contract by a private contractor.

- The New Liskeard Spoke Transfer Station located at 547 Barr Drive is a central facility that provides temporary recycling waste disposal for collection crews and residents. The solid waste is eventually transported to other waste recycling facilities for processing.
- The New Liskeard Landfill located at 70165 Rockley Road, has been in operation since 1916 and ceased acceptance of municipal waste from the general public in 2009 at which time all municipal waste was directed and deposited into the Haileybury Landfill Site. As of 2023, The New Liskeard Landfill has been reconstructed and recommissioned to replace the current decommissioned Haileybury Landfill.
- The Haileybury Landfill located at 544091 Dump Road, has been in operation since 1975 and has ceased to acceptance of municipal waste from the general public in 2023 at which time all municipal waste has been directed to the former and recommissioned New Liskeard Landfill.

Figure 4.58: Solid Waste by Age per Asset Category (Years)



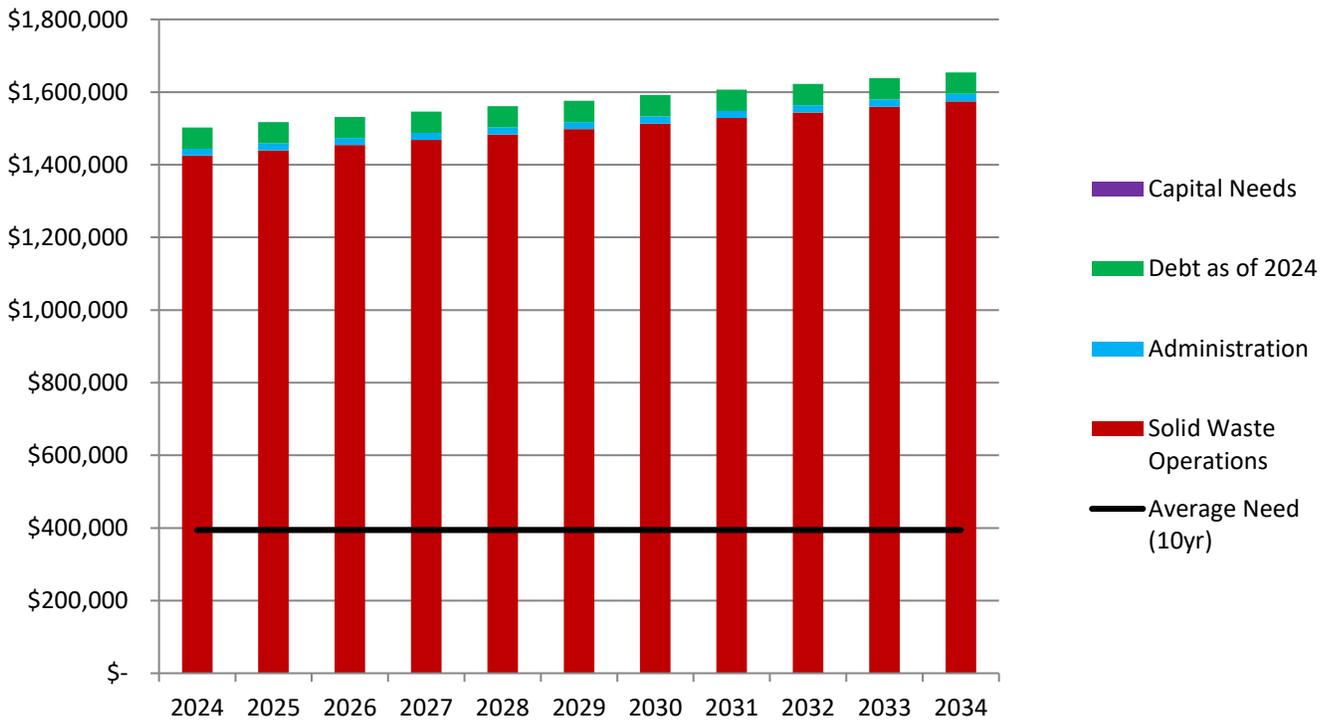
4.6.3 Risk and Criticality Analytics

Note: The level of risk for all Solid Waste assets will remain in the high risk levels due to social and environmental impacts. Analyzing and determining the consequence and probability of failure of this service remains a difficult task for the municipality. However, these assets are consistently monitored in order to allow the City to prioritize operational and capital projects based on the greatest risk of failure for each asset and service.

4.6.4 Lifecycle Activities

Figure 4.59 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its Solid Waste assets and services (10-year forecast). The City’s current average annual requirements for Solid Waste assets total \$ 394,270 hundred thousand.

Figure 4.59: Solid Waste Lifecycle Cost (\$)



The intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset and service. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It’s also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It’s also important to consider the varieties of factors that can cause the lifespan of the asset and service to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected for the type of structures
- Service volume and service delivery

- Land location and weather conditions

Note: The lifecycle deterioration rate and strategies will be based on the capacity as per design by population utilising the service and by age. For example, the City's landfill was calculated with a designed life expectancy of 25 years before considerations to improve the capacity and/or other improvements of the asset are made.

Some operational lifecycle activity options for Solid Waste assets include but are not limited to:

- Repair or replace collection bins as needed
- Equipment, structural and land repairs
- Modernization upgrades

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and major replacement activities.

4.6.5 Condition Report Card

Table 4-15 presents the average ratings and overall report card grade for the City's Solid Waste using a five point system. This initial report has considered estimated age, capacity and perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

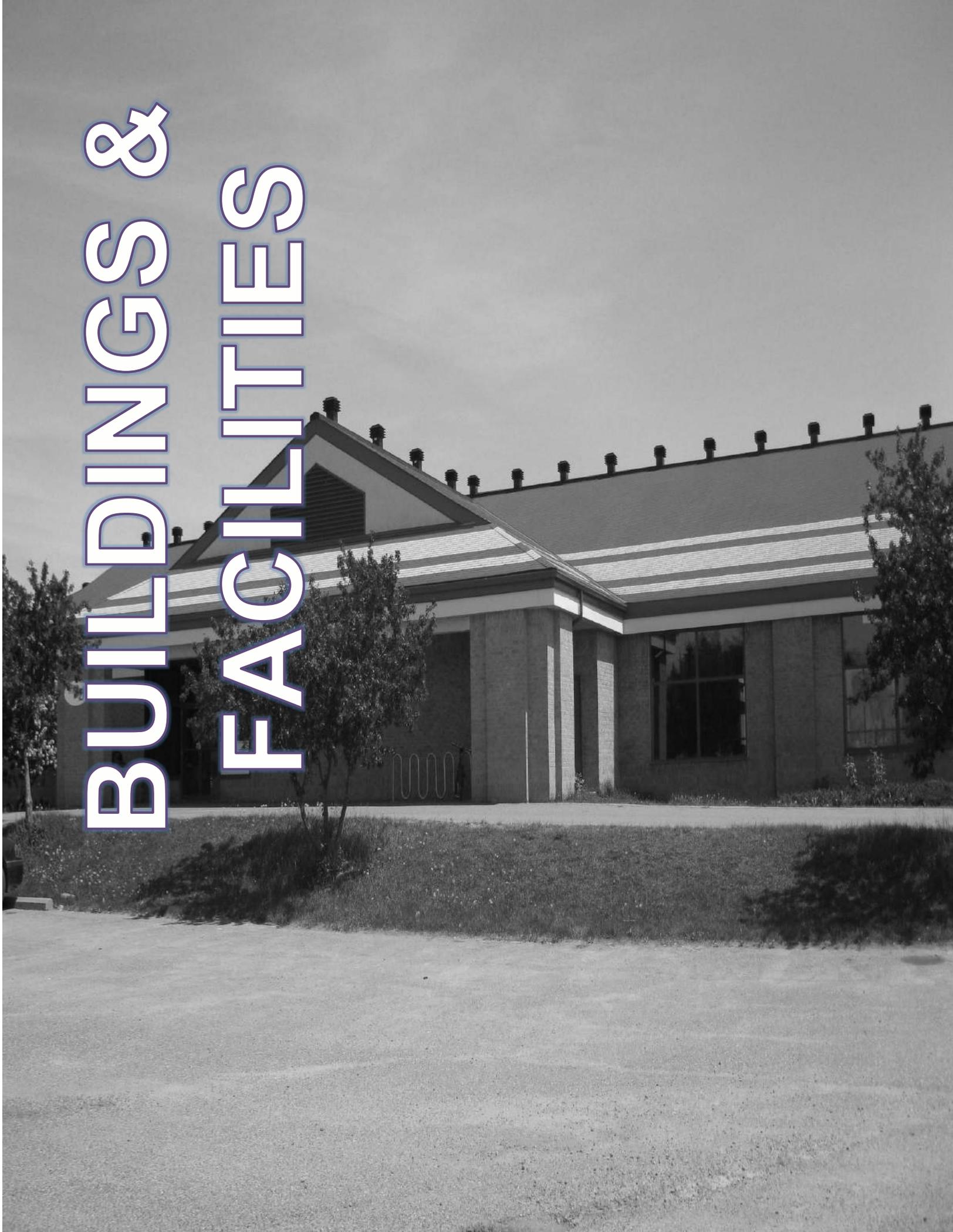
Figure 4.60: Solid Waste Condition Report Card (%)



Table 4-15: Solid Waste Report Card

Condition Rating	Financial Rating	Overall Rating
4.57	2.80	3.69

BUILDINGS & FACILITIES



4.7 Buildings and Facilities

4.7.1 Inventory Overview

The City of Temiskaming Shores owns and maintains approximately 60 buildings and facilities ranging from administrative buildings, community centres to small storage buildings with an estimated building footprint of 23,400 square meters. The average age of the City’s buildings and facilities is 42 years. Figure 4.60 shows the age distribution for the City’s buildings and facilities.

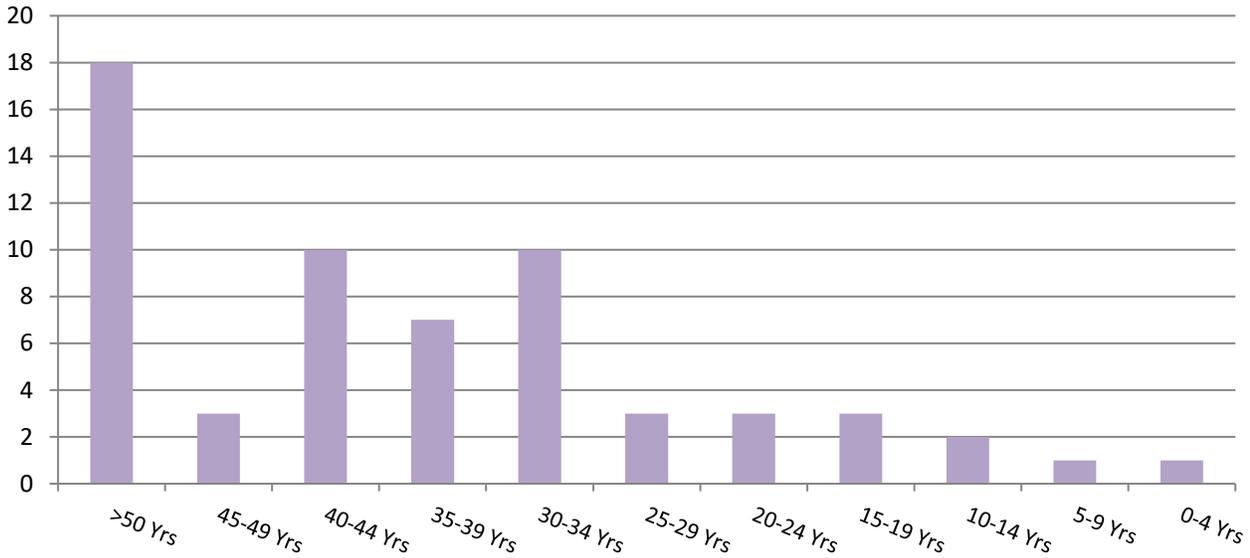
Note: The age is based on the construction/acquisition year of each building and facility. Environmental and solid waste facilities will be listed under the “Water, Sanitary and/or Solid Waste Services” categories. The replacement values will include the structure and components that relate to the operation of each facility or building. Miscellaneous machinery and equipment assets in storage buildings will be listed under the “Machinery and Equipment” category. The Replacement costs are based on insurance replacement values.

Table 4-16: Total Replacement Cost for Building and Facility Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Administration Facilities	1 unit	20-75	\$ 8,613,308.00
Cemetery Services	7 units	20-75	\$ 484,154.00
Fire Services	2 units	20-75	\$ 4,609,886.00
Library Facilities	1 unit	20-75	\$ 2,811,385.00
Operation Buildings	17 units	20-75	\$ 9,444,525.00
Recreation Facilities	25 units	20-75	\$ 46,968,292.00
Miscellaneous Buildings/Structures	7 units	20-75	\$ 3,247,172.00
		Total:	\$ 76,178,722.00

The age distribution of the buildings and facilities is illustrated in Figure 4.61. The majority of the buildings and facilities have been constructed over 50 years ago. However, a large percentage of these buildings and facilities have received significant maintenance and upgrades since that time.

Figure 4.61: Buildings and Facilities by Age



4.7.2 Risk and Criticality Analytics

The risk and criticality calculation determines the overall risk of the buildings and facilities asset failures. Figure 4.62 and 4.63 provides a representation of the level of risk per structure and cost. Figure 4.64 represents the total risk of the buildings and facilities assets.

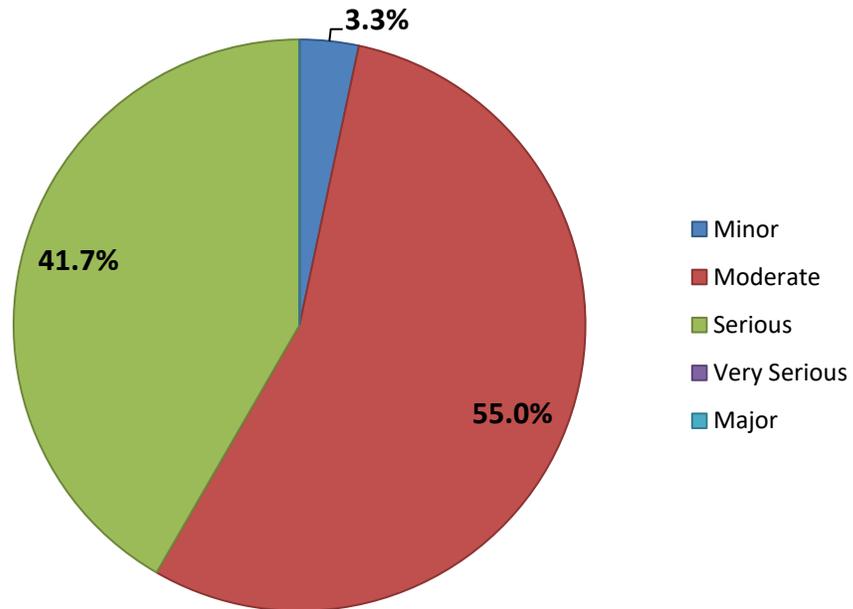
Figure 4.62: Level of Risk – Buildings and Facilities (each)

Consequence	5	8.00	7.00	0.00	0.00	0.00
	4	4.00	8.00	0.00	0.00	0.00
	3	6.00	9.00	0.00	0.00	0.00
	2	4.00	4.00	1.00	0.00	0.00
	1	2.00	7.00	0.00	0.00	0.00
		1	2	3	4	5
Probability						

Figure 4.63: Level of Risk – Buildings and Facilities (\$)

Consequence	5	\$33,970,596	\$ 35,651,996	\$ -	\$ -	\$ -
	4	\$ 1,599,972	\$ 3,149,344	\$ -	\$ -	\$ -
	3	\$ 523,705	\$ 935,924	\$ -	\$ -	\$ -
	2	\$ 153,373	\$ 118,673	\$ 42,539	\$ -	\$ -
	1	\$ 18,000	\$ 14,600	\$ -	\$ -	\$ -
		1	2	3	4	5
Probability						

Figure 4.64: Total Risk of Buildings and Facilities Assets (%)



4.7.3 Lifecycle Activities

Figure 4.65 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its Buildings and Facilities assets (10-year forecast). The City’s current average annual requirements for Buildings and Facilities assets total \$ 2,153,014 million.

Figure 4.65: Buildings and Facilities Lifecycle Cost (\$)

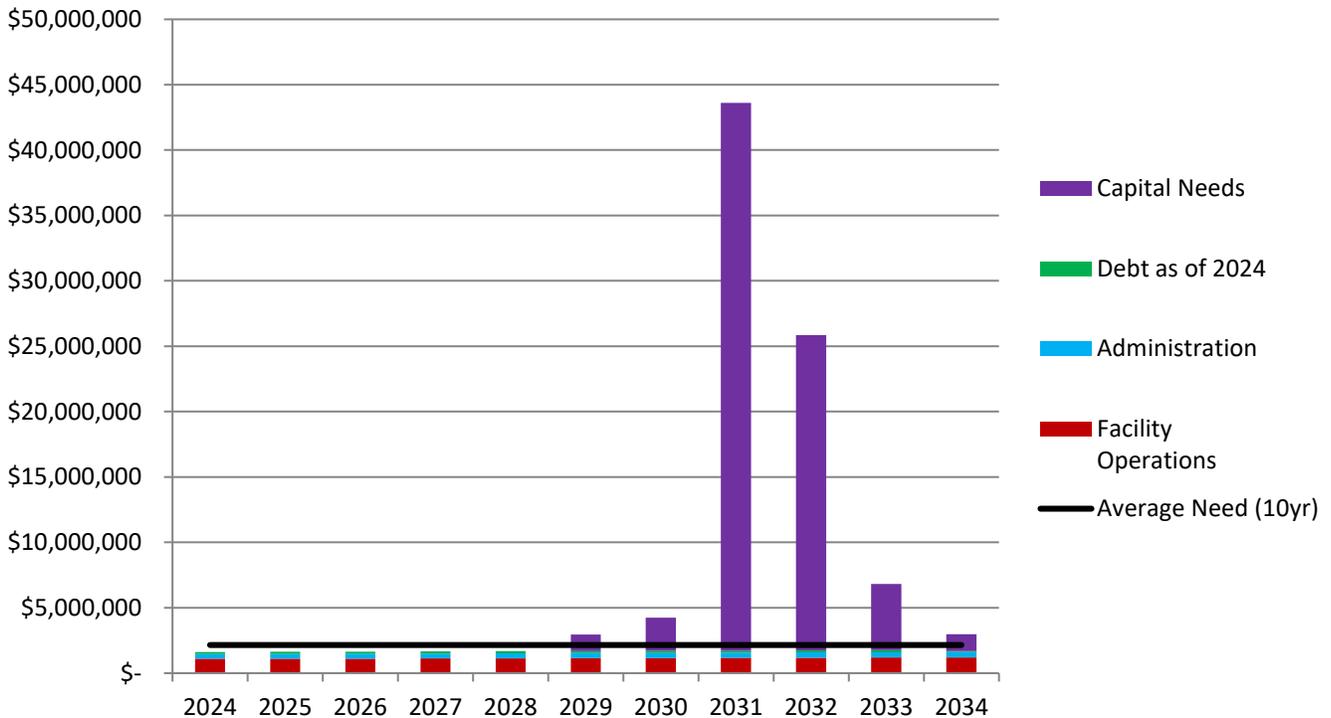
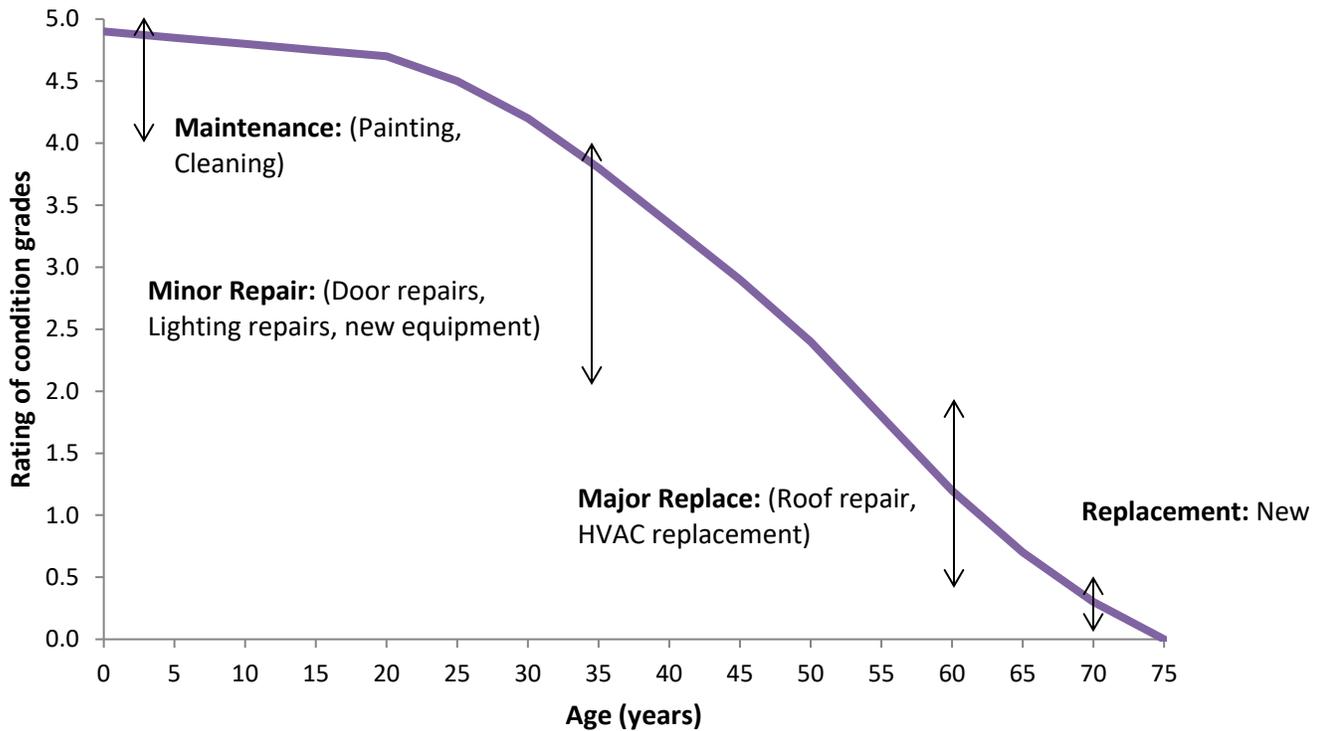


Figure 4.66 is intended to summarize the intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It’s also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It’s also important to consider the varieties of factors that can cause the lifespan of the asset to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected for the type of structure
- Traffic volume and service delivery
- Soil and weather conditions

Note: The following lifecycle deterioration rate and strategies example will be based on the current recommended and best construction practices and materials for each asset category. Buildings and Facilities will be calculated with a life expectancy of 75 years before a type of replacement is considered.

Figure 4.66: Buildings and Facilities Lifecycle Intervention Strategies



Some operational lifecycle activity options for building and facility assets include but are not limited to:

- Structural inspections programs
- Equipment and structural repairs
- Modernization upgrades

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and major replacement activities.

4.7.4 Condition Report Card

Table 4-17 presents the average ratings and overall report card grade for the City’s Buildings and Facilities using a five point system. This initial report has considered age, building use and perceived or reported physical condition in the assessments. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.67: Buildings and Facilities Condition Report Card (%)

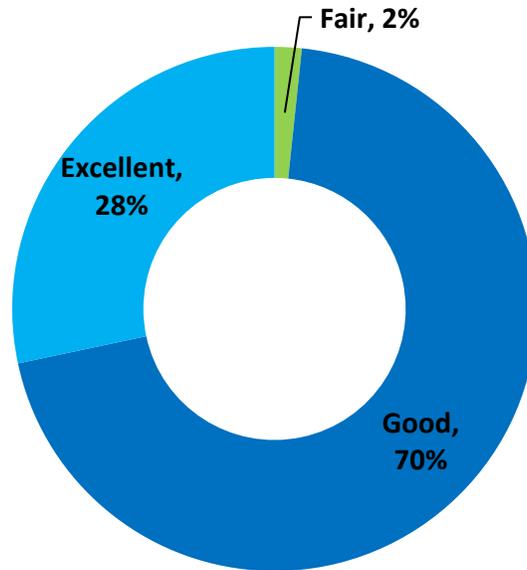
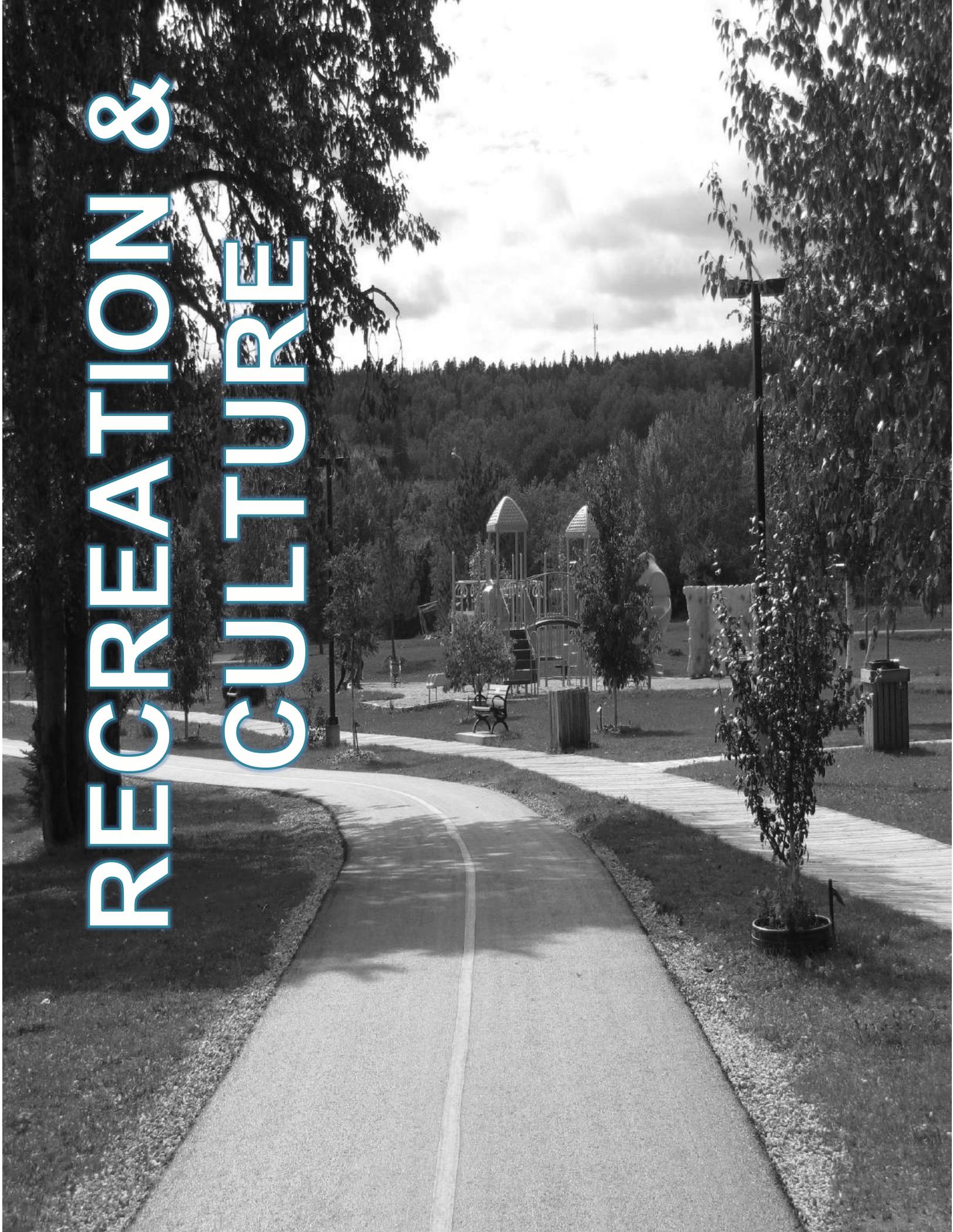


Table 4-17: Buildings and Facilities Report Card

Condition Rating	Financial Rating	Overall Rating
4.27	2.80	3.54

RECREATION & CULTURE



4.8 Recreation and Culture

4.8.1 Inventory Overview

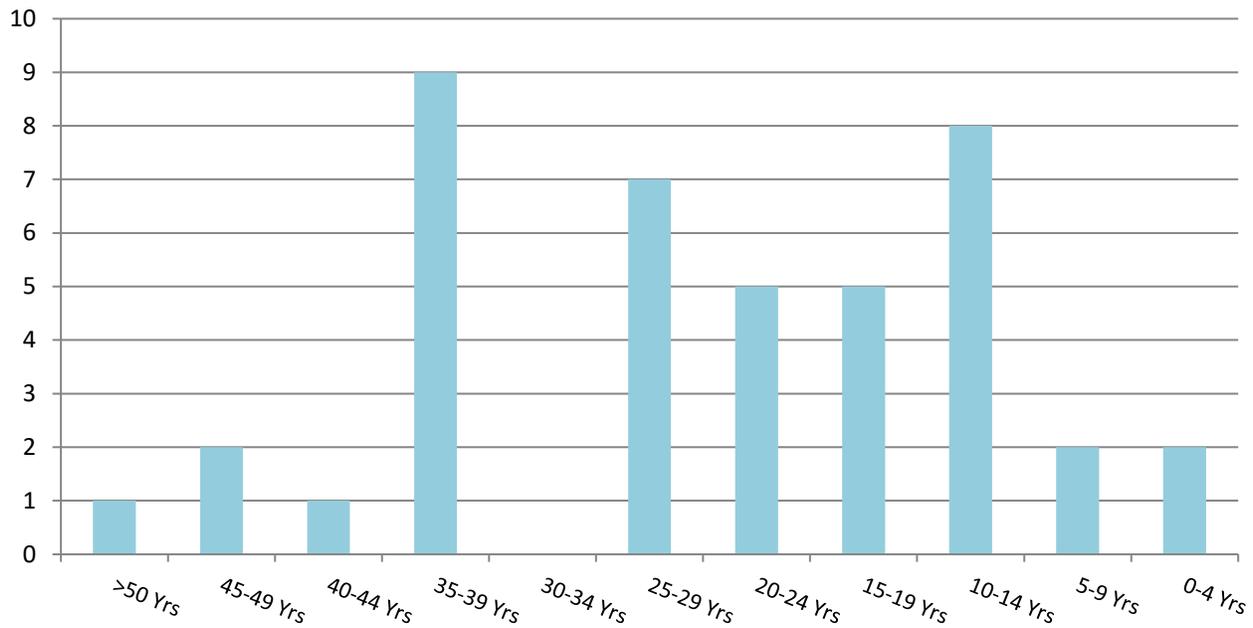
The City of Temiskaming Shores owns maintains a wide range of parks, marinas and green spaces each for a variety of recreational activities spanning a total area greater than 56 hectares. Figure 4.68 shows the average age distribution for the City’s Recreation and Culture assets only.

Note: The age is based on the construction/acquisition year of each asset. Some recreation and cultural facilities will be listed under the “Buildings and Facilities” category. The replacement values will include the any component that relate to the operation of each asset type. Land Improvements will include but not limited to picnic shelters, monuments/status, street benches and memorial trees.

Table 4-18: Total Replacement Cost for Recreation and Culture Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Active Trails	16.3 km	20-30	\$ 3,565,081.00
Sport Fields	5 units	20-30	\$ 2,184,000.00
Sport Courts	7 units	10-25	\$ 447,000.00
Playgrounds	13 units	10-25	\$ 850,500.00
Skate Parks	1 unit	10-30	\$ 400,000.00
Splash Pads	1 unit	10-30	\$ 722,000.00
Dog Parks	1 unit	30-50	\$ 90,000.00
Outdoor Rinks	2 units	10-50	\$ 200,000.00
Marinas and Wharfs	4 units	10-50	\$ 1,533,701.50
Land Improvements	-	N/A	\$ 617,500.00
		Total:	\$ 10,609,782.50

Figure 4.68: Recreation and Culture Assets by Age



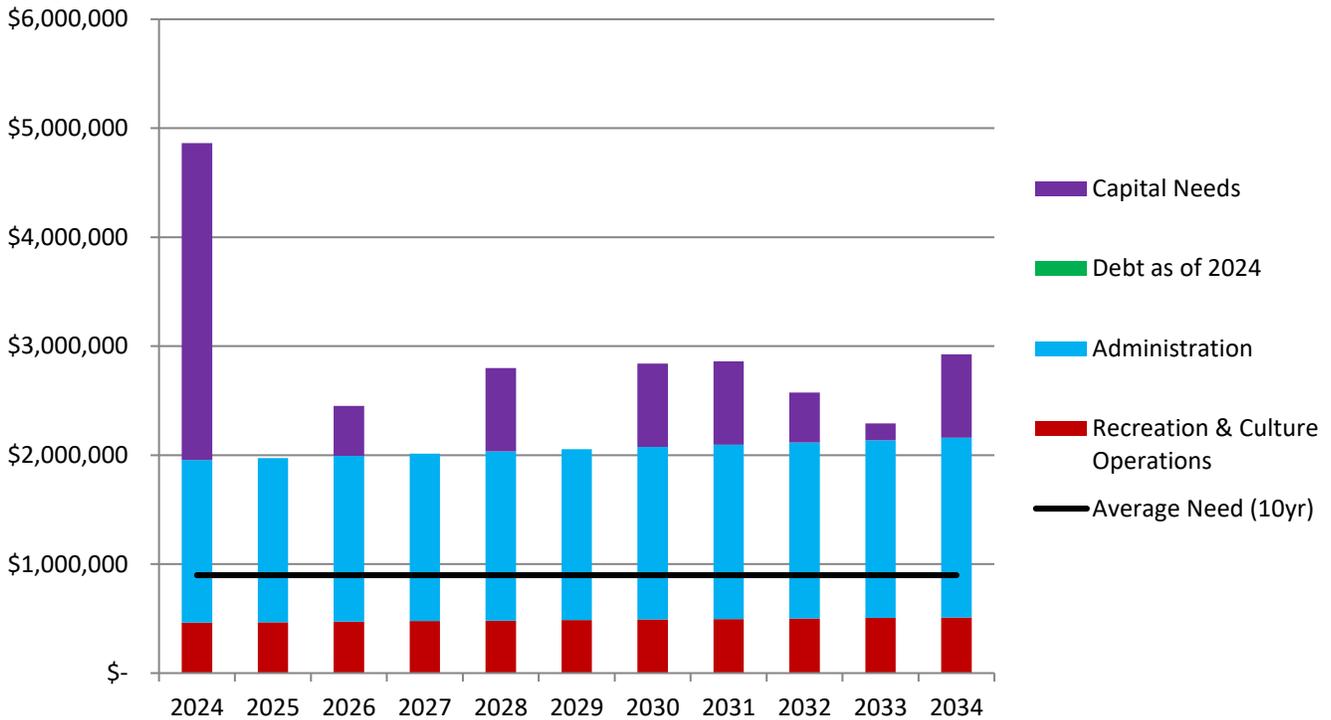
4.8.2 Risk and Criticality Analytics

Note: The level of risk for all Recreation and Culture assets under this category will remain in the low risk levels due to lower social and environmental impacts. However, these assets are consistently monitored in order to allow the City to prioritize operational and capital projects based on the greatest risk of failure for each asset and service.

4.8.3 Lifecycle Activities

Figure 4.69 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its Recreation and Culture assets and services (10-year forecast). The City’s current average annual requirements for Recreation and Culture assets total \$ 898,483 hundred thousand.

Figure 4.69: Recreation and Culture Lifecycle Cost (\$)



The intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset and service. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It's also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It's also important to consider the varieties of factors that can cause the lifespan of the asset and service to vary from its expected service life. These factors can include but are not limited to:

- Quality of initial construction
- Appropriateness of the materials selected for the type of structures or land
- Service volume and service delivery
- Land location and weather conditions

Note: The lifecycle deterioration rate and strategies will be based on the capacity as per design by population utilising the service and by age. For example, the City's playgrounds was calculated with a designed life expectancy of 25 years before considerations for improvements or as needed based demand.

Some operational lifecycle activity options for Recreation and Culture assets include but are not limited to:

- Small structure replacements
- Equipment, structural and land repairs
- Modernization upgrades

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention such as consultation and design work for rehabilitation and major replacement activities.

4.8.4 Condition Report Card

Table 4-19 presents the average ratings and overall report card grade for the City’s Recreation and Culture assets using a five point system. This initial report has considered age, asset use and perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.70: Recreation and Culture Condition Report Card (%)

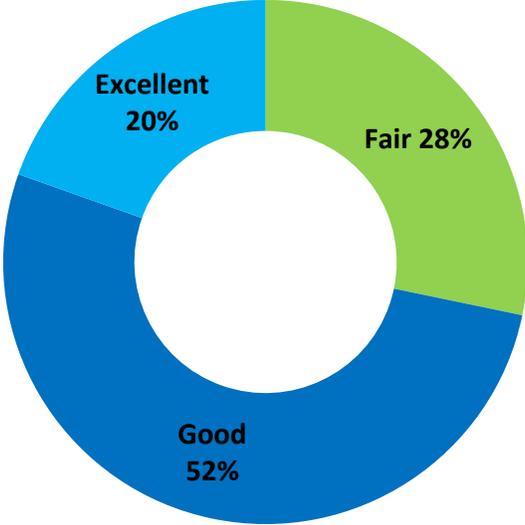


Table 4-19: Recreation and Culture Report Card

Condition Rating	Financial Rating	Overall Rating
3.91	2.50	3.21

FLEET



4.9 Fleet

4.9.1 Inventory Overview

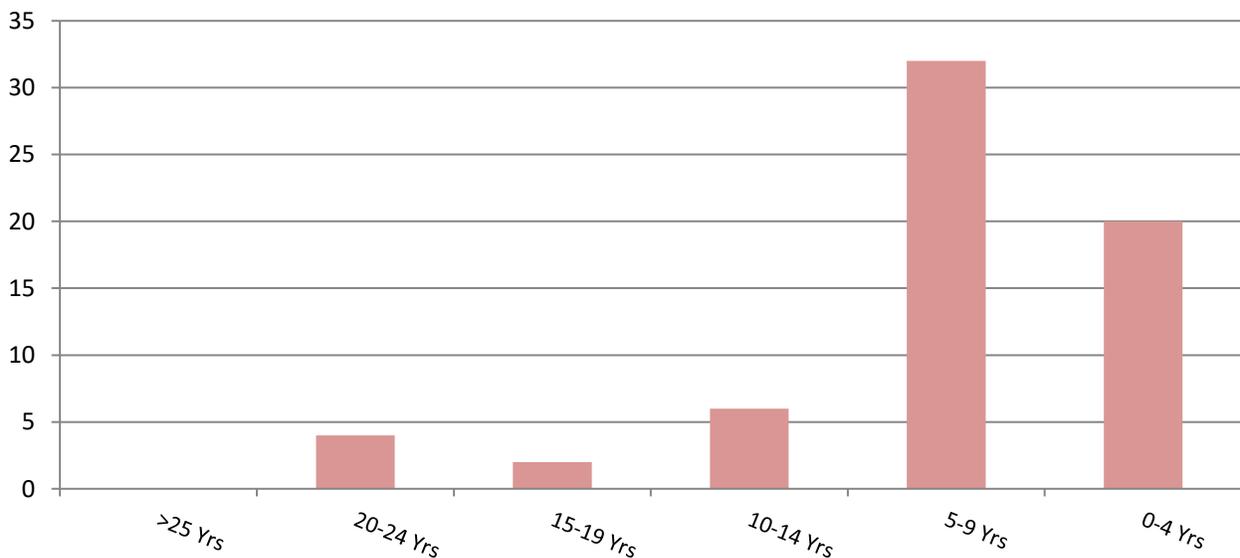
The City of Temiskaming Shores owns 64 fleet assets. The average age of the City's Fleet is 7 years. Figure 4.71 shows the age distribution for the City's fleet.

Note: Trailers, mowers and similar assets will be listed under the "Machinery and Equipment" category. The City's transit units are currently serviced by City staff if possible and operated under contract by a private contractor. Some of the smaller fleet units are currently leased under a municipal fleet program. However, still accounted for at full replacement value.

Table 4-20: Total Replacement Cost for Fleet Assets

Transportation System			
Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Fire Services	11 units	10-25	\$ 3,115,000.00
Leisure Services	7 units	10-12	\$ 370,000.00
Corporate Services	2 units	10-12	\$ 60,000.00
Environmental Services	4 units	10-15	\$ 700,000.00
Transportation Services	32 units	10-20	\$ 5,715,000.00
Transit	5 units	10	\$ 2,004,439.00
Total:			\$ 11,964,439.00

Figure 4.71: Fleet Units by Age



4.9.2 Risk and Criticality Analytics

The risk and criticality calculation determines the overall risk of the Fleet asset failures. Figure 4.72 and 4.73 provides a representation of the level of risk per structure and cost. Figure 4.74 represents the total risk of the Fleet assets.

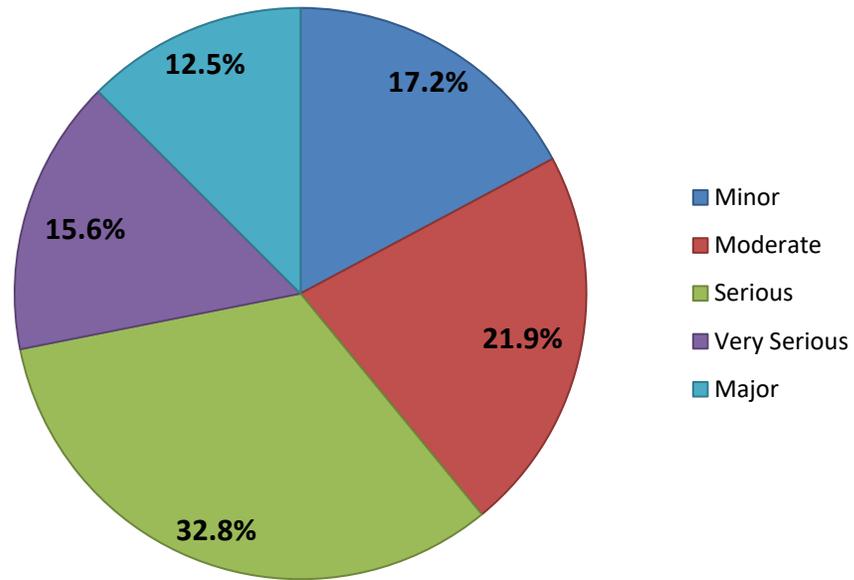
Figure 4.72: Level of Risk – Fleet (each)

Consequence	5	0.00	0.00	0.00	0.00	0.00
	4	0.00	0.00	0.00	2.00	8.00
	3	10.00	1.00	0.00	3.00	5.00
	2	4.00	0.00	0.00	1.00	9.00
	1	11.00	0.00	1.00	2.00	7.00
		1	2	3	4	5
Probability						

Figure 4.73: Level of Risk – Fleet (\$)

Consequence	5	\$ -	\$ -	\$ -	\$ -	\$ -
	4	\$ -	\$ -	\$ -	\$ 355,000	\$2,822,852
	3	\$ 390,000	\$ 60,000	\$ -	\$ 535,000	\$1,695,000
	2	\$ 160,000	\$ -	\$ -	\$ 165,000	\$2,680,000
	1	\$ 340,000	\$ -	\$ 134,000	\$ 376,000	\$2,251,587
		1	2	3	4	5
Probability						

Figure 4.74: Total Risk of Fleet Assets (%)



4.9.3 Lifecycle Activities

Figure 4.75 provides a representation of the overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its Fleet assets (10-year forecast). The City's current average annual requirements for Fleet assets total \$ 882,379 hundred thousand.

Figure 4.75: Fleet Lifecycle Cost (\$)

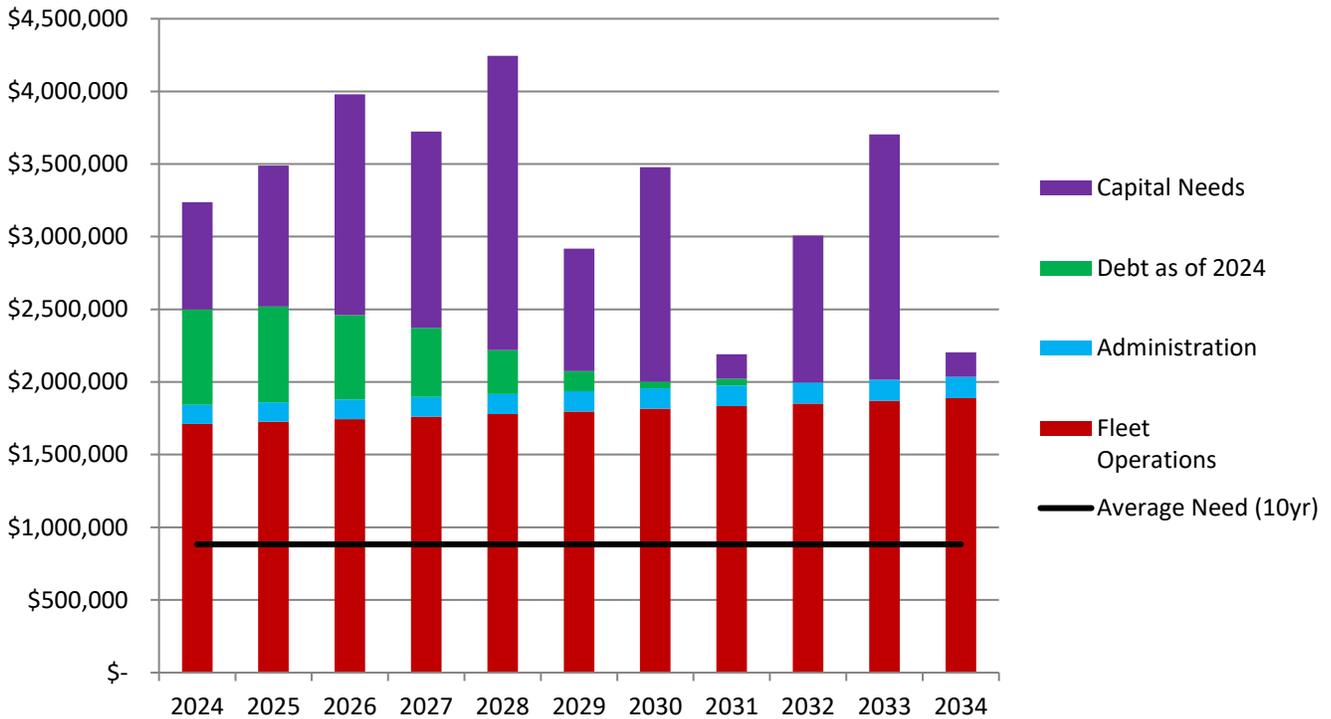
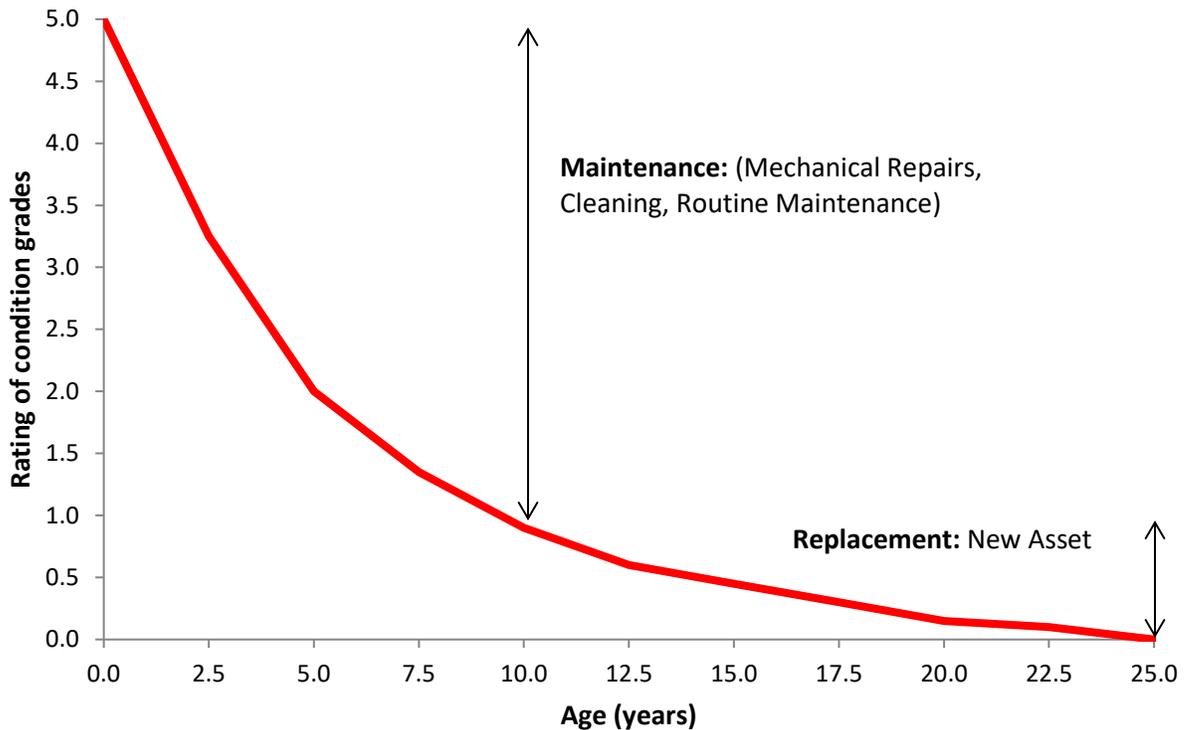


Figure 4.76 is intended to summarize the intervention strategies that are generally appropriate depending on the stage of deterioration/condition of the asset. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It's also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It's also important to consider the varieties of factors that can cause the lifespan of the asset to vary from its expected service life. These factors can include but are not limited to:

- Quality at initial purchase
- Type of asset and its designed purpose
- Frequency of use
- Quality of repairs as needed

Note: The following lifecycle deterioration rate and strategies example will be based on the current recommended industry deterioration rates for each asset category. Fleet will be calculated with a maximum life expectancy of 25 years before a type of replacement is considered. However, small fleet assets could be calculated with a life expectancy of 10 years.

Figure 4.76: Fleet Lifecycle Intervention Strategies



Some operational lifecycle activity options for Fleet assets include but are not limited to:

- Mechanical inspections and repairs
- Routine maintenance such as fluid and tire changes
- *Possible aesthetic maintenance such as washing and cleaning*

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention.

4.9.4 Condition Report Card

Table 4-21 presents the average ratings and overall report card grade for the City's Fleet using a five point system. This initial report has considered age, asset use and perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.77: Fleet Condition Report Card (%)

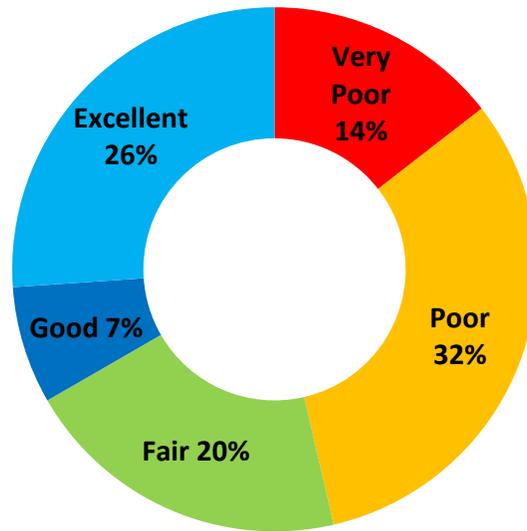
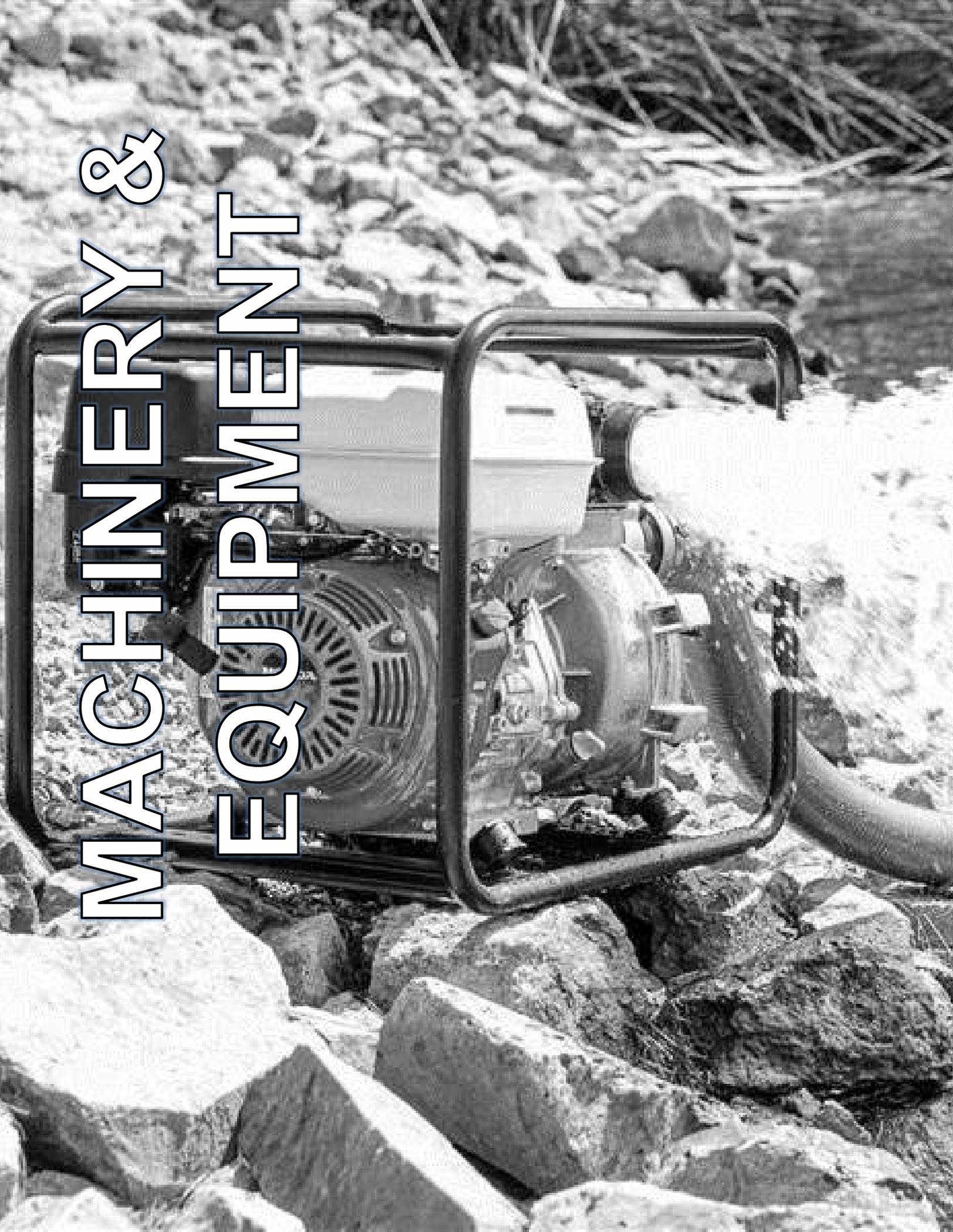


Table 4-21: Fleet Report Card

Condition Rating	Financial Rating	Overall Rating
2.99	3.50	3.25

MACHINERY & EQUIPMENT



4.10 Machinery and Equipment

4.10.1 Inventory Overview

The City of Temiskaming Shores owns a variety of miscellaneous Machinery and Equipment assets.

Note: Most assets listed aren't attributed to the operation or contents of certain buildings, facilities or location.

Table 4-22: Total Replacement Cost for Machinery and Equipment Assets

Asset Type	Quantity	Useful Life (Years)	Replacement Cost
Environmental Services	pooled	5-10	\$ 855,573.00
Transportation Services	pooled	5-10	\$ 556,300.00
Leisure Services	pooled	5-10	\$ 498,700.00
Fire Services	pooled	5-10	\$ 668,843.00
Other	pooled	5-10	\$ 123,100.00
Total:			\$ 2,702,516.00

Machinery and Equipment Age

Note: Some Machinery and Equipment assets don't have a recorded acquisition year. Therefore, an age table won't be provided for these assets as it would be inaccurate.

4.10.2 Risk and Criticality Analytics

Note: The level of risk for most Machinery and Equipment assets under this category will remain in the low risk levels due to lower social and environmental impacts. However, these assets are consistently monitored in order to allow the City to prioritize operational and capital projects based on the greatest risk of failure for each asset and service.

4.10.3 Lifecycle Activities

The overall cost of the lifecycle activities that the City would need to undertake in order to maintain the current level of service for its Machinery and Equipment assets and services is undetermined. The City's current average annual requirements for Machinery and Equipment assets are mostly "on an as-needed basis".

The intervention strategies remain the same and that are generally appropriate depending on the stage of deterioration/condition of the asset and service. The selection of the strategy is determined through the analysis in order to come up with the preferred intervention. It's also important to consider the approach in assessing the intervention method, in order to determine which decision can provide the most return on the investment value. It's also important to consider the varieties of factors that can cause the lifespan of the asset and service to vary from its expected service life. These factors can include but are not limited to:

- Quality at initial purchase
- Type of asset and its designed purpose
- Frequency of use
- Quality of repairs as needed

Note: The lifecycle deterioration rate and strategies will be based on staff recommendations and by age. These assets will be calculated with a life expectancy of 5 to 10 years before considerations for improvements or as needed based on demand.

Some operational lifecycle activity options for Recreation and Culture assets include but are not limited to:

- Mechanical inspections and repairs
- Routine maintenance
- *Possible aesthetic maintenance such as washing and cleaning*

The overall cost of these options may include wages/labour, materials, contracted/hired costs and other miscellaneous costs related to the lifecycle intervention.

4.10.4 Condition Report Card

Table 4-23 presents the average ratings and overall report card grade for the City's Machinery and Equipment using a five point system. This initial report has considered age (if known), asset use and perceived or reported physical condition in the assessment. These values may be adjusted as appropriate, as more information is gathered, or as the City upgrades the asset.

Figure 4.78: Machinery and Equipment Condition Report Card (%)

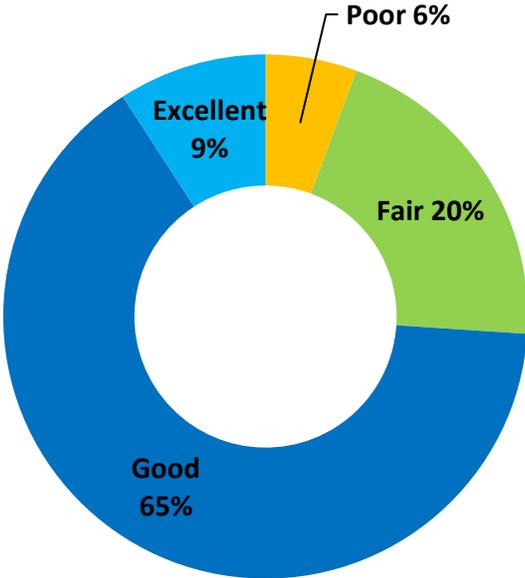


Table 4-23: Machinery and Equipment Report Card

Condition Rating	Financial Rating	Overall Rating
3.77	3.8	3.79

5. Current Levels of Service

5.1 Introduction

The levels of service are high level indicators, comprised of many factors that, as listed below, establish defined quality thresholds at which municipal services should be supplied to the community. They support the organization's strategic goals and are based on customer expectations, statutory requirements, standards, and the financial capacity of a municipality to deliver those levels of service.

Levels of Service are used:

- to inform customers of the proposed type and level of service to be offered;
- to identify the costs and benefits of the services offered;
- to assess suitability, affordability and equity of the services offered;
- as a measure of the effectiveness of the asset management plan
- as a focus for the AM strategies developed to deliver the required level of service

In order for a municipality to establish a current level of service, it will be important to review the key factors involved in the delivery of that service, and the interactions between those factors. In addition, it will be important to establish some key performance metrics and track them over an annual cycle to gain a better understanding of the current level of service supplied.

Within this Asset Management Plan, key factors affecting level of service will be outlined below and some key performance indicators for each asset type will be outlined for further review. This will provide a framework and starting point from which the City can determine future desired levels of service for each infrastructure class.

The City of Temiskaming Shores target Levels of Service have been linked to Council's vision, goals and objectives for infrastructure assets as presented in Section 2, *Asset Management Policy*, of this Plan and include the key factors listed below.

5.2 Key Factors that Influence Level of Service

- Strategic and Corporate Goals
- Legislative and Regulatory Requirements
- Expected Asset Performance
- Community Expectations
- Availability of Finances

5.2.1 Strategic and Corporate Goals

Infrastructure levels of service can be influenced by strategic and corporate goals. Strategic plans spell out where an organization wants to go, how it's going to get there, and helps decide how and where to allocate resources, ensuring alignment to the strategic priorities and objectives. It will help identify priorities and guide how municipal tax dollars and revenues are spent into the future. The level of importance that a community's vision is dependent upon infrastructure, will ultimately affect the levels of service provided or those levels that it ultimately aspires to deliver.

5.2.2 Legislative and Regulatory Requirements

Infrastructure levels of service are directly influenced by many legislative and regulatory requirements. For instance, the Safe Drinking Water Act, the Minimum Maintenance Standards for municipal highways, Ontario Building Code, and the Accessibility for Ontarians with Disabilities Act are all legislative requirements that prevent levels of service from declining below a certain standard.

5.2.3 Expected Asset Performance

A level of service will be affected by current asset condition, and performance and limitations in regards to safety, capacity, and the ability to meet regulatory and environmental requirements. In addition, the design life of the asset, the maintenance items required, the rehabilitation or replacement schedule of the asset, and the total costs, are all critical factors that will affect the level of service that can be provided.

5.2.4 Community Expectations

Levels of services are directly related to the expectations that the general public has from the infrastructure. For example, the public will have a qualitative opinion on what an acceptable road looks like, and a quantitative one on how long it should take to travel between two locations. Infrastructure costs are projected to increase dramatically in the future, therefore it is essential that the public is not only consulted, but also be educated, and ultimately make choices with respect to the service levels that they wish to pay for.

5.2.5 Availability of Finances

Availability of finances will ultimately control all aspects of a desired level of service. Ideally, these funds must be sufficient to achieve corporate goals, meet legislative requirements, address the asset's life cycle needs, and meet community expectations. Levels of service will be dictated by availability of funds or elected officials' ability to increase funds, or the community's willingness to pay.

5.3 Key Performance Indicators

Performance measures or key performance indicators (KPI) that track levels of service should be specific, measurable, achievable, relevant, and time bound (SMART). Many good performance measures can be established and tracked through software products. In this way, through automation, results can be reviewed on an annual basis and adjustments can be made to the overall asset management plan, including the desired level of service targets.

In establishing measures, a good rule of thumb to remember is that maintenance activities ensure the performance of an asset and prevent premature aging, whereas rehab activities extend the life of an asset. Replacement activities, by definition, renew the life of an asset. In addition, these activities are constrained by resource availability (in particular, finances) and strategic plan objectives. Therefore, performance measures should not just be established for operating and maintenance activities, but also for the strategic, financial, and tactical levels of the asset management program. This will assist all levels of program delivery to review their performance as part of the overall level of service provided.

This is a very similar approach to the “balanced score card” methodology, in which financial and nonfinancial measures are established and reviewed to determine whether current performance meets expectations. The “balanced score card”, by design, links day to day operations activities to tactical and strategic priorities in order to achieve an overall goal, or in this case, a desired level of service.

The structure of accountability and level of indicator with this type of process is represented in the following diagram, modified from the InfraGuide’s best practice document, “Developing Indicators and Benchmarks” published in April 2003.

Level of Indicator Municipal Structure

Strategic	Council & City Manager
Tactical	Department Directors and Managers
Operational	Departmental Divisions

As a note, a caution should be raised over developing too many performance indicators that may result in data overload and lack of clarity. It is better to develop a select few that focus in on the targets of the asset management plan.

Outlined below for each infrastructure class is a suggested service description, suggested service scope, and suggested performance indicators. These should be reviewed and updated in each update of the Asset Management Plan.

Core Values

Accessibility – Services are available and accessible for customers who require them.

Reliability – Services are provided with minimal service disruption and are available to customers in line with needs and expectations.

Safety – Services are delivered such that they minimize health, safety and security risks.

Regulatory – Services meet regulatory requirements of all levels of government.

Affordability – Services are suitable for the intended function (fit for purpose).

Sustainability – Services are designed to be used efficiently and long-term plans are in place to ensure that they are available to all customers into the future.

5.3.1 Water Service Delivery

- To provide clean and safe drinking water through a distribution network of water mains and pumps.

5.3.2 Sanitary Service Delivery

- To provide removal of waste water through a collection network of sanitary sewer mains.

5.3.3 Stormwater Service Delivery

- To provide removal of storm water through a collection network of storm sewer mains and catch basins.

5.3.4 Transportation Service Delivery

- To provide the ability of movement of people and goods.
- To provide access to residential, commercial, and industrial properties and other community amenities.
- To provide and encourage recreational use, such as walking, cycling, or special events such as parades.

5.3.5 Solid Waste Service Delivery

- To provide of clean, safe, economic and efficient disposal and/or recycling of waste.

5.3.6 Facilities and Leisure Service Delivery

- To provide adequate quality, functional and safe recreational areas, facilities.

5.3.7 Municipal Fleet

- To provide economic and efficient services to assist with the delivery of other services as noted above.

5.3.8 Performance Indicators

Strategic Indicators	<ul style="list-style-type: none"> ▪ Percentage of total reinvestment compared to asset replacement value ▪ Completion of strategic plan objectives
Financial Indicators	<ul style="list-style-type: none"> ▪ Annual revenues compared to annual expenditures ▪ Annual replacement value depreciation compared to annual expenditures ▪ Total cost of borrowing compared to total cost of service ▪ Revenue required to maintain annual network growth
Tactical Indicators	<ul style="list-style-type: none"> ▪ Percentage of network in need of rehabilitated / reconstructed ▪ Value of rehabilitated or reconstructed projects ▪ Overall condition index as a percentage of desired condition index ▪ Annual adjustment in condition indexes ▪ Annual percentage of network growth ▪ Percentage of assets where the condition is rated poor or critical ▪ Percentage of network replacement value spent on operations and maintenance
Operational Indicators	<ul style="list-style-type: none"> ▪ Percentage of network inspected within last year ▪ Operating and maintenance costs for various assets as needed ▪ Number of notices and advisories issued ▪ Number of customer requests received annually ▪ Percentage of customer requests responded to within 24 hours

5.3.1 Performance Measures Analysis

Service	Description	Performance Measures	2021	2022	2023
Water	The City's drinking water system provides all of its drinking water to the communities of North Cobalt, Haileybury, New Liskeard, Dymond and also can provides fire protection within these communities. See appendix B for the City's water distribution map.	Percentage of properties connected to the municipal water system.	66.9%	67.0%	67.0%
		Percentage of properties where fire flow is available.	50.1%	50.1%	50.1%
	A boil water advisory is a public health advisory issued by governmental or other health authorities to consumers when a community's drinking water is or could be contaminated by pathogens. Advisories are typically lifted within 24 to 48 hours, once the laboratory results have confirmed that the water is free from contamination and safe to drink. Note that regulations and standards are subject to change that impact procedures and reporting.	The number of connection-days per year where a boil water advisory notice is in place compared to the total number of properties connected to the municipal water system.	4 / 3850	17 / 3850	20 / 3850
		The number of connection-days per year due to water main breaks/repairs compared to the total number of properties connected to the municipal water system.	81 / 3850	109 / 3850	93 / 3850

Service	Description	Performance Measures	2021	2022	2023
Sanitary	The City's sanitary system provides the collection and disposal of wastewater to the communities of North Cobalt, Haileybury, New Liskeard, Dymond. See appendix B for the City's wastewater collection system map.	Percentage of properties connected to the municipal wastewater system.	66.8%	66.9%	66.9%
	A combined sewer system collects rainwater runoff, domestic sewage and industrial wastewater into one pipe. The City does not have this type of system within it's sanitary and storm network.	The number of events per year where combined sewer flow in the municipal wastewater system exceeds system capacity compared to the total number of properties connected to the municipal wastewater system.	-	-	-
	Sewer overflows can occur in almost every sanitary system even though systems are intended to collect and contain all the sewage that flows into them. The main cause for overflows occur when too much rainfall or snowmelt infiltrates the sanitary system or by blockages. Some excess water can also inflow through roof drains connected to sewers and broken or badly connected service lines and mains. This excess in flow can surpass the systems capacity resulting in overflows. Large objects can also infiltrate the system causing blockages resulting in overflows.	The number of connection-days per year due to wastewater backups compared to the total number of properties connected to the municipal wastewater system. (Sewer Mains only)	1 / 3850	3 / 3850	1 / 3850
	The City currently has some controled preventative measures to avoid and minimize the risk of overflows within the sanitary system. This has been achieved by the implementation of a proper operation inspection and maintenance program, upsizing the pipe diameter or treatment plant if needed when a reconstruction occurs and by emergency bypassing at lift stations and treatment plants to surrounding rivers and lakes. Emergency bypassing/overflow is an event where raw sewage can bypasse all treatment processes with the exception partial disinfection before being discharged to the environment. This method can prevent damages to treatment plants and to the collection system. However, this method should and is only considered as a last measure of protection.	The number of effluent violations per year due to wastewater discharge compared to the total number of properties connected to the municipal wastewater system.	11 / 3850	1 / 3850	13 / 3850

Service	Description	Performance Measures	2021	2022	2023
Storm	The City's storm management system provides the collection and disposal of surface water to the communities of North Cobalt, Haileybury, New Liskeard, Dymond. See appendix B for the City's storm collection system map. Note as per designed capacity.	Percentage of properties in municipality resilient to a 100-year storm.	95 % (Pending study for confirmation)		
		Percentage of the municipal stormwater management system resilient to a 5-year storm.	100 % (Pending study for confirmation)		

Service	Description	Performance Measures	2021	2022	2023
Roads	The City's road network provides the means of transportation to the communities of North Cobalt, Haileybury, New Liskeard, Dymond. See appendix B for the City's road network and classes. Refer to section 4.5.3 for condition rating Refer to section 6.3.3 for condition analysis strategies	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.	Arterial = 62.6 Lkm Collector = 71.2 Lkm Total Land = 178.1 km ² Local = 282.9 Lkm		
		For paved roads in the municipality, the average pavement condition index value.	66	62	60
		For unpaved roads in the municipality, the average surface condition (e.g. excellent, good, fair or poor).	Good	Good	Good

Service	Description	Performance Measures	2021	2022	2023
Bridges	The City has many different types of bridges that can support many traffic types. The majority of the City's bridges can support heavy transport vehicles, motor vehicles, pedestrians and cyclists. Refer to section 4.5.3 for condition rating Refer to section 6.3.3 for condition analysis strategies	Percentage of bridges in the municipality with loading or dimensional restrictions.	10%	10%	10%
		For bridges in the municipality, the average bridge condition index value.	72.6	72	71.8
		For structural culverts in the municipality, the average bridge condition index value.	70.6	65	59

5.4 Data Collection

To appropriately record, track and monitor Levels of Service, the City will continue with or initiate programmes to collect the following types of information in addition to using discrete asset identifiers:

5.4.1 Water Services

1. Date of break or water quality incident
2. Location of break or water quality incident
3. Cause of break or water quality incident
4. Estimated water loss
5. Pipe characteristics (diameter, material, installation year)
6. Time taken to respond to the incident
7. Time taken to return water mains back to service

5.4.2 Sanitary Services

1. Date of blockage
2. Location of blockage
3. Cause of blockage
4. Pipe characteristics (diameter, material, installation year)
5. Time taken to respond to the incident
6. Time taken to return sewer back to service
7. CCTV inspection or pipe condition rating

5.4.3 Stormwater Services

1. Date of blockage or “*flooding on road*” incident
2. Location of blockage / flood (road and location on road)
3. Rainfall depth for discrete events
4. Time taken to respond to the incident
5. Time taken to return road back to service
6. Pipe characteristics (diameter, material, installation year)
7. CCTV inspection or pipe condition rating

5.4.4 Road Network

1. Road name inclusive of location (from/to)

2. Physical road characteristics (surface material, installation year)
3. Provincial road classification
4. Maintenance performed on the road (task and the date most recently resurfaced)
5. Pavement condition survey resulting in a Pavement Condition Index (PCI)
6. Average Annual Daily Traffic (AADT) if measured or reported
7. Annual operating costs for hard surface roads

5.4.5 Bridges

1. Bridge Name, Location & Provincial Bridge File Number
2. Bridge Characteristics (construction type, material, installation year)
3. Maintenance conducted on bridge (task and the date most recently repaired)
4. Bridge Condition Index (BCI) as per OSIM inspection
5. Average Annual Daily Traffic (AADT) report as per OSIM inspection
6. Detour route based on OSIM inspection
7. Bi-annual appraisal reports

5.4.6 Buildings and Facilities

1. Building Name, Location and Intended use.
2. Building Characteristics (construction type, material, contents and age)
3. Maintenance conducted on buildings (task and the date most recently repaired)
4. Annual operating costs
5. Structural condition inspection and reports

5.4.7 Street & Traffic Control Lighting

1. Pole location (GPS co-ordinates and number)
2. Pole material /condition
3. Luminaire characteristics (arm length, bulb type and wattage, installation year)
4. Luminaire condition
5. Maintenance conducted on light (task and the date most recently repaired)
6. Annual operating costs for lighting (Hydro consumption)

5.4.8 Other Asset Groups

6. Location and number
7. Characteristics (type, material and approximate age)

8. Maintenance conducted on asset (task and the date most recently repaired)
9. Annual operating costs if required
10. Condition inspection and reports if conducted

6.Asset Management Strategy

6.1 Introduction

6.1.1 Approach

An Asset Management Strategy can be broken down into six types of planned actions:

Non-infrastructure solutions

- Actions or policies that impact the total lifecycle cost or lifespan of individual assets or asset networks.

Operations & maintenance activities

- Standard Operating Procedures and regularly scheduled inspections and maintenance.

Renewal / rehabilitation activities

- Significant repairs that improve assets' condition and extend the useful lifespan.

Replacement activities

- Activities at the end of assets' useful lifespan. Assets can be replaced with similar infrastructure, alternative infrastructure or non-infrastructure solutions to meet or adjust the service needs.

Disposal activities

- Activities related with the removal and safe disposal of assets upon completion of the service life, the replacement, or when otherwise no longer needed by the City.

Expansion activities

- Activities required to extend service, meet growth demands, or increase the levels of service provided.

In addition to the planned actions, the Asset Management Strategy addresses the procurement methods, and provides an overview of risks associated with the Strategy.

6.1.2 Asset Replacement Strategy Overview

The Asset Management Strategy considers the estimated unit replacement cost to forecast the capital investment required on five-year intervals in the 25 year time horizon between 2022 and 2047. Replacement costs were calculated using 2023 dollars with an inflation rate of 3

percent. Where the per unit replacement cost estimate was less than the replacement cost cited in the public sector accounting board (PSAB) 3150 registry, the greater value was used.

For the initial 10 year period, infrastructure replacement has been optimized between the road network, water system, sanitary sewer system, and storm water system. Since the road network requires the most frequent capital interventions, it was used as the basis for driving the strategy. If the buried infrastructure was within 10 years of its estimated Service Life when the road was scheduled to be rehabilitated or replaced, the capital replacement of the buried asset would be accelerated to correspond with the road intervention. The objective of this coordination of effort is to minimize disruptions to the public, while reducing overall costs by bundling activities.

To forecast the cost for replacing assets, a variety of assumptions were made as outlined in the following sections. The estimated unit costs were compared with recent, local construction costs and compared with the replacement cost estimates recorded in the City’s PSAB registry. The larger total replacement cost has been applied. This decision was made assuming that the greater value would provide a greater tolerance for errors in the estimates. Moving forward, the City will track infrastructure investments to improve the accuracy and reliability of unit replacement cost estimates as well as enable the inclusion of non-capital (operations and maintenance) expenditures in the Plan.

6.1.2.1 Water Services

The following assumptions were made in estimating the per unit replacement cost:

- The replacement cost estimate includes:
 - ✓ Excavation, supply and installation of pipe, fire hydrants and valves; and
 - ✓ Excavation, supply and installation of 19mm water services to property line (15 m or 50 foot lot frontage is assumed as an overall City average).
- The replacement cost does not include removal of retired assets or provision of a temporary water main.
- Water main depth of 2.5 to 3.0 m.

Table 6-1 below shows the cost to replace each asset category in the City of Temiskaming Shores.

Table 6-1: Replacement Cost for Water Infrastructure

Asset Component	Replacement Cost per Metre (2023)
Water Mains 150mm	\$ 620
Water Mains 200mm	\$ 660
Water Mains 250mm	\$ 720
Water Mains 300mm	\$ 806

Water Mains 450mm	\$ 1047
Water Valves	\$ 1500 - \$6000
Hydrants	\$ 8000
Specialized Valves	CPI
Water Facilities	CPI

*Note – Pipe diameters less than 150 mm will be replaced with 150 mm water mains. Estimated cost for replacement includes all pipe, appurtenances and service connections. Pipe diameters greater than 300 are assumed to be transmission lines from source/plant to reservoir with no service connections. CPI (refer to the construction price index)

6.1.2.2 Sanitary Services

The following assumptions were made in estimating the per unit replacement cost:

- The replacement cost estimate includes:
 - ✓ Excavation, supply and installation of pipe and maintenance hole structures; and
 - ✓ Excavation, supply and installation of 125mm sanitary sewer services to property line (15 m or 50 foot lot frontage is assumed as an overall City average).
- The replacement cost does not include removal of retired assets or diversion of existing flows.
- Sanitary main depth of 2.8 to 3.0 m.

Table 6-2 below shows the cost to replace each asset category in the City of Temiskaming Shores.

Table 6-2: Replacement Cost Sanitary Infrastructure

Asset Component	Replacement Cost per Metre (2023)
Sanitary Mains 200mm	\$ 550
Sanitary Mains 250mm	\$ 580
Sanitary Mains 300mm	\$ 600
Sanitary Mains 375mm	\$ 620
Sanitary Mains 450mm	\$ 650
Sanitary Mains 525mm	\$ 750
Manholes (depth)	\$ 3800
Specialized Valves	CPI
Wastewater Facilities	CPI

*Note – Pipe diameters less than 200 mm will be replaced with 200 mm sanitary sewer mains. Estimated cost for replacement includes all pipe, appurtenances and service connections. Pipe diameters greater than 450 are assumed to be truck mains with minimal service connections. CPI (refer to the construction price index)

6.1.2.3 Stormwater Services

The following assumptions were made in estimating the per unit replacement cost:

- The replacement cost estimate includes:
 - ✓ Excavation, supply and installation of pipe, catch basin, maintenance hole structures and culverts.
- The replacement cost does not include removal of retired assets.
- Stormwater main depth of 2.5 to 3.5 m.

Table 6-3 below shows the cost to replace each asset category in the City of Temiskaming Shores.

Table 6-3: Replacement Cost Stormwater Infrastructure

Asset Component	Replacement Cost per Metre (2023)
Storm Mains 300mm	\$ 550
Storm Mains 350mm	\$ 580
Storm Mains 450mm	\$ 610
Storm Mains 600mm	\$ 740
Storm Mains 750mm	\$ 750
Storm Mains 800mm	\$ 825
Storm Mains 900mm	\$ 900
Storm Mains 1000mm and greater	\$ 1020
Catch Basins (depth)	\$ 3200

*Note – Pipe diameters less than 300 mm will be replaced with 300 mm stormwater mains. Estimated cost for replacement includes all pipe, appurtenances and service connections where required.

6.1.2.4 Roads Network

The capital forecast for the Road Network assumed that the short-term needs (investments for the first 10 years) would follow the interventions identified in the review of the Roads Needs Study. The long-term forecast was developed utilizing the public sector accounting board (PSAB) records being integrated with the results from the Roads Needs Study. There is some degree of risk for duplication of costs; however, this is considered a minor risk in that the accuracy of such a forecast typically decreases as the time horizon increases.

The following assumptions were made in estimating the per unit replacement cost for the long-term forecast:

Asphalt Surface

- The replacement cost estimates assumes that all existing asphalt areas will be replaced with asphalt.

- Asphalt depth is assumed at 90 mm for Class 2 and 50mm for Class 3 to 6.
- Price does not include asphalt removal.
- Price is for supply, haul, place and compaction of asphalt only.

Surface Treatment

- The replacement cost estimates assume that all existing surface treatment areas will be replaced with surface treatment.
- Surface treatment application is assumed to be double prime treatment at first application followed by a third application after year three.
- Surface treatment of existing gravel surface roadways will be carried out at a rate of no less than 3.0 kilometres per year.
- Price does not include pulverizing or grading of existing surface.
- Price is for supply, haul, place and compaction of Class 2 aggregate and emulsion.

Gravel

- The replacement cost estimates assume that all remaining gravel surfaces areas will be resurfaced every ten (10) years.
- Granular application is assumed to be 75 mm in depth.
- Price does not include pulverizing or grading of existing surface.
- Price does not include re-grading of roadside ditches prior to placement of granular material.
- Price is for supply, haul, place and compaction of Granular “A” aggregate.
- Roadway stabilization, in advance of surface treatment to be considered.

Sidewalks

- The replacement cost estimates assumes that all existing sidewalks will be replaced with the same surface type.
- Price does not include sidewalk removal.

Bridges and Large Diameter Culverts

- The replacement cost estimates are based on the city’s initial construction cost with the addition of the inflation rates.

Table 6-4 below shows the cost to replace each asset category in the City of Temiskaming Shores.

Table 6-4: Replacement Cost Transportation Infrastructure

Asset Component	Replacement Cost per Square Metre (2023)
Asphalt 90mm	\$ 71.25
Asphalt 50mm	\$ 32.50
Surface Treatment	\$ 10
Gravel	\$ 5.54
Sidewalk – (Concrete or Brick)	\$ 130
Bridges & Large Dia. Culverts	CPI

*Note - CPI (refer to the construction price index)

6.1.2.5 Other Asset Groups

The following assumptions were made in estimating the per unit replacement cost:

- Assets under “Building and Facilities” and some “Recreation and Culture” are based on the City’s initial construction cost or the replacement insured value of the structure with the addition of the inflation rates and the approximate value of its contents.
- Assets under “Solid Waste”, “Fleet”, “Machinery and Equipment” and some “Recreation and Culture” are based on the initial purchase of each unit.

6.2 Non-Infrastructure Solution

6.2.1 Data Collection Strategies

Data Collection Preparation

A meeting should be arranged shortly prior to, or as part of collection projects, in order to determine what information is to be updated or augmented, what information is currently available and what the condition is of that information. To facilitate this, an initial data review should be conducted of available data related to the collection exercise. Sources of information should include but not be limited to:

- Infrastructure master plans
- Water & sewer models
- Engineering as-built or record drawings
- Planning studies
- Paper maps
- AutoCAD drawings or GIS files/databases
- Inspection reports
- Imagery

These data-sources should be integrated into a single source appropriate for the data collection exercise. It is generally good practice to house this information in a database. If field staff are performing the data collection using a digital collector (GPS, tablet etc.), where possible, the database should be loaded onto this device so that updates can be made directly. The data schema and populated database should be reviewed prior to commencement of collection and be returned for review and quality assurance and control after collection. A data gap analysis will then be performed that will assess the level of effort required to complete the inventory and identify any assumptions to be made. It is important to note that the completeness and accuracy of the inventory is based on the available existing information, staff knowledge and the visibility of above ground assets. If possible and acceptable, some data may be synthesized based on existing data, but must be flagged as such in the database. Only after all available data-sources have been exhausted should field collection be considered.

Field Data Collection

After all pertinent and available information has been compiled, verified and audited (with appropriate reporting), a field data collection task may be necessary to determine additional or still missing information. A meeting will be held to determine the level of detail required and final use of the information. This will include confirmation and sign-off of the proposed data-model, as well as a detailed list of assets to be collected and what information about those assets is to be collected (overall schema). Sign-off will also be obtained if any special access

is required on-site as well as any safety equipment required. All tools to be used in the data collection will be presented to the client at this time.

The field crew supervisor will ensure that all field members are aware of their duties and responsibilities. It is vital that appropriately trained field staff be used, particularly if inspections requiring sign-off are required. Inspection forms will be pre-populated if possible. Each field crew member will be responsible for the entirety of their work. If possible, a small pilot area should be completed and submitted for comment.

Once all field data has been collected, it will be compiled within the agreed upon schema and quality assurance and control, standardization and normalization. Once this is complete, the database will be reviewed at a follow up meeting to discuss the results and further requirements.

6.2.2 Data Management Strategies

Information that is collected by the Municipality represents a significant investment of staff time and resources. Proper information and data management processes and procedures are vital to an organisation's ability actively and effectively make use of available resources to provide an appropriate level of service to their customers as well as prepare required reports for auditing and financial purposes such as the public sector accounting board (PSAB) 3150 reporting. It is therefore critical that this information be regularly maintained to ensure the integrity of the information and allow for improved decision making and management of the Municipality's assets. The ability to rely on information is expected to become even more crucial as future Provincial and Federal funding programs become contingent on the accuracy of collected data.

While the City of Temiskaming Shores has a wealth of information available, the development of this Plan has highlighted the need for a more robust and streamlined data management strategy. At its core, a proper data management strategy can be broken down into four primary questions:

- What data should I be collecting and why?
- How should I store this information once collected?
- How often should I review my collected data and how should I maintain it?
- Are there any software / hardware applications available to me that will not only allow me to collect, store and maintain this information but also allow me to use this information to answer questions?

To effectively manage the infrastructure data, the Municipality will adopt a Data Management Policy in line with the following policy statement:

It should become the policy of the Municipality to manage their data effectively and efficiently. This should be done through the use of appropriate computerized applications and databases and the collection and storage only of information that has an immediate use and / or answers an immediate business need as required of the Municipality.

This data will be maintained on a regular schedule for each individual dataset by general agreement or Government mandate.

Metadata defining what data has been collected is available and describing the data in terms of what it represents and how current it is will also be provided.

Once an appropriate data model has been determined and agreed upon, the City will create a schedule to determine who will be responsible for each primary data set, how often this information will be reviewed and how often new collections will be done. This information should be recorded as part of the asset information as metadata so that users know how current the information is.

It should be noted that some information may be acquired from other Agency sources such as the Canadian GeoBase (<http://geobase.ca>). This is a free data source that includes the National Road Network which is maintained by the Federal and Provincial governments. Sources such as this may be used to reduce the time required to maintain key datasets.

6.2.3 Information Storage Strategy

How information is stored is as important if not more so than the information itself. The reason for this is that information storage often dictates not only how easily or quickly information may be accessed and used, but also how it is used in terms of formatting etc.

It is recommended that the City adopt a relational database model for the storage of collected information. Ideally, the City would be able to house all information within a single database structure. Practically though, certain key systems such as finance and taxation are required to be contained within their own systems. This does not preclude however the ability to link information between applications.

The primary advantages of storing information using a database model are that agreed upon data standards are enforced and the duplication of information is reduced or eliminated ensuring that staff use the same information. Examples of this would include street name lists, address lists, assessment role numbers, etc.

6.2.4 Software / Hardware Strategy

Software and hardware are often seen and promoted as “solutions.” However, they should really be viewed as tools to assist in providing core functions required by City staff.

Databases

As discussed above, database technology is strongly recommended to assist in the storage and retrieval of information. Common applications such as MS Excel can link to a database to retrieve information and provide statistical and empirical evidence and graphs. Databases also excel as interacting with each other such that information can be passed from one system to another relatively easily. Lastly, databases often act as what is termed a “back end” to front facing applications such as finance and taxation systems, asset and customer management systems, maintenance management systems and geographic information systems (GIS).

As discussed above, it is recommended that the City consider a detailed review of enterprise database applications such as Microsoft SQL Server, Oracle, MySQL, PostgreSQL or similar products.

Asset Management

Asset management has become a major concern in recent years for several reasons. Municipalities are aware that much of their above and below ground infrastructure is on the decline. Financial responsibilities have required municipalities to make due with less. Provincial and Federal funding is now being linked to a municipality's ability to show evidence of need (PSAB 3150 reporting).

Asset Management applications take the information that is collected and provided about an asset and assist with the decision making process to allow staff to determine what course of action to take regarding an asset and when.

Maintenance Management

A maintenance management system can assist with the tracking of work performed against specific assets. The detail to which activity is tracked may vary to include costing and time / resources require or may be more general that an activity was performed. This information may be aggregated at regular intervals to assist with establishing a base line for how well an asset is performing.

6.2.5 Neighbouring Municipalities

Municipalities working together can present significant opportunities and benefits. The City of Temiskaming Shores currently works with the surrounding Townships for the maintenance, operational and capital costs associated with the boundary roads.

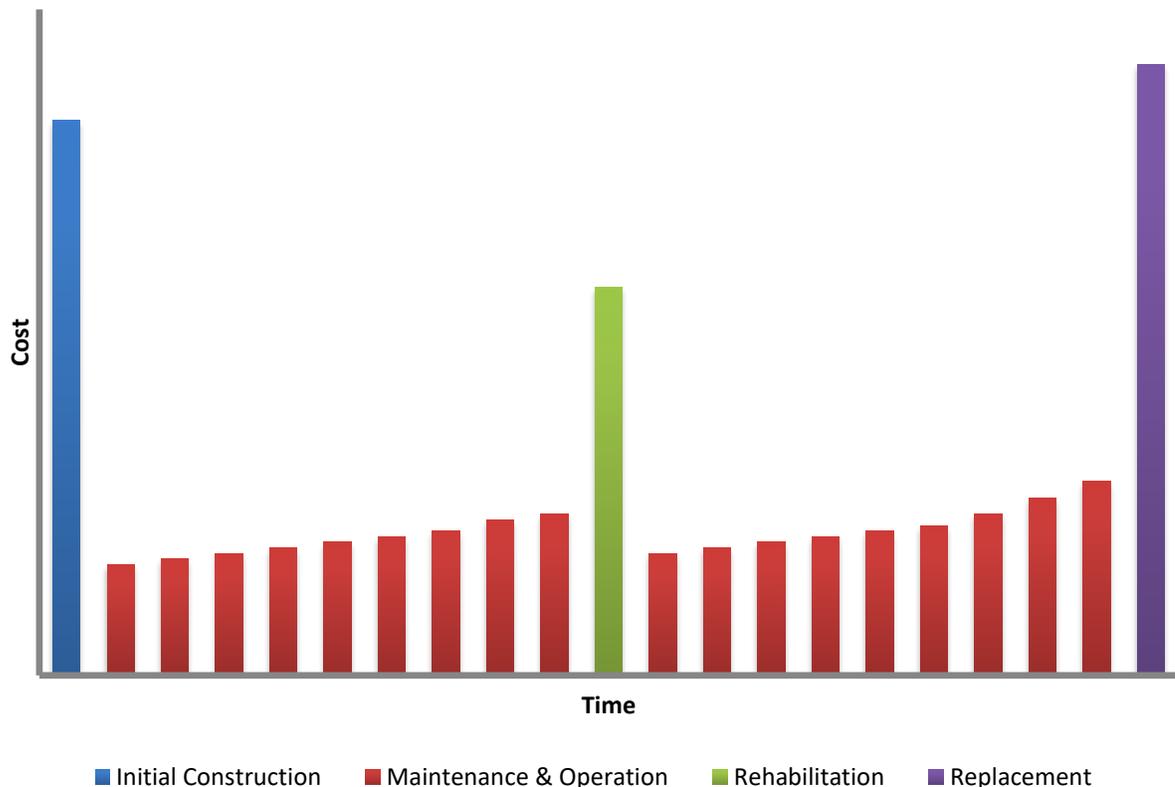
- Township of Hudson – 50% cost for Pipeline Rd
- Township of Harley – 50% cost for Uno Park Rd + 50% cost for 2 bridges
- Township of Harris – 50% cost for Sale Barn Rd

6.3 Lifecycle Management

Lifecycle cost is the is the total cost of an asset throughout its life including planning, design, construction, operation, maintenance, renewal, replacement and disposal costs.

Figure 6.1, illustrates how costs typically accumulate over an asset's life.

Figure 6.1: Accumulation of Costs Over an Asset's life



6.3.1 Maintenance and Operation Activities

The City realizes the benefits of lower-cost treatment methods such as preventive maintenance and light rehabilitation activities. However, more costly treatments such as heavier rehabilitation and full reconstruction may become necessary.

Allowing the assets to deteriorate further, triggers the need for heavier rehabilitation strategies. Although heavy rehabilitation and full reconstruction is typically less cost-effective than maintenance and light rehabilitation in the short term, it's still preferable to apply this type of strategy to lower the maintenance cost in the long term.

The City of Temiskaming Shores currently has several infrastructure condition monitoring, assessment programs and maintenance programs in place, including:

Water System Maintenance and Programs

The entire water system is inspected under on an annual basis. Each year, of the pipes are flushed and inspected. Defects or underperformance of the system are recorded and coded to correspond with Safe Drinking Water Act standards. Once complete, this will form the benchmark for comparing asset condition.

Sanitary and Stormwater System Maintenance and Programs

The entire Sanitary and Storm Sewer systems are inspected under a seven year program. Each year, a selection of the pipes are flushed and inspected. Defects are recorded and coded to correspond with Pipeline Assessment Certification Program standards. Once complete, this will form the benchmark for comparing asset condition. Moving forward, it is recommended that consideration be given to prioritizing the inspection according to the expected deterioration of the system.

Transportation System Maintenance and Programs

The City abides by the Ministry's minimum maintenance standards, which specifies the frequency that roads and sidewalks need to be patrolled and how issues, including pothole, winter maintenance, etc., are addressed based on the road classification.

The Roads Needs Study is completed every 3 years utilizing internal and external forces. The last Roads Needs Study review was completed in 2023. The study reviews the road network, broken down into sections consistent in their characteristics, and records a variety of performance and condition details for each. This information is used to identify the capital and maintenance needs of the system, the timing for the interventions, and the road priority.

The Province of Ontario legislates that every bridge be inspected under the Ontario Structure Inspection Manual (OSIM) every 2 years. From this inspection, a Bridge Condition Index (BCI) is developed that helps to schedule bridge maintenance and upkeep. Safety concerns are to be addressed immediately. The last OSIM Inspection was carried out in 2022.

Building and Facility Maintenance and Programs

The City abides by all requirements under the Ontario Building Code, Canadian Safety authority standards and other standards or guidelines that may apply during inspections, construction and maintenance activities. All municipal buildings and facilities are inspected each year and repaired as needed. Building maintenance is performed mostly in-house by the maintenance staff and completion of this work will help to identify and schedule future projects and form asset condition ratings for each structure.

Fleet Maintenance and Programs

Municipal fleet and equipment are inspected and maintained at regular intervals to meet Ontario regulatory requirements. Fleet maintenance is performed mostly in-house by the mechanic staff, however in certain cases can be outsourced if the repairs require specific technical expertise. Maintenance records will help to identify and schedule future replacement of units.

The costs associated with the operations and maintenance of these activities, have been included in the overall operational cost of each asset category.

6.3.2 Rehabilitation and Replacement Activities

As the City increases the availability of condition data, the Plan will be revised to reflect this information. By monitoring condition data over time, the City will improve their ability to forecast deterioration and identify trends.

Understanding that the information driving the replacement activities is based on asset age, where appropriate, the City will augment the Plan with asset inspections to determine if renewal / rehabilitation are possible prior to replacement of the assets.

Priority projects identified within the City’s Renewal/Rehabilitation Activities are shown in following section.

6.3.3 Calculating Asset Condition

The condition calculation determines the overall condition of asset failure. The analytic can become a documented approach to determining capital priorities. A municipality could then compare priorities across asset types and categories. The City will be introducing some age based and/or assessment based condition analytics, to supplement professional judgement.

Table 6-5: Condition Ratings Option 1

Age Based Rating		
Condition	Useful Life Remaining	Final Score
Failed	0% - 19%	1
Poor	20% - 39%	2
Fair	40% - 59%	3
Good	60% - 79%	4
Excellent	80% - 100%	5

Condition Index Rating			
Condition	Score Range	Final Score	Intervention Strategy (Roads)
Failed	0 - 39	1	Reconstruction
Poor	40 - 57	2	Rehabilitation
Fair	58 - 74	3	Resurface
Good	75 - 85	4	Preventative Maintenance
Excellent	86 - 100	5	Corrective Maintenance

Excellent to Good
(Golf Course Rd Bridge)



Fair
(Armstrong St Bridge)



Poor to Failure
(Firstbrooke Line Rd Bridge)



Excellent to Good
(Wilson Rd Culvert)



Fair
(McLean Rd Culvert)



Poor to Failure
(River Rd Culvert)



Excellent to Good
(Georgina Ave Asphalt)



Fair
(Dawson Point Rd Asphalt)



Poor to Failed
(Albert St Asphalt)



Table 6-6: Condition Ratings Option 2

Condition Assessment Rating Scale		
Rating	Condition	Description
4.8-5.0	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4.0-4.7	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3.0-3.9	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2.0-2.9	Marginal	Defective or deteriorated component(s) in need or replacement; exceeded useful life
1.0-1.9	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Maintenance and Administrative Facility Conditional Assessment	NTD ID	SCORE
Inspection Area		
Substructure		
Foundations: Walls, columns, pilings other structural components		
Basement: Materials, insulation, slab, floor underpinnings		
Shell		
Superstructure/structural frame: columns, pillars, walls		
Roof: Roof surface, gutters, eaves, skylights, chimney surrounds		
Exterior: Windows, doors, Power Operators and all finishes (paint, masonry)		
Shell appurtenances: Balconies, fire escapes, gutters, downspouts		
Interiors		
Partitions: Walls, interior doors, fittings such as signage		
Stairs: Interior stairs and landings, Guards, Railings		
Finishes: Materials used on walls, floors and ceilings		
<i>This component covers all interior spaces, regardless of use</i>		
Conveyance (Elevators and Escalators)		
Elevators		
Lifts: any other such fixed apparatuses for the movement of goods or people		
Plumbing		
Fixtures		
Water distribution		
Sanitary Waste		
Rain water drainage		
HVAC (Heating, ventilation, and air conditioning)		
Energy supply		
Ventilation systems		
Heat Generation and distribution systems		
Cooling generation and distribution systems		
Testing, balancing, controls and instrumentation		
Chimneys and vents		
Fire Protection		
Fire Dampers		
Sprinklers		
Standpipes		
Hydrants, Pumps, Valves, Panels and other fire protection specialties		
Electrical		
Electrical service and distribution		
Lighting & branch wiring (interior and exterior)		
Communications and security		
Other electrical systems (lighting protection, generators, exit signs and emergency lighting)		
Equipment/Fare Collection		
Equipment related to the function of the facility, including maintenance or vehicle service equipment		
For clarity, includes items valued above \$10,000 and related to facility function		
Site		
Roadways/driveways and associated signage, markings and equipment		
Parking lots and associated signage, markings and equipment		
Pedestrian areas and associated signage, markings, and equipment		
Site development such as fences, walls, and miscellaneous structures		
Site Utilities		
Overall Assessment Score		

6.4 Risk Management

The City's overall Asset Management Strategy is founded on available data, anticipated service levels, growth expectations and other assumptions. Assumptions in these items introduce some unavoidable risk that the overall strategy may change over time as the City gathers and develops more complete data and processes.

Recognizing these uncertainties, the City is developing strategies to address each source of risk so that the Asset Management Strategy can evolve over time. Risk mitigation strategies for each of the following are discussed below:

- Data quality
- Levels of Service
- Growth – expected vs. actual
- Assumptions

Data quality

The data provided and collected for the report for various aspects were given only reflecting a very high level of the asset components, and did not accurately reflect the service life's of the necessary components of the assets (i.e. a water treatment plant was assessed at a facility level and did not have age, conditional, performance, or maintenance data for any of the facilities components (i.e. SCADA system, pumps, etc.). Given the high level of the data, significant risk exists in the component asset life reaching the end of their respective service lives before the facility has reached the end of the facility life. This introduces significant difficulty to establish a yearly budget that accurately would reflect the required asset replacement / rehabilitation cost required.

Strategy to address:

It is suggested an inspection program of assets be established to utilize the new workflow structure and build the existing database. With a newly built database, the report should be reviewed and see if the new data produces significant changes to the asset management strategy.

Levels of Service

The levels of service present a risk, since no previous levels of service were established for the city. The Levels of Service therefore have never been measured in previous years and the expectation of each level of service has not been established. Adjustment is expected in the early years of levels of service to better reflect the level of commitment from the city, but risk exists if a level of service is set at a higher expectation than what is possible at the current levels of funding.

Strategy to address:

It is suggested that to address this source of risk, the targets established in the first year of utilizing the Levels of Service should be reviewed along with the cost to provide the levels of service. If the cost of the level of service is too high to maintain the target should be adjusted or alternative strategies to accomplish the level of strategy should be investigated.

Growth Levels

Growth forecasts are not guaranteed, and while effort has to be made to ensure that services are provided if the growth is met, growth can be greater or lesser than the expected forecast. This can potentially create a surplus or deficit of funding available.

Between the 2016 Census and the 2021 Census the City of Temiskaming Shores experienced negative population growth of -2.9%. Between the 2016 and 2021 Census the City of Temiskaming Shores also experience some changes in the age-composition of its population. Therefore, an increase or decrease to the population or to the average age of residents may result in changing service needs and demands.

Strategy to address:

It is suggested that the growth of the City should be reviewed on a yearly basis to determine if the forecast is accurate, and if possible the budgets should be adjusted accordingly. The City should consider conducting a review / study of current and future housing and commercial demands every 2 to 3 years.

Assumptions

Assumptions have been made in the report to fill data gaps and have been noted where undertaken. As with any assumption, risk exists in that the assumption made not account for a large enough percentage of the assets and could potentially results in unexpected costs if not corrected (i.e. year of installation assumed, when the asset is past its expected service life, and due to the degradation of the asset, effecting surrounding assets).

Strategy to address:

It is suggested that an inspection program be developed utilizing the information provided herein to eliminate the largest assumptions. The new findings should then be used to adjust the report findings, correcting the asset management strategy if required

6.4.1 Calculating Asset Risk

The risk or criticality calculation determines the overall risk of asset failure. The risk/criticality analytic can become a documented approach to determining capital priorities. A municipality could than compare priorities across asset types and categories. The City will be introducing some risk/criticality assessments based on analytics, to supplement professional judgement.

The City's risk/criticality formula is provided below:

$$\text{Asset Risk/Criticality} = \text{Probability of Failure (PoF)} + \text{Consequence of Failure (CoF)}$$

The assessment of PoF will be dependent upon the condition and age of the asset, whereas CoF will be assessed based on analytics established by the municipality. The City will use weighted averages for its PoF and CoF using a scale out of 5 points each as the PoF was determined to be more important to the calculation.

The City's risk/criticality weighted average example is provided below:

$$(80\% \times \text{PoF Rating}) + (20\% \times \text{CoF Rating}) = \text{Risk Rating (100\%)}$$

Table 6-7: Probability and Consequence of Failure Ratings

Asset	Condition / Age	Condition Qualitative	PoF Rating	PoF Qualitative	Weighting
Asset 1	5	Excellent	1	Rare	80%
Asset 2	4	Good	2	Unlikely	80%
Asset 3	3	Fair	3	Possible	80%
Asset 4	2	Poor	4	Likely	80%
Asset 5	1	Very Poor	5	Almost Certain	80%

Consequence of Failure Rating (Water)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Pipe Diameter	Less than 100mm	1	Minor	20%
Asset 2		100 to 150mm	2	Moderate	20%
Asset 3		150 to 200mm	3	Serious	20%
Asset 4		200 to 300mm	4	Very Serious	20%
Asset 5		300mm and Over	5	Major	20%

Consequence of Failure Rating (Sanitary)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Pipe Diameter	Less than 200mm	1	Minor	20%
Asset 2		200 to 250mm	2	Moderate	20%
Asset 3		250 to 300mm	3	Serious	20%
Asset 4		300 to 350mm	4	Very Serious	20%
Asset 5		350mm and Over	5	Major	20%

Consequence of Failure Rating (Stormwater and Culverts)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Pipe Diameter	Less than 250mm	1	Minor	20%
Asset 2		250 to 500mm	2	Moderate	20%
Asset 3		500 to 700mm	3	Serious	20%
Asset 4		700 to 1000mm	4	Very Serious	20%
Asset 5		1000mm and Over	5	Major	20%

Consequence of Failure Rating (Roads)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Road Classification	Class 6	1	Minor	20%
Asset 2		Class 5	2	Moderate	20%
Asset 3		Class 4	3	Serious	20%
Asset 4		Class 3	4	Very Serious	20%
Asset 5		Class 2 and 1	5	Major	20%

Consequence of Failure Rating (Bridges and Large Dia. Culverts)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Replacement Value	Up to \$100k	1	Minor	20%
Asset 2		\$101k to \$300k	2	Moderate	20%
Asset 3		\$301k to \$500k	3	Serious	20%
Asset 4		\$501k to \$700k	4	Very Serious	20%
Asset 5		\$701k and Over	5	Major	20%

Consequence of Failure Rating (Buildings and Facilities)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Replacement Value	Up to \$10k	1	Minor	20%
Asset 2		\$11k to \$50k	2	Moderate	20%
Asset 3		\$51k to \$200k	3	Serious	20%
Asset 4		\$201k to \$1M	4	Very Serious	20%
Asset 5		\$1M and Over	5	Major	20%

Consequence of Failure Rating (Fleet)

Asset	Detail	Value	CoF Rating	CoF Qualitative	Weighting
Asset 1	Replacement Value	Up to \$50k	1	Minor	20%
Asset 2		\$51k to \$100k	2	Moderate	20%
Asset 3		\$101k to \$150k	3	Serious	20%
Asset 4		\$151k to \$200k	4	Very Serious	20%
Asset 5		\$200k and Over	5	Major	20%

Appendix A

Appendix A

Glossary of Terms

Term	Definition
Capital Cost	The total cost needed to bring a project to a commercially operable status.
Core Infrastructure Assets	<ol style="list-style-type: none"> 1. water asset that relates to the collection, production, treatment, storage, supply or distribution of water, 2. wastewater (sanitary) asset that relates to the collection, transmission, treatment or disposal of wastewater, including any wastewater asset that can from time to time manages stormwater, 3. stormwater management asset that relates to the collection, transmission, treatment, retention, infiltration, control or disposal of stormwater,
Lane Kilometers	A kilometer-long segment of roadway that is a single lane in width.
Level of Service	What people experience from the municipality's infrastructure. For example, bridges without load restrictions can offer a relatively higher level of service compared to bridges that do not allow heavy freight vehicles.
Lifecycle Activities	Activities undertaken with respect to a municipal infrastructure asset over its service life, including constructing, maintaining, renewing, operating and decommissioning, and all engineering and design work associated with those activities.
Operational Cost	The cost of resources used by an organization just to maintain its existence.
Service Life	The total period during which a municipal infrastructure asset is in use or is available to be used.
Risk Analysis	A technique used to identify and assess factors that may jeopardize the success of a project.
Provincial Road Classifications	<ol style="list-style-type: none"> 1. Class 1 roads (highway), is merely a high speed road connecting 2 or more cities. Normally, highways are under provincial or federal control. 2. Class 2 and 3 roads (arterial) are usually constructed to move traffic from one end of the city to the other. (average daily traffic counts dictate the class, that modifies the maintenance standards) 3. Class 4 roads (collector) have the function to collect traffic from local streets and discharge them onto other collector or arterial roads. 4. Class 5 and 6 roads (local) serve primarily to provide access to the traffic emanating from the properties and discharge them onto collectors. Class 6 roads can also be found with a gravel surface. (average daily traffic counts dictate the class, that modifies the maintenance standards)

Appendix B

City of Temiskaming Shores

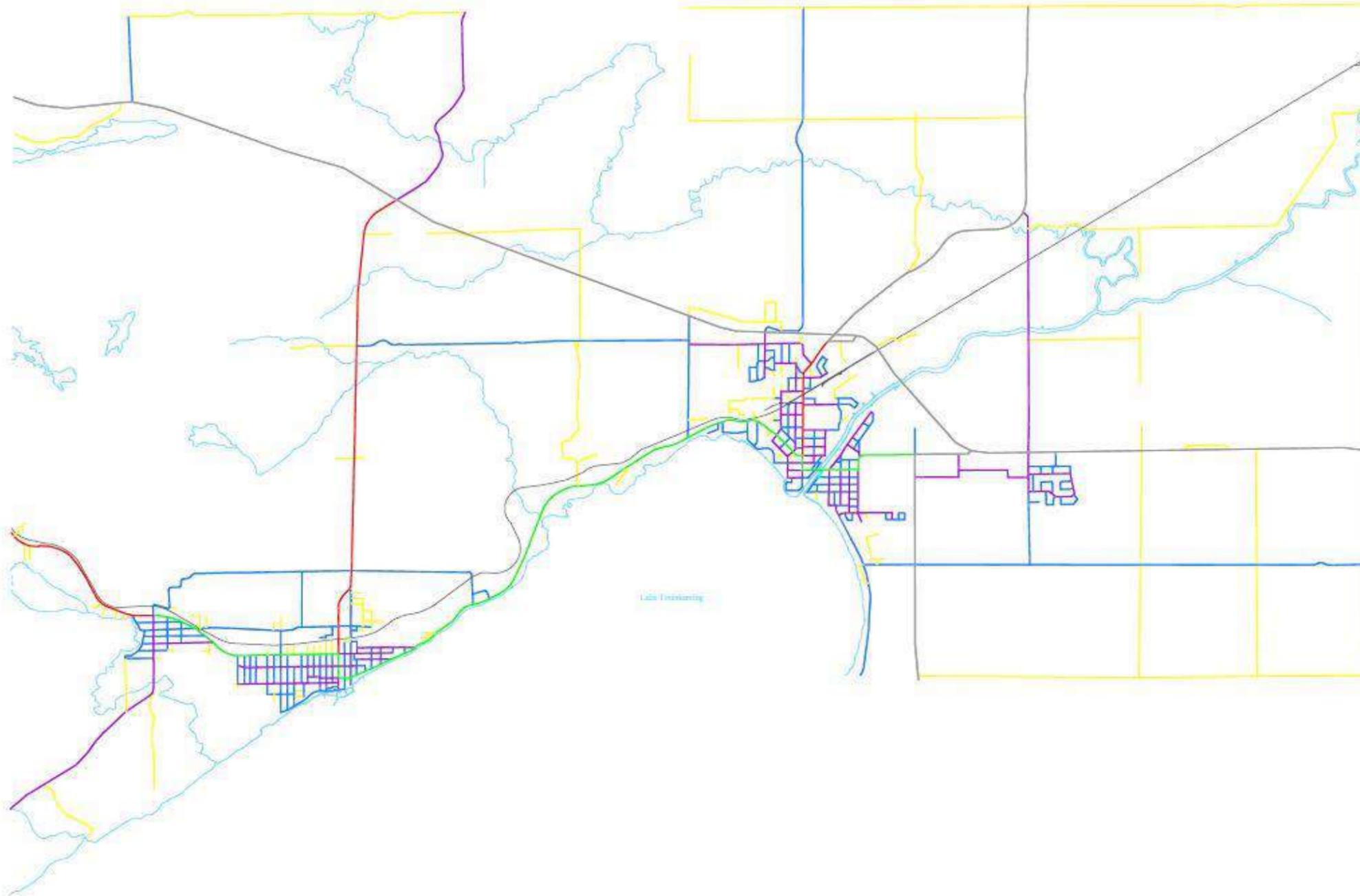
Appendix B - Road Classification

Asset Management Plan

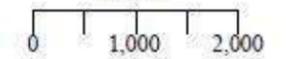
Legend

- Class 1 - Highway / MTO
- Class 2 - Major Arterial
- Class 3 - Minor Arterial
- Class 4 - >500 Collector
- Class 5 - >50 Major Local
- Class 6 - <50 Minor Local/Rural

- Waterways
- Railway



Scale 1:2000
Meters



Public Works Department
Date updated: December 2023

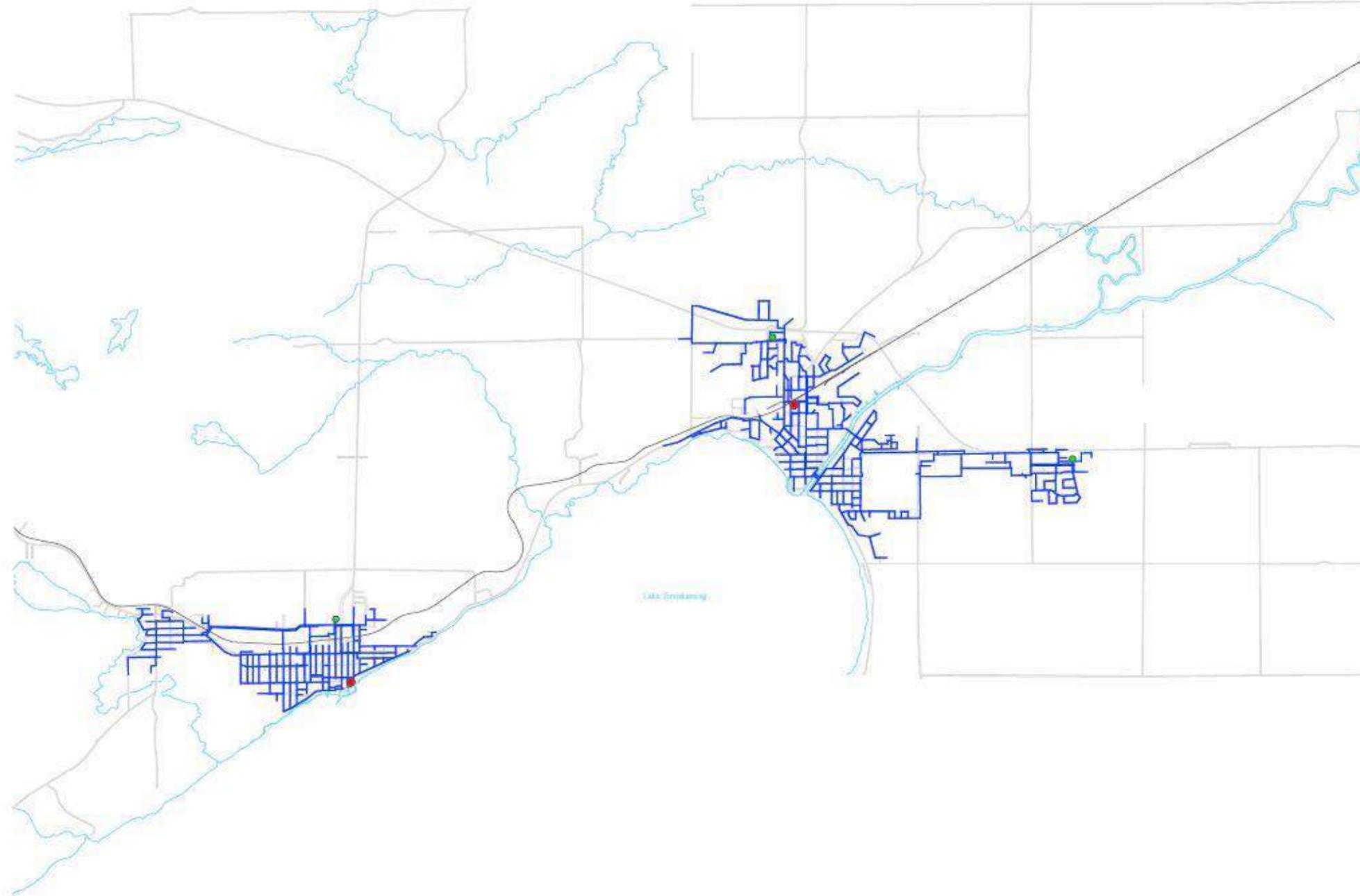
City of Temiskaming Shores

Appendix B - Water System

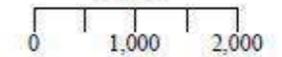
Asset Management Plan

Legend

- Watermains
- Water Treatment Plants
- Water Reservoirs
- Roadway
- Waterways
- Railway



Scale 1:2000
Meters



Public Works Department,
Date updated: December 2023

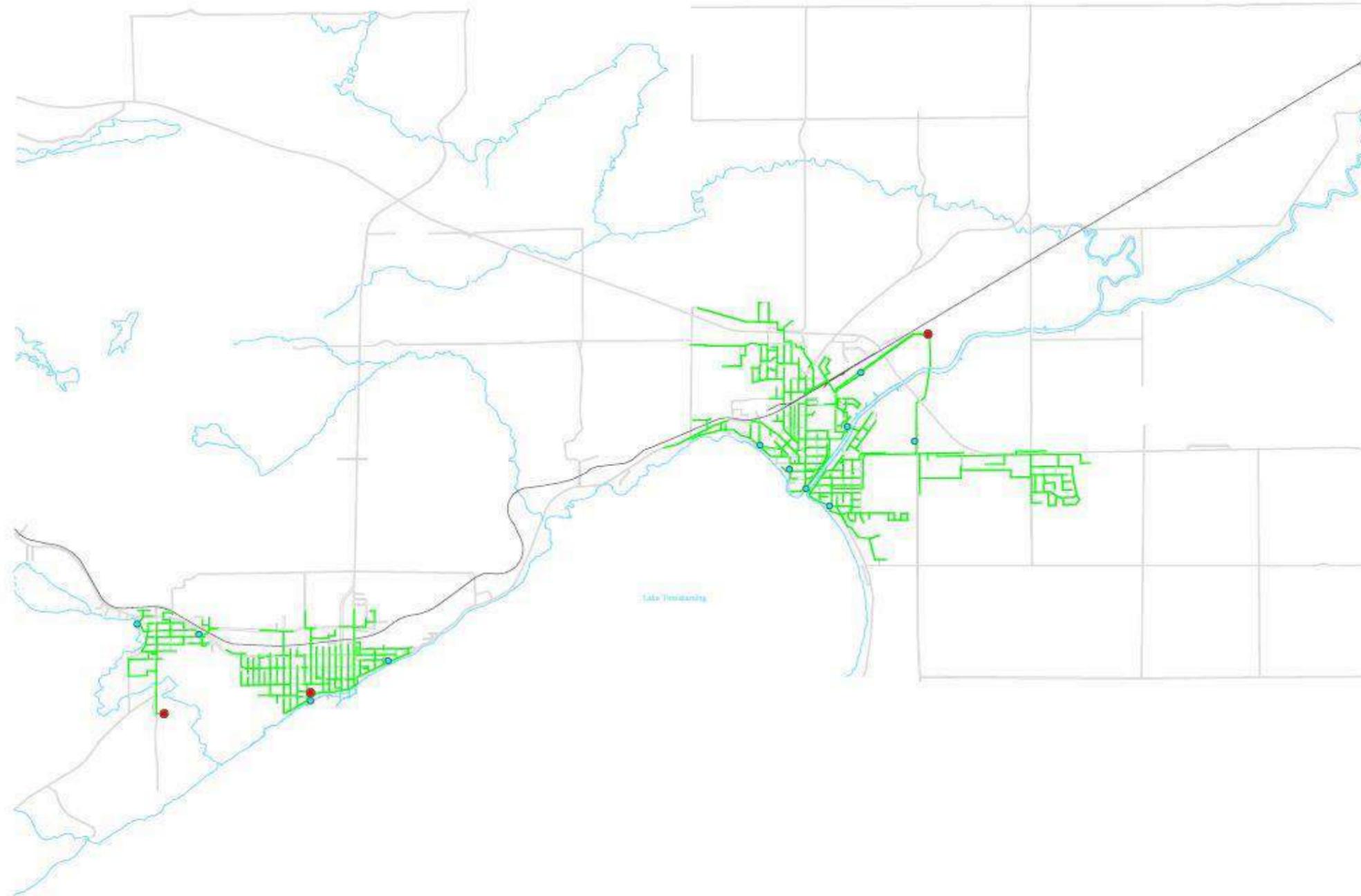
City of Temiskaming Shores

Appendix B - Sanitary System

Asset Management Plan

Legend

- Sewer mains
- Wastewater Treatment Plants
- Lift Stations
- Roadway
- Waterways
- Railway



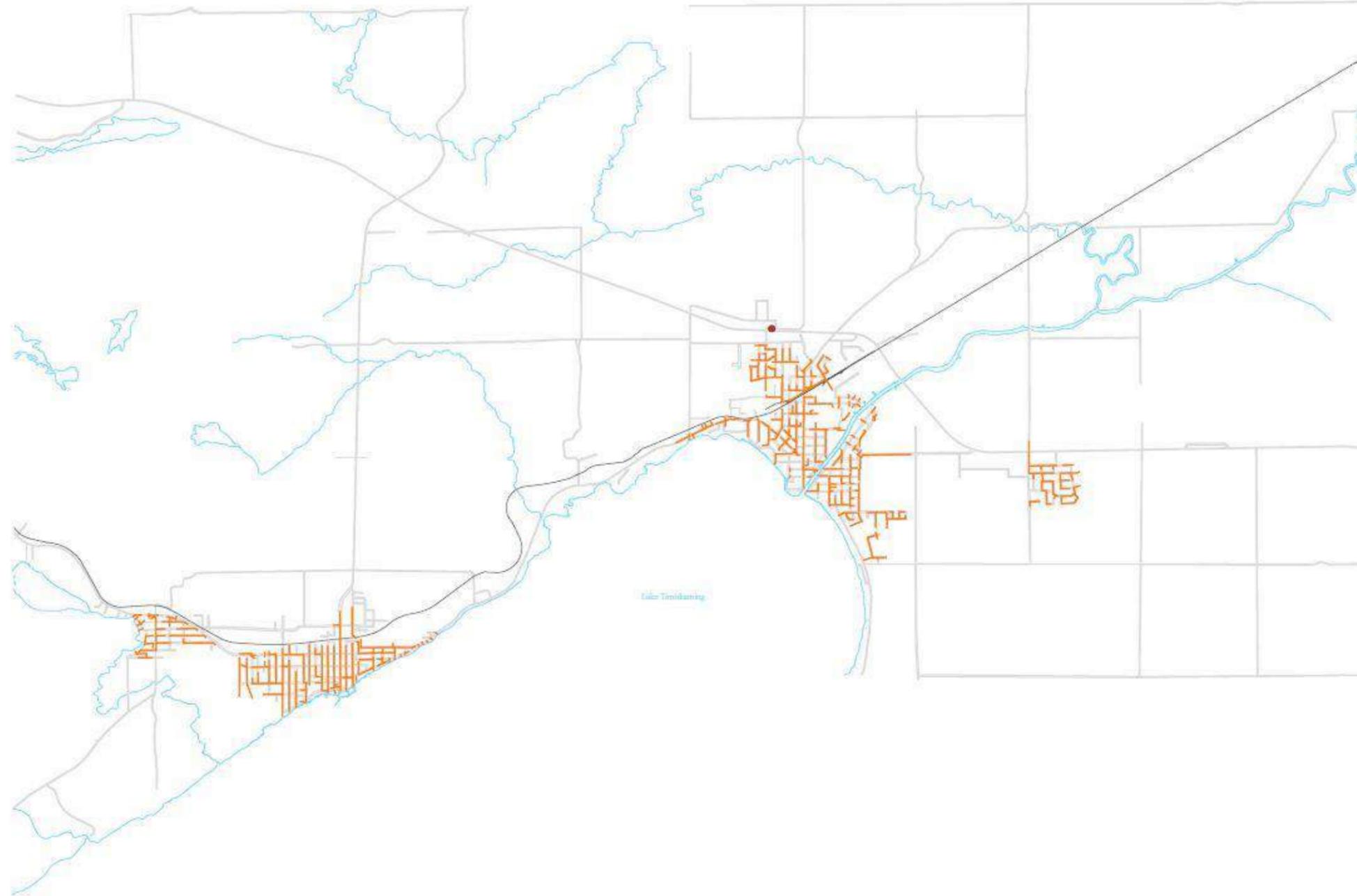
Public Works Department,
Date updated: December 2023

City of Temiskaming Shores

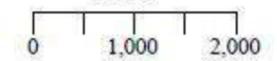
Appendix B - Storm System Asset Management Plan

Legend

- Storm mains
- Ponds
- Roadway
- Waterways
- Railway



Scale 1:2000
Meters



Public Works Department,
Date updated: December 2023



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The Corporation of the City of Temiskaming Shores

By-law No. 2024-043

Being a by-law to authorize the execution of a funding agreement between His Majesty the King in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario related to funding provided by the Province under the Dedicated Gas Tax Funds for Public Transportation Program - 2024

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas Council considered correspondence from The Honourable Prabmeet Singh Sarkaria, Minister of Transportation at the April 16, 2024 Regular Council meeting outlining that the City of Temiskaming Shores will be eligible to receive an allocation of \$153,617 under the Dedicated Gas Tax Funds for Public Transportation Program for 2024, and to prepare the necessary by-law and agreement for the acceptance of the funds for consideration at the April 16, 2024 Regular Council meeting; and

Whereas the City of Temiskaming Shores provides a public transit service that includes service to, and receives financial contribution from the Town of Cobalt and the City of Temiskaming Shores will continue to act as the host for this joint service; and

Whereas the Council of The Corporation of the City of Temiskaming Shores deems it necessary to enter into a funding agreement with the Minister of Transportation of Ontario under the Dedicated Gas Tax Funds for Public Transportation Program.

Now therefore the Council of The Corporation of the City of Temiskaming Shores enacts the following as a by-law:

1. That the Mayor and Treasurer are hereby authorized to enter into a funding agreement with His Majesty the King in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program in the amount of **\$153,617** for 2024, in accordance with and subject to the terms set out in the Letter of Agreement and the guidelines and requirements, attached hereto as Schedule "A" and forming part of this By-law.

Read a first, second and third time and finally passed this 16th day of April, 2024.

Mayor

Clerk



Schedule “A” to

By-law No. 2024-043

Agreement between

The Corporation of the City of Temiskaming Shores

and

Minister of Transportation of Ontario

Funding provided under the Dedicated Gas Tax
Funds for Public Transportation Program

Ministry of
Transportation

Office of the Minister

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Ministère des
Transports

Bureau du ministre

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



March 15, 2024

Mayor Jeff Laferriere
City of Temiskaming Shores
325 Farr Drive, P.O. Box 2050
Haileybury ON P0J 1K0

Dear Mayor Laferriere:

RE: Dedicated Gas Tax Funds for Public Transportation Program

This Letter of Agreement between the **City of Temiskaming Shores** (the "Municipality") and His Majesty the King in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario (the "Ministry"), sets out the terms and conditions for the provision and use of dedicated gas tax funds under the Dedicated Gas Tax Funds for Public Transportation Program (the "Program"). Under the Program, the Province of Ontario provides two cents out of the provincial gas tax to municipalities to improve Ontario's transportation network and support economic development in communities for public transportation expenditures.

The Ministry intends to provide dedicated gas tax funds to the Municipality in accordance with the terms and conditions set out in this Letter of Agreement and the enclosed Dedicated Gas Tax Funds for Public Transportation Program 2023-24 Guidelines and Requirements (the "guidelines and requirements").

In consideration of the mutual covenants and agreements contained in this Letter of Agreement and the guidelines and requirements, which the Municipality has reviewed and understands and are hereby incorporated by reference, and other good and valuable consideration, the receipt and sufficiency of which are expressly acknowledged, the Ministry and the Municipality agree as follows:

1. To support local public transportation services in the Municipality, the Ministry agrees to provide funding to the Municipality under the Program to a maximum amount of up to **\$153,617** ("the "Maximum Funds") in accordance with, and subject to, the terms and conditions set out in this Letter of Agreement and, for greater clarity, the guidelines and requirements.
2. Subject to Section 1, the Ministry will, upon receipt of a fully signed copy of this Letter of Agreement and a copy of the authorizing municipal by-law(s) and, if applicable, resolution(s) for the Municipality to enter into this Letter of Agreement, provide the Municipality with **\$115,213**; and any remaining payment(s) will be provided thereafter.

3. If another municipality authorizes the Municipality to provide local public transportation services on its behalf and authorizes the Municipality to request and receive dedicated gas tax funds for those services also on its behalf, the Municipality will in the by-law(s) and, if applicable, resolution(s) described in Section 2 confirm that the Municipality has the authority to provide those services and request and receive those funds.
4. The Municipality agrees that any amount payable under this Letter of Agreement may be subject, at the Ministry's sole discretion, to any other adjustments as set out in the guidelines and requirements.
5. The Municipality will deposit the funds received under this Letter of Agreement in a dedicated gas tax funds reserve account, and use such funds and any related interest only in accordance with the guidelines and requirements.
6. The Municipality will adhere to the reporting and accountability measures set out in the guidelines and requirements, and will provide all requested documents to the Ministry.
7. The Municipality agrees that the funding provided to the Municipality pursuant to this Letter of Agreement represents the full extent of the financial contribution from the Ministry and the Province of Ontario under the Program for the 2023-24 Program year.
8. The Ministry may terminate this Letter of Agreement at any time, without liability, penalty or costs upon giving at least thirty (30) days written notice to the Municipality. If the Ministry terminates this Letter of Agreement, the Ministry may take one or more of the following actions: (a) cancel all further payments of dedicated gas tax funds; (b) demand the return of any dedicated gas tax funds remaining in the possession or under the control of the Municipality; and (c) determine the reasonable costs for the Municipality to terminate any binding agreement(s) for the acquisition of eligible public transportation services acquired, or to be acquired, with dedicated gas tax funds provided under this Letter of Agreement, and do either or both of the following: (i) permit the Municipality to offset such costs against the amount the Municipality owes pursuant to paragraph 8(b); and (ii) subject to Section 1, provide the Municipality with funding to cover, in whole or in part, such costs. The funding may be provided only if there is an appropriation for this purpose, and in no event will the funding result in the Maximum Funding exceeding the amount specified under Section 1.
9. Any provisions which by their nature are intended to survive the termination or expiration of this Letter of Agreement including, without limitation, those related to disposition, accountability, records, audit, inspection, reporting, communication, liability, indemnity, and rights and remedies will survive its termination or expiration.
10. This Letter of Agreement may only be amended by a written agreement duly executed by the Ministry and the Municipality.
11. The Municipality agrees that it will not assign any of its rights or obligations, or both, under this Letter of Agreement.

12. The invalidity or unenforceability of any provision of this Letter of Agreement will not affect the validity or enforceability of any other provision of this Letter of Agreement. Any invalid or unenforceable provision will be deemed to be severed.
13. The term of this Letter of Agreement will commence on the date of the last signature of this Letter of Agreement.
14. The Municipality hereby consents to the execution by the Ministry of this Letter of Agreement by means of an electronic signature.

If the Municipality is satisfied with and accepts the terms and conditions of this Letter of Agreement, please print and secure the required signatures, and then deliver a fully signed pdf copy to the Ministry at the email account below. Subject to the province's prior written consent, including any terms and conditions the Ministry may attach to the consent, the Municipality may execute and deliver the Letter of Agreement to the Ministry electronically. In addition, all program documents are also to be sent to the following email account:

MTO-PGT@ontario.ca

Sincerely,



Prabmeet Singh Sarkaria
Minister of Transportation

I have read and understand the terms and conditions of this Letter of Agreement, as set out above, and, by signing below, I am signifying the Municipality's consent to be bound by these terms and conditions.

Municipality

Date

Name (print):
Title (head of council or
authorized delegate):

I have authority to bind the Municipality.

Date:

Name (print):
Title (clerk or authorized delegate):

I have authority to bind the Municipality.

The Corporation of the City of Temiskaming Shores

By-law No. 2024-044

Being a by-law to confirm certain proceedings of Council of The Corporation of the City of Temiskaming Shores for the Committee of the Whole Meeting on April 2, 2024, and for the Regular meeting on April 16, 2024

Whereas under Section 8 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

Whereas under Section 9 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

Whereas under Section 10 (1) of the Municipal Act, 2001, S.O. 2001, c.25, as amended, a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public; and

Whereas it is the desire of the Council of The Corporation of the City of Temiskaming Shores to confirm proceedings and By-laws.

Now therefore the Council of The Corporation of the City of Temiskaming Shores hereby enacts the following as a by-law:

1. That the actions of the Council at its Regular meeting held on **April 16, 2024**, with respect to each recommendation, by-law and resolution and other action passed and taken or direction given by Council at its said meeting, is, except where the prior approval of the Ontario Municipal Board is required, hereby adopted, ratified and confirmed.
2. That the actions of the Council at its Committee of the Whole meeting held on **April 2, 2024**, with respect to each recommendation and resolution and other action passed and taken or direction given by Council at its said meeting, is, except where the prior approval of the Ontario Municipal Board is required, hereby adopted, ratified and confirmed.
3. That the Mayor, or in his absence the presiding officer of Council, and the proper officials of the municipality are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required, and except where otherwise provided, the Mayor, or in his absence the presiding officer, and the Clerk are hereby directed to execute all documents required by statute to be executed by them, as may be necessary in that behalf and to affix the corporate seal of the municipality to all such documents.

Read a first, second and third time and finally passed this 16th day of April, 2024

Mayor

Clerk