



Town of Newmarket Council Information Package

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Date: May 9, 2025

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None.

April 16, 2025

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

Re: Motion regarding Opposition to Expansion of Strong Mayor Powers

At their Regular Meeting of Council on April 16, 2025, the Council of the Town of Aylmer endorsed the following resolution:

WHEREAS the Ontario government has proposed expanding the "strong mayor" powers to 169 additional municipalities under the proposed legislation, which would grant mayors in these municipalities more authority, particularly concerning the control of municipal budgets and planning decisions;

AND WHEREAS this proposal has raised significant concerns regarding the centralization of power, erosion of local democracy, reduced accountability, and the potential for the abuse of power;

AND WHEREAS the proposed expansion of strong mayor powers undermines the collaborative nature of municipal governance, and diminishes the role of elected municipal councillors in representing the diverse interests of the community;

AND WHEREAS concerns have been raised about the negative impacts on public trust, democratic participation, and municipal decision-making processes, if mayors are given the ability to bypass council decisions without adequate consultation or oversight;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Town of Aylmer opposes the expansion of Strong Mayor Powers;

AND THAT the Council formally expresses its opposition to the Ontario government's proposal to expand Strong Mayor Powers to preserve local democracy, transparency, and accountability;

FURTHER BE IT RESOLVED THAT a copy of this motion be forwarded to the Ontario Premier, the Minister of Municipal Affairs and Housing, all Ontario municipalities, as well as the Association of Municipalities of Ontario (AMO) for further action.



The Corporation of the Town of Aylmer
46 Talbot Street West, Aylmer, Ontario N5H 1J7
Office: 519-773-3164 Fax: 519-765-1446
www.aylmer.ca

Thank you,

Owen Jaggard

Director of Legislative Services/Clerk | Town of Aylmer

46 Talbot Street West, Aylmer, ON N5H 1J7

519-773-3164 Ext. 4913 | Fax 519-765-1446

ojaggard@town.aylmer.on.ca | www.aylmer.ca

CC:

Hon. Rob Flack rob.flack@pc.ola.org

Association of Municipalities of Ontario resolutions@amo.on.ca

All municipalities

From: [Regional Clerk](#)
Subject: Regional Council Decision - Provincial Funding Shortfall of Human and Health Programs and Services
Date: April 25, 2025 12:39:27 PM

On April 24, 2025 Regional Council made the following decision:

1. The Regional Chairman and all nine mayors, send a joint letter to the Premier of Ontario and the Ministers of Municipal Affairs and Housing, Long-Term Care, and Health, and York Region MPPs requesting a meeting to:
 - a. Discuss the \$77 million shortfall in health and human services funding arrangements for mandated health and human services, taking into account population growth, socio-economic shifts and increased costs, and establish permanent sustainable provincial funding solutions to ensure York Region receives the funding needed to deliver these important programs.
 - b. Request the Province to improve the funding arrangements for mandated human and health services to reduce the burden on property taxpayers.
2. York Region staff work with community partners, Association of Municipalities of Ontario and other public sector organizations to advocate to provincial counterparts for sustainable funding to ensure services delivered by municipalities can meet growing and changing community needs.
3. The Regional Clerk circulate the report, to local municipalities, local hospitals, Human Services Planning Board, Newcomer Inclusion Table, Association of Municipalities of Ontario, Ontario Municipal Social Services Association, United Way Greater Toronto, AdvantAge Ontario, Ontario Long-Term Care Association, Ontario Association of Paramedic Chiefs, Association of Public Health Business Administrators, Ontario Alliance to End Homelessness, Ontario Health Teams in York Region and local Members of Provincial Parliament requesting they join in the Region's advocacy efforts.

The original staff report is available for your information at the following link:

[Provincial Funding Shortfall of Human and Health Programs and Services - Committee of the Whole - Week 1 - April 10, 2025](#)

Please contact Monica Bryce, (A) Director, Integrated Business Services at 1-877-464-9675 ext. 72096 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services

Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
 O: 1-877-464-9675 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

York Region Transit 2024 System Performance Report

On April 24, 2025 Regional Council made the following decision:

1. York Region requests the Minister of Transportation and Ontario Ministry of Transportation to make the One Fare Program a permanent program in the GTA.
2. The Regional Clerk circulate this report to the Clerks of local municipalities.



The Regional Municipality of York

Committee of the Whole
Transportation Services

April 10, 2025

FOR DECISION

Report of the Commissioner of Public Works **York Region Transit 2024 System Performance Report**

1. Recommendation

1. The Regional Clerk circulate this report to the Ontario Ministry of Transportation to advocate for the continuation of the One Fare Program beyond the initial 2-year term which ends in March 2026.
2. The Regional Clerk circulate this report to the Clerks of local municipalities.

2. Purpose

This report provides Council with an overview of York Region Transit (YRT) 2024 system performance and includes an update on ridership, revenue, service reliability and accomplishments.

Key Points:

- Ridership reached a record high of 23.7 million in 2024, a 12% increase compared to 2023
- On-time performance reached 93-96%, exceeding targets and continued investments in asset management is required to maintain service reliability while travel patterns change and demand increases
- Key initiatives were delivered, including 108 service improvements, and completing several technology and asset management-related programs to provide customers with safe and reliable transit services
- Launched the provincial One Fare Program, eliminating a double fare between York Region Transit (YRT) and the Toronto Transit Commission (TTC) within a permissible transfer window, and resulted in increasing cross-boundary trips by 27.6%
- Continue to advocate for continuation of the One Fare Program and continued funding by the Province, beyond the initial 2-year term which ends in March 2026

- In 2024, the Region purchased an additional 80 battery electric buses as a part of the Zero Emission Transit Fund (ZETF) project and will begin to receive these buses in Q3 2026
- Received six awards for implementing artificial intelligence technology on YRT buses to automatically inspect bus stops and proactively develop work orders

3. Background

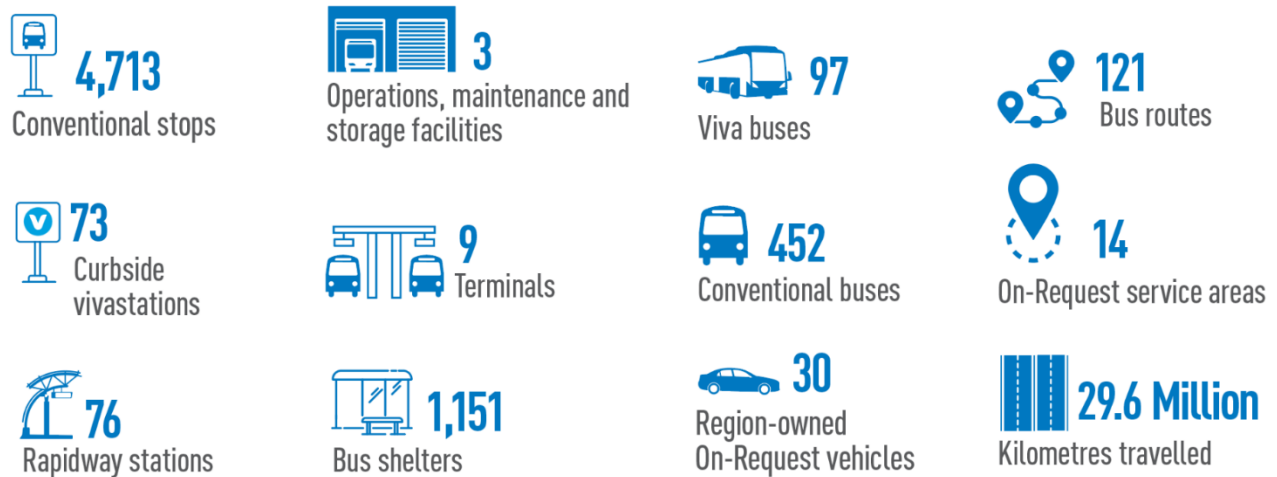
York Region Transit delivers a variety of services to meet the unique needs of communities across the Region

The Region provides a blend of equitable, economical, and innovative transit services to meet the varying needs of all nine local municipalities within its large geographical service area. Private contractors operate a variety of YRT services, moving approximately 86,000 travellers daily:

- Viva bus rapid transit
- Base routes – Operate on major arterial corridors
- Local routes – Operate in neighbourhoods
- High school specials – Provide direct service to high schools
- Express routes – Provide limited-stop, direct service to key destinations
- YRT On-Request – On-demand transit service within a defined geographical area where demand for transit service is low
- Mobility On-Request Paratransit – Door-to-door, shared-ride, accessible public transit service for people with disabilities

The Region owns and maintains a wide variety of assets to service York Region residents, as shown in Figure 1.

Figure 1
York Region Assets in 2024



4. Analysis

York Region Transit reached a record high ridership of 23.7 million in 2024

In 2024, ridership reached 23.7 million, a 12% increase compared to 2023. This increase is a result of increased travel on Viva and base routes throughout the week, to and from schools and on weekends for leisure travel to key destinations. Viva and base routes provide connections to the TTC subway, industrial areas, and key destinations along major travel corridors.

YRT's system-wide ridership distribution varies throughout the week, with the highest weekday daily boardings occurring from Tuesday to Thursday, primarily due to hybrid work practices. Total boardings on weekdays increased 16%, Saturdays increased 18% and Sundays increased 12%. Continued investment in service levels on weekdays and Saturdays will be important to address growing demand on these days.

A comparison of monthly system-wide ridership for 2023 and 2024 is shown in Appendix A.

Ridership increased 25% on both York Region Transit On-Request and Mobility On-Request services

In 2024, YRT's demand responsive, and paratransit services were rebranded as YRT On-Request and Mobility On-Request (MOR), respectively, and the services were promoted to residents and businesses across York Region.

YRT On-Request is a cost-effective and flexible service delivery model designed to provide service to travellers in low-demand areas and connect these areas with higher-order transit services. MOR is a specialized transit service available across York Region for people with disabilities who are unable to use conventional transit service for all or part of a trip. Staff will assess each requested trip for ability to use conventional transit service. Integrating conventional services and specialized transit supports cost efficiency and promotes independence, inclusion and use of the Region's accessible fleet. In 2024, YRT On-Request ridership increased 25% to 133,244 and MOR ridership increased 25% to 416,996.

York Region Transit On-Request service availability and customer experience continues to improve

YRT On-Request services continued to be adjusted to improve service availability. Ten service areas were consolidated to provide expanded service hours and days, and one new service area was implemented to expand service area coverage. Additionally, YRT On-Request services continued to migrate onto a new technology platform providing customers with an enhanced trip booking experience and staff with efficiencies to manage dispatcher, operator, and vehicle resources. Appendix E provides further details.

Service hours increased 10% in 2024, and service adjustments were made as travel patterns changed and ridership increased

Service hours increased from 1.3 million in 2023 to 1.4 million in 2024, representing a 10% increase, as shown in Appendix B.

The 2021-2025 YRT Business Plan and annual Transit Initiatives continued to guide service expansion supporting ridership growth. Service increased on several major corridors, such as those identified as part of York Region's Frequent Transit Network, Express Bus Network and Viva system, and connections were improved to GO trains, TTC subway lines and the Viva system. Annual system-wide ridership and service hours from 2015 to 2024 are shown in Appendix C.

York Region Transit continued to exceed on-time performance targets in 2024,

On-time performance is a measure of the quality of service operated by YRT. Operating schedules are compared to real-time operating data and adjusted six times per year. Service is monitored in real-time through the Centralized Control Centre. This allows for immediate service adjustments to address delays and reduce traveller wait times. In 2024, staff continued to adjust schedules in response to changing travel patterns and increasing travel demand. On-time performance reached 93% for conventional service, 96% for Viva and 93% for On-Request, meeting Strategic Plan targets, as shown in Appendix D. Additional resources will be required to maintain service reliability to mitigate impacts of major capital projects, including the Yonge North Subway Extension. Under the One Fare Program, 7.64 million cross-boundary trips were made between YRT and the TTC.

In [November 2023](#), Council authorized the Region to participate in the One Fare Program, and granted authority for the Commissioner of Public Works to negotiate and execute associated

agreements on behalf of the Region. The provincial One Fare Program launched on February 26, 2024, and eliminated the double fare between YRT and the TTC within a permissible transfer window. Fare integration with the TTC is a result of years of advocacy by Council and staff as well as collaboration with the Province, Metrolinx and partner transit agencies.

In 2024, approximately 7.64 million cross-boundary trips were made between YRT and the TTC under the One Fare Program, representing 32.3% of YRT's system ridership, and YRT received \$15.87 million in reimbursements from the Province to offset the free transfers. Cross-boundary trips have increased 27.6% compared to the start of the program. Better coordinated fares have made cross-boundary travel and transfers more attractive and affordable for riders, simplified the transit experience for customers, and helped to grow ridership.

Staff continue to advocate for the continuation of the One Fare Program and continued funding by the Province, beyond the initial 2-year term which ends in March 2026

Staff will continue to monitor changing ridership patterns resulting from the One Fare Program, implement necessary service improvements, and leverage the program to enhance service integration with the TTC. Staff will continue to work with the Province and partner transit agencies on the Fare and Service Integration Collaboration Table to advance additional fare and service integration initiatives. The One Fare Program agreement with the Province includes language to renew, following the initial 2-year term which ends in March 2026, subject to confirmation of funding from the Ministry of Ontario (MTO).

York Region purchased an additional 80 battery electric buses as part of the Region's Zero Emission Transit Fund project

In December 2020, Council approved the Transit Bus Fleet Electrification Plan. In 2022, the Region was approved through the Zero Emission Transit Fund, for a \$76 million grant from Housing, Infrastructure, and Communities Canada (HICC) and a low-interest loan up to \$136 million from Canada Infrastructure Bank (CIB), to support the purchase of approximately 180 electric buses and associated infrastructure. Contribution and debt agreements with the respective agencies have been finalized. In 2023, the Region purchased 75 battery electric buses, with an additional 80 buses purchased in 2024 in support of the Transit Bus Fleet Electrification Plan that will see all YRT buses converted to zero-emission technology before 2051. YRT is expecting to begin receiving the first battery electric buses from the 2023 order in May 2025 and from the 2024 order in Q4 2026.

York Region is an eligible recipient for the Baseline Funding of the Canada Public Transit Fund

In September 2024, the Region submitted an Expression of Interest (EOI) for the Baseline Funding application of the Canada Public Transit Fund. The Baseline Funding Stream of the CPTF will provide approximately \$500 million annually to transit systems across Canada. In October 2024, Housing, Infrastructure and Communities Canada (HICC) confirmed that York Region is deemed an eligible recipient for the Baseline Funding. The HICC provided the Region with confirmation of the annual Baseline Funding allocation and the equivalent 10-year allocation for the amount of \$95.7M

for the period of 2026 to 2036. Staff will be submitting a Capital Plan and working with HICC on the associated Contribution Agreement.

York Region, through the leadership of York Region Rapid Transit Corporation (YRRTC), is a partner in the EOI to be submitted by the Province in 2025 on behalf of the Greater Golden Horseshoe for the Metro-Region Agreement Stream of the CPTF. Metro-Region Agreements will support long-term development of public transit infrastructure in large urban areas. Through these agreements, the federal government will allocate funding and work with partners to support the planning and construction of a broad range of projects, including major expansions. YRRTC is pursuing \$1.7B for priority BRT projects on Jane Street in Vaughan and the extension of Highway 7 East in Markham.

Staff continue to explore additional provincial and federal funding opportunities.

Key initiatives delivered in 2024 focused on improving traveller experience, affordability, and the environment

In 2024, York Region Transit continued to offer innovative services, reflecting York Region's responsiveness to growing ridership, changing travel patterns, and diversifying community needs. Appendix E outlines key initiatives, such as completing expansion of the maintenance and storage facility at 55 Orlando Drive, completing two customer satisfaction surveys, and introducing contactless payment for iOS devices, delivered in 2024 to enhance customer service, improve affordability, lower emissions, improve technology and ensure assets are in a state of good repair.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position.

Revenue-to-cost ratio recovered to 39% due primarily to ridership growth

In 2024, fare revenue totaled \$85 million compared to \$72 million in 2023. In 2024, revenue-to-cost ratio recovered to 39%, up from 36% in 2023, primarily due to ridership growth. Revenue-to-cost ratio has nearly reached the pre-pandemic level of approximately 40% and has recovered from a pandemic low of 21%. Other key factors impacting the revenue-to-cost ratio recovery in 2024 included service resumption costs, inflation, fuel prices, and a fare increase in July 2024. The approved 2025 operating budget includes a 3% transit fare increase in July 2025.

Staff continue to review fares, fare structure, funding opportunities as well as the impact of the Yonge North Subway Extension construction to operating costs in an effort optimize delivery of the right mix of sustainable transit services.

This report contains financial information but no potential decision that could create a fiscal impact.

6. Local Impact

In 2024, 108 service improvements were implemented to expand services, grow ridership, and respond to changing travel patterns.

Well-planned transit services help shape and connect communities. The Region's continuing investment in public transit provides travellers with a safe, effective, and reliable transportation choice and supports provincial housing targets, specifically in Official Plan Major Transit Station Areas.

York Region Transit received over 1,400 comments from the public about the proposed 2025 service changes and the planned changes were presented to all nine local Councils

YRT staff met with stakeholders and presented to all nine local Councils on proposed 2025 service changes and upcoming projects. Public engagement occurred virtually, on-bus and on-street. YRT staff received over 1,400 comments and completed surveys on the planned service changes. A total of 35 improvements have been identified as part of the 2025 Transit Initiatives to improve frequency, provide more direct travel options, and expand secondary school travel options.

Staff continue to install amenities to enhance customer experience, and ensure all assets stay in good state of repair, including replacement buses, expansion buses, bus stop upgrades (e.g., bike racks, waste units, benches) and solar variable messaging signs.

7. Conclusion

In 2024, York Region Transit delivered key initiatives including the launch of the One Fare Program, purchase of 80 battery electric buses, and completion of several technology and asset management-related programs. YRT maintained a high level of service reliability through changing travel patterns and increasing travel demand.

In 2024, transit ridership reached a record high of 23.7 million, with growth concentrated on weekdays and Saturdays, and on routes providing connections to the TTC subway, industrial areas, and key destinations along major travel corridors.

York Region Transit will continue working with Greater Toronto, Hamilton Area transit agencies and the federal and provincial governments to provide safe and reliable transit service and advance fare and service integration opportunities.

For more information on this report, please contact Richard Montoya, Director, Transit at 1-877-464-9675 ext. 75928. Accessible formats or communication supports are available upon request.

Recommended by:



Kyle Catney

General Manager, Operations and Services



Laura McDowell, P.Eng.

Commissioner of Public Works



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

March 24, 2025

#16460166

Appendix A - Monthly System-Wide Ridership for 2023 and 2024

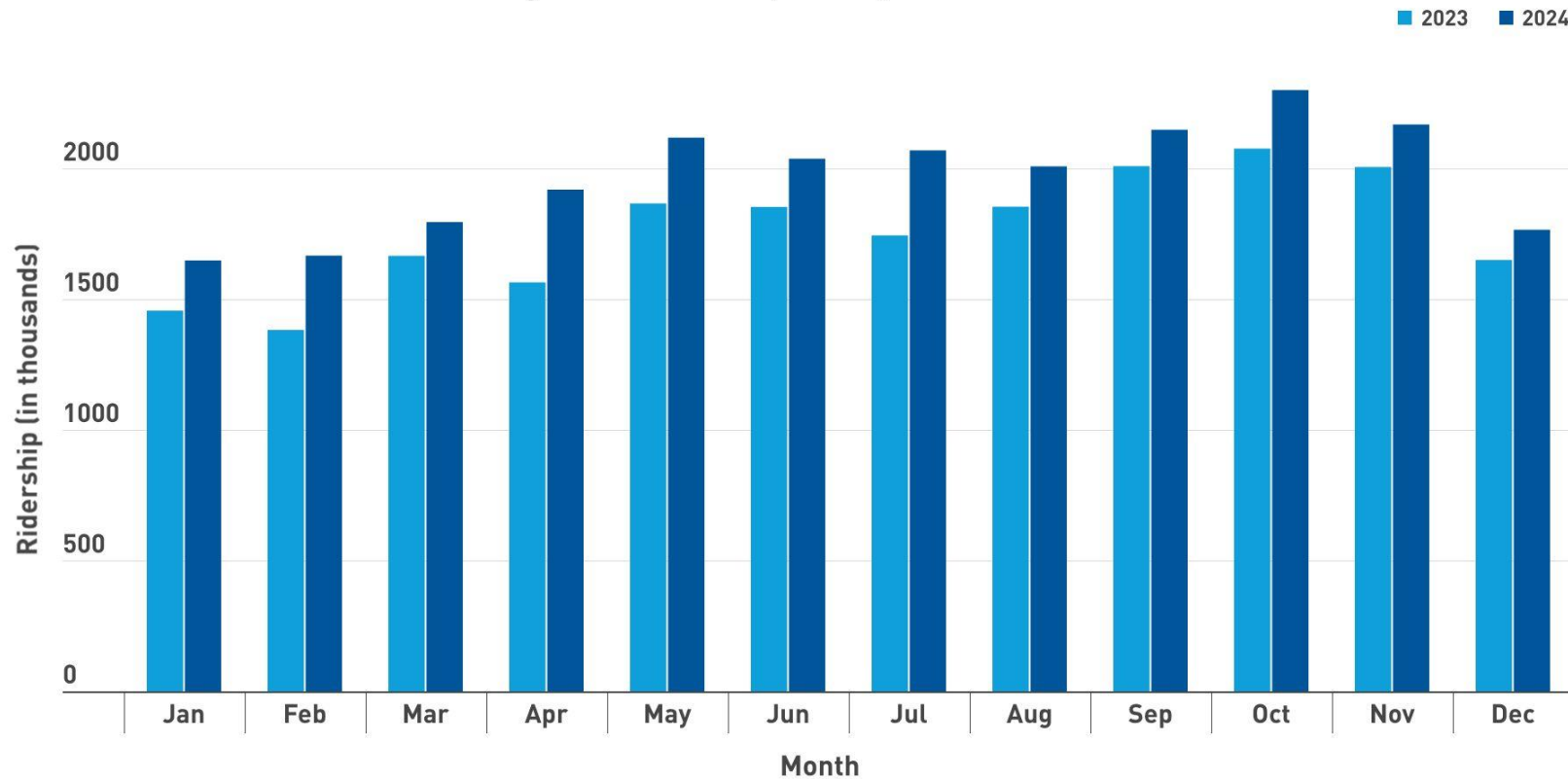
Appendix B - Monthly System-Wide Service Hours for 2023 and 2024

Appendix C - Annual System-Wide Ridership and Service Hours for 2015 to 2024

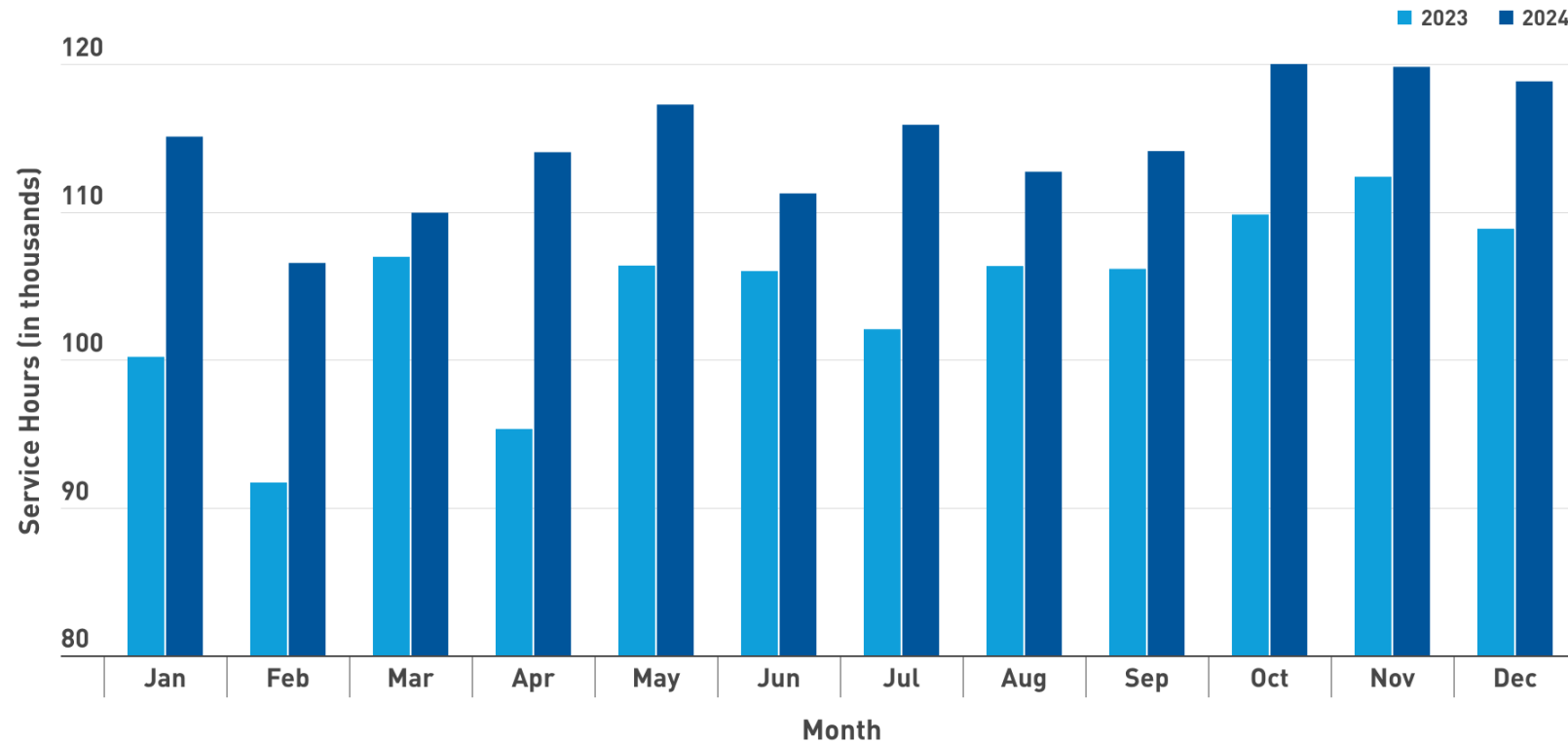
Appendix D - On-Time Performance for 2022 to 2024

Appendix E - Key Initiatives Delivered In 2024

York Region Transit 2024 System Performance Report YRT System Ridership Comparison 2023 to 2024

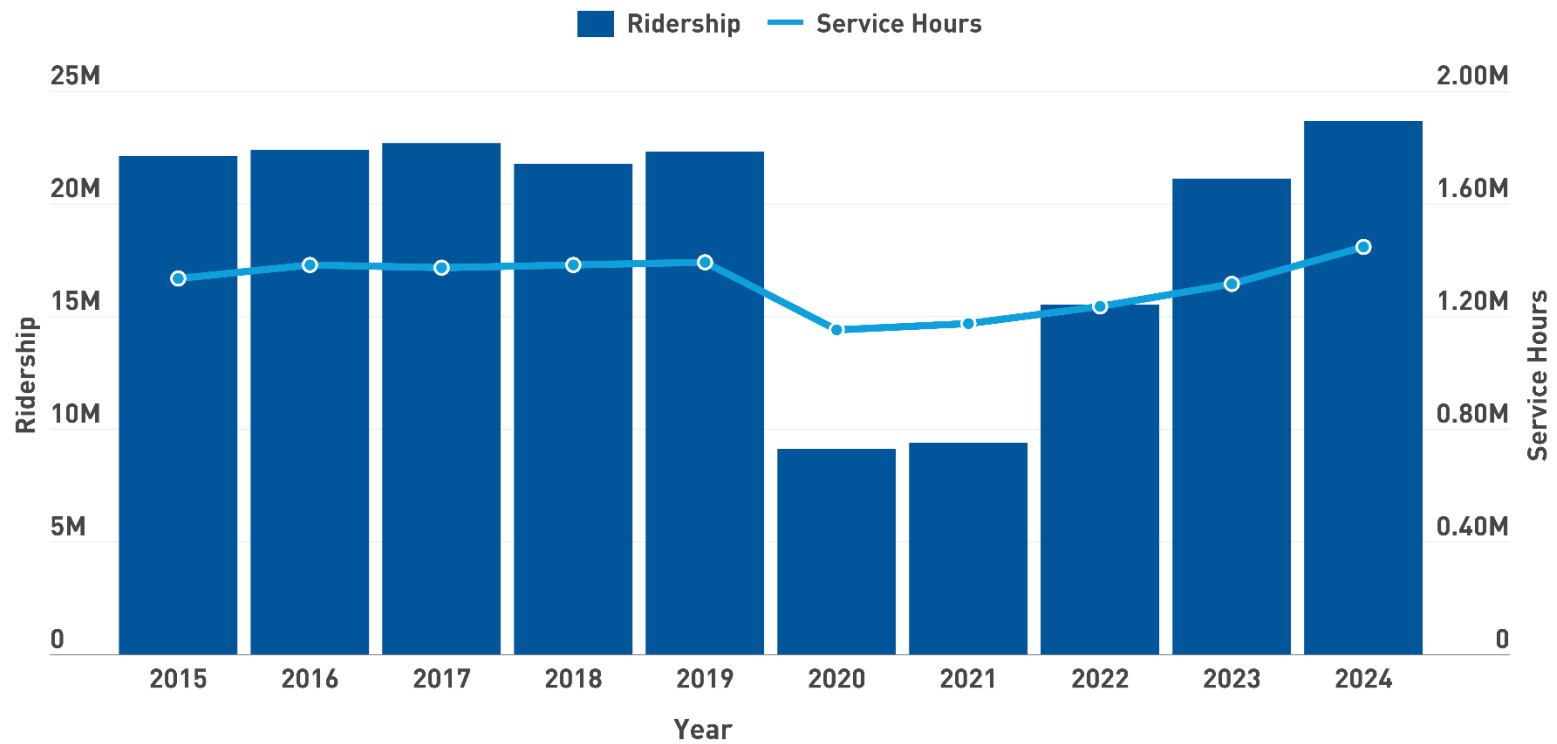


York Region Transit 2024 System Performance Report YRT Service Hours Comparison 2023 to 2024



York Region Transit 2024 System Performance Report

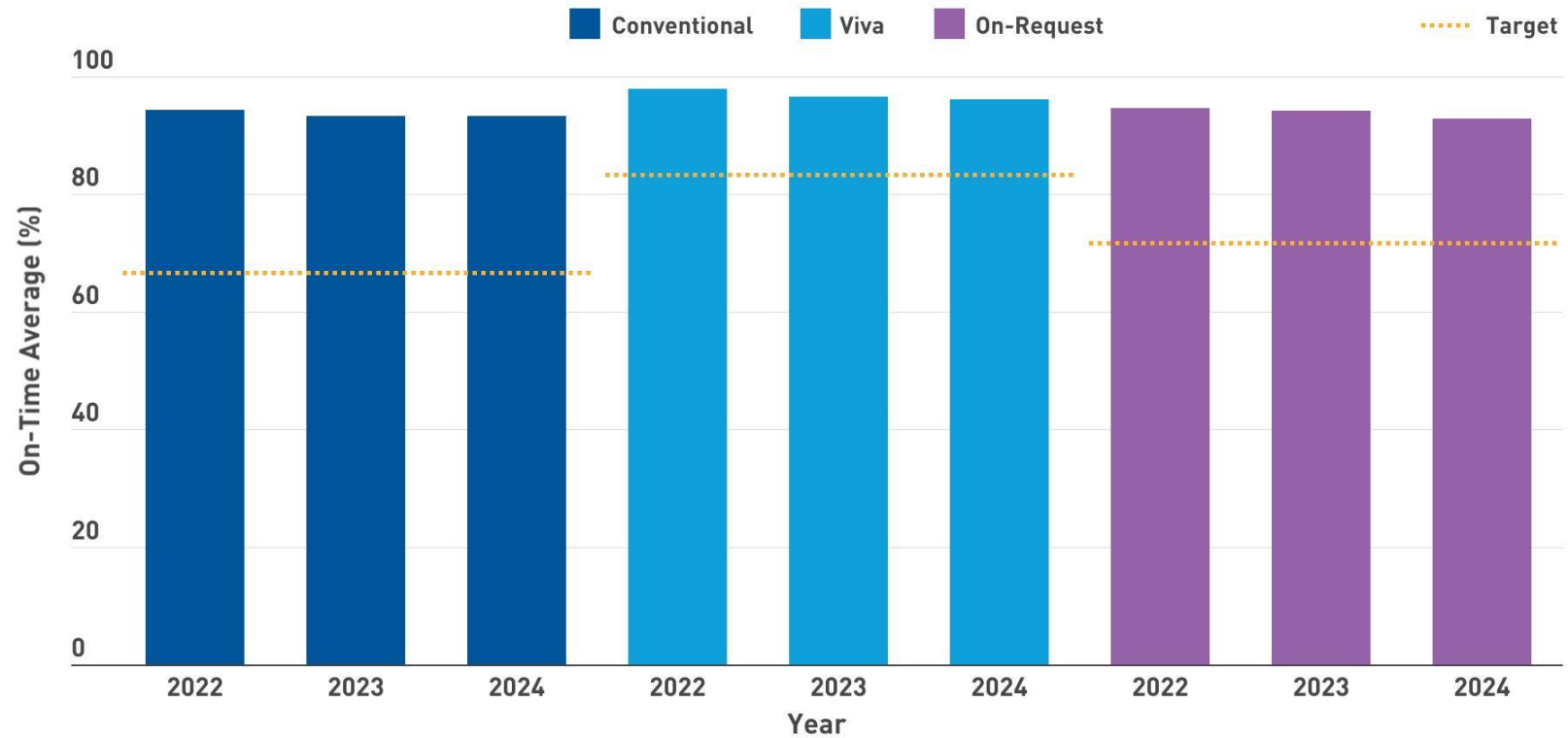
YRT System Ridership and Service Hours 2015 to 2024



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Revenue-to-Cost Ratio	40%	40%	40%	40%	41%	21%	21%	29%	36%	39%

York Region Transit 2024 System Performance Report

YRT On-Time Performance 2022 to 2024



KEY INITIATIVES DELIVERED IN 2024

Assets

- Completed construction for expansion of the Region's LEED gold certified operations, maintenance and storage facility located at 55 Orlando Avenue to increase garage capacity
- Designed the maintenance and storage facility expansion at 8300 Keele Street to increase garage capacity
- Refurbished 89 buses through asset management programs to keep aging fleet in a good state-of-repair
- Replaced 30 concrete bus stop pads, installed 17 new pads, and 13 new shelters throughout the Region to improve accessibility and customer comfort

Service and Operations

- Implemented 108 services improvements to expand services, grow ridership and respond to changing travel patterns
- Continued work to advance the Yonge North Subway Extension into York Region and associated transit-oriented communities

Affordability

- One Fare Program was introduced, eliminating the double fare for cross-boundary trips between YRT and the TTC
- Launched fare capping for all age categories, removing the upfront cost of a monthly pass
- Approximately 2,000 customers participated in the Transit Assistance Program and 2,600 in the Transit Discount Program

Customer Experience

- Enhanced customer experience by making real-time information easily accessible through digital self-service options
- Completed two customer satisfaction surveys to assist in planning services and budgeting for future improvements
- Awarded two MarCom Gold Awards for the 2025 Transit Initiatives campaign
- Launched a new Print Your Schedule tool on YRT's Trip Planner to enhance the user experience when printing bus schedules
- Provided travel training to 379 customers through the myRide Travel Training program

Technology

- Awarded six distinct recognitions for implementing artificial intelligence technology on YRT buses to revolutionize bus stop inspections
- Migrated all On-Request services on the YRT On-Request app, to improve trip booking experience, vehicle monitoring, and operational efficiencies, resulting in doubling the adoption rate of the app and increasing shared rides to nearly 50%
- Developed integration of YRT On-Request into the Transit App and Citymapper for trip planning and booking, which launched in early 2025
- Expanded PRESTO contactless payment for iOS devices on YRT vehicles
- Launched PRESTO e-Ticket on YRT, replacing the YRT Pay mobile application

Township of Champlain

Resolution
Regular Council Meeting

Agenda Number: 11.1.
Resolution Number 2025-120
Title: Councillor Gerry Miner - Surveillance and Monitoring of Heavy Vehicles in Ontario
Date: April 24, 2025

Moved By: Gérard Miner
Seconded By: Paul Burroughs

Whereas the Council of the Township of Champlain is of the opinion that additional surveillance and monitoring of heavy vehicles in Ontario is required to ensure the safety of other motorists, property owners, and pedestrians.

Be it resolved that the Township of Champlain calls upon the Government of Ontario to: increase surveillance and spot checks of all heavy vehicles travelling on Ontario roads; as well as monitoring the testing standards maintained by privately-owned heavy licensing facilities.

Be it further resolved that this resolution be forwarded to the Minister of Transportation of Ontario, the Minister of Municipal Affairs and Housing, the MPP Glengarry-Prescott-Russell, the Ontario Provincial Police, AMO and all municipalities in Ontario.

Carried

Certified True Copy of Resolution

Alison Collard, Clerk Date:

Canton de Champlain
Résolution
Réunion régulière du Conseil

No. du point à l'ordre du jour: 11.1.
No. du point 2025-120
Titre: Conseiller Gerry Miner - Surveillance et contrôle des véhicules lourds en Ontario
Date: le 24 avril 2025

Proposée par: Gérard Miner
Appuyée par: Paul Burroughs

Attendu que le Conseil du Canton de Champlain est de l'avis qu'une surveillance et un contrôle accrus des véhicules lourds en Ontario sont nécessaires pour assurer la sécurité des autres automobilistes, des propriétaires fonciers et des piétons.

Qu'il soit résolu que le Canton de Champlain demande au gouvernement de l'Ontario d'accroître la surveillance et les vérifications de tous les véhicules lourds circulant sur les routes de l'Ontario, et de contrôler les normes de vérification maintenues par les installations privées d'immatriculation des véhicules lourds; et

De plus, qu'il soit résolu que cette résolution soit transmise au ministre des Transports de l'Ontario, au ministre des Affaires municipales et du Logement, au député provincial de Glengarry-Prescott-Russell, à la Police provinciale de l'Ontario, à l'AMO et à toutes les municipalités de l'Ontario.

Adoptée

Copie certifiée conforme

Alison Collard, greffière Date :

**BY EMAIL**

April 28, 2025

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

Honourable Rob Flack
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay St.
Toronto, ON M7A 2J3
Email: rob.flack@ontario.ca

Re: Opposition to Strong Mayor Powers: Proposed Amendments to O. Reg. 530/22

At its Regular Council Meeting held on April 22, 2025, Council discussed their opposition to the expansion of Strong Mayor Powers, as announced on April 9, 2025. Council of the Town of Essex requests that the proposed amendments to O. Reg. 530/22 to expand Strong Mayor Powers and duties to additional municipalities not include the Town of Essex.

Council accordingly passed the following resolution:

R25-04-187

Moved By Mayor Bondy
Seconded By Councillor Hammond

Whereas on April 9, 2025, the Government of Ontario (hereafter, the "**Province**"), led by Premier Doug Ford, announced a proposal to expand "Strong Mayor Powers" as provided for by Part VI.1 of the Municipal Act, 2001, to the heads of council in 169 additional municipalities including the Town of Essex, effective May 1, 2025;

And whereas Strong Mayor Powers erode democratic process and have fundamentally altered the historic model of local governance which has existed for almost two centuries, by:

- Providing the head of council with the authority to give direction and make certain decisions without the usual consensus from a majority of the members of council; and,
- Creating a power imbalance by providing the head of council with special powers that other members do not generally have.



And whereas the Province is undermining the local governance model and municipal independence by attempting to advance its priorities through municipalities, and downloading its responsibilities to the same.

Now there be it resolved that:

- The Council of the Corporation of the Town of Essex ("**Council**") formally **opposes** the expansion of Strong Mayor Powers, as announced on April 9, 2025;
- Council requests that the proposed amendments to O. Reg. 530/22 to Expand Strong Mayor Powers and Duties to Additional Municipalities not include the Town of Essex; and
- Council **directs** the Clerk to forward a copy of this resolution to the Honourable Doug Ford, Premier of Ontario, Honourable Rob Flack, Minister of Municipal Affairs and Housing, Anthony Leardi, MPP, Essex, Lisa Gretzky, MPP Windsor West, Andrew Dowie, MPP Windsor-Tecumseh, Trevor Jone, MPP Chatham-Kent-Leamington, AMCTO, AMO and all Ontario Municipalities.

Carried

We trust you will find this satisfactory. If you have any questions or comments, please feel free to contact the undersigned.

Yours truly,

A handwritten signature in black ink, appearing to read "J. Malandrucolo".

Joseph Malandrucolo
Director, Legal and Legislative Services/Clerk
jmalandrucolo@essex.ca

cc: Anthony Leardi, MPP, Essex
Lisa Gretzky, MPP Windsor West
Andrew Dowie, MPP Windsor-Tecumseh
Trevor Jones, MPP Chatham-Kent-Leamington
Association of Municipal Managers Clerks and Treasurers of Ontario (AMCTO)
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities



The Corporation of the Town of Tecumseh

April 25, 2025

By Email: premier@ontario.ca

The Honourable Doug Ford

By Email: rob.flack@ontario.ca

**Rob Flack, Minister of Municipal
Affairs and Housing**

Re: Opposition to Strong Mayor Powers

The Council of the Town of Tecumseh, at its regular meeting held Tuesday, April 22, 2025, passed the following resolution regarding its April 15, 2025 Letter sent to Ontario's Regulatory Registry on the proposed May 1, 2025, expansion of Strong Mayor Powers, a copy of which is enclosed.

At their meeting, Tecumseh Council passed the following resolution:

Motion: RCM - 114/25

Moved by Councillor Alicia Higgison
Seconded by Councillor Tania Jobin

"That the agenda Communication item regarding the Town of Tecumseh and its opposition to the expansion of Strong Mayor Powers **be circulated** to the Premier of Ontario, the local MPPs, the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the Association of Municipal Managers, Clerks and Treasurers of Ontario, and all municipalities".

Carried

Please consider this letter as confirmation of the Town of Tecumseh's action on the matter.

Yours very truly,

Robert Auger, LLB
Director Legislative Services & Clerk

RA/ja
Attachment

1. Town of Tecumseh Resolution- Strong Mayor Powers dated April 15, 2025
- cc.
- County of Essex
 - Town of Amherstburg
 - Municipality of Lakeshore
 - Municipality of Leamington
 - Town of LaSalle
 - Town of Essex



The Corporation of the Town of Tecumseh

April 15, 2025

Ministry to Municipal Affairs and Housing

Via Email to the Ontario's Regulatory Registry

Re: Letter of Resolution – Proposed May 1, 2025, expansion of Strong Mayor Powers to the Town of Tecumseh

At its April 15, 2025, Special Council meeting called in response to the April 9, 2025, Ministry of Municipal Affairs and Housing news release on the proposal to expand Strong Mayor Powers to 169 additional municipalities, the Council of the Town of Tecumseh provided the following comments with the unanimous passage of the following resolution:

“Motion: SCM – 19/25

Moved by Deputy Mayor Bachetti

Seconded by Councilor Jobin

WHEREAS the Province of Ontario, through O. Reg. 530/22 under the Municipal Act, 2001, has designated the Town of Tecumseh as a “Strong Mayor” municipality, granting the enhanced powers of Part VI.1 of the Municipal Act to its Head of Council effective May 1, 2025; and

WHEREAS the Ministry of Municipal Affairs and Housing news release announcing the proposal to expand Strong Mayor powers to 169 additional municipalities on April 9, 2025, indicated a one-week consultation deadline for municipal comments on the proposal to be submitted to Ontario's Regulatory Registry by April 16, 2025; and

WHEREAS without the benefit of a more thorough consultation process and suitable period of time for feedback on the proposed expansion of Strong Mayor powers, the proposal is a disservice to the very communities they impact; and

WHEREAS Strong Mayor Powers alter the balance of governance at the local level, undermining the role of our duly elected members of Council in decision-making and weakening the fundamental democratic principles of majority vote and majority rule; and

WHEREAS the Town of Tecumseh has had a long and successful history of local governance based on collaborative and effective leadership built upon a foundation of Council debate and reaching consensus on decisions for its community; and

WHEREAS the Town of Tecumseh being a smaller community, has thrived with these collaborative, transparent, and accountable processes without the need for an expansion of

Strong Mayor Powers in order to serve Provincial Priorities and act in the best interests of its residents; and

WHEREAS given the long history of the Town of Tecumseh as a collaborative Council, the extension of Strong Mayor powers to the Town of Tecumseh may serve to instead counteract the stated purposes of the Strong Mayor Power legislation by disrupting what have been successful democratic processes and by undermining the important role that each Council member provides for its citizens.

THEREFORE BE IT RESOLVED that Tecumseh Town Council formally opposes the proposed expansion of Strong Mayor Powers as announced on April 9, 2025 and further requests that the proposed amendments to O. Reg 530/22 to expand Strong Mayor Powers to Additional Municipalities NOT include the Town of Tecumseh and respectfully requests that the Town of Tecumseh be removed from the list of municipalities so designated under the Strong Mayor legislation;

AND BE IT FURTHER RESOLVED that upon circulation that the Clerk be authorized to send and upload a copy of this resolution together with a letter of resolution to Ontario's Regulatory Registry by the April 16, 2025, deadline for comments on the proposal.

"Carried."

Yours very truly,

A handwritten signature in black ink, appearing to be 'R. Auger', with a long horizontal flourish extending to the right.

Robert Auger, LL.B.
Director Legislative Services & Clerk



The Corporation of the Township of Otonabee-South Monaghan

April 29, 2025

Via Email: premier@ontario.ca

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

Dear Premier Ford:

Re: Proposal to End Daylight Savings Time in Ontario

Please be advised that the Council of the Township of Otonabee-South Monaghan at its meeting on April 28th, 2025 passed the following resolution:

R107-2025

Moved by Councillor Terry Holmes
Seconded by Councillor Mark Allen

Whereas Ontario already has the legislative framework to end the antiquated practice of Daylight Saving Time (DST), as per the Time Amendment Act of 2020: But New York has delayed us for over 4 long years.

And Whereas the Case for Ending DST immediately pertains to clear and present Health and Public Safety concerns: Clock shifts spike heart attacks, accidents, and stress, per the Canadian Society for Chronobiology. Kids lose focus, domestic violence rises, and vulnerable folks—mentally ill, homeless, addicts—face unnecessary strain and relapse risks. Indigenous health gaps deepen as DST clashes with traditions. Standard Time aligns with nature, easing healthcare burdens and healthcare costs.

And Whereas ending DST is a clear and permanent assertion of the economic independence of Ontario: Our new, post tariff economic reality exposes the reliance on New York for our internal policy as outdated. Ontario should look out for Ontarians, and

our sovereignty must be asserted. Quebec already considers the change; so 15 million Ontarians should not continue to wait on NY. Businesses will adapt; citizens will gain stability. Over 100,000 petition voices and 70% of Ontarians agree. Ontario must take the lead, and hopefully NY can eventually follow our lead for the good of their own people.

Therefore be it resolved that we request staff to distribute this communication to all the Municipalities, Chiefs & Councils of Ontario in addition to the Premier of the Govt. of Ontario and urge the Premier to:

1. Amend the Time Amendment Act 2020 to drop New York's contingency, effective immediately.
2. Set permanent Standard Time (EST) from November 2, 2025.

CARRIED.

Yours truly,
Township of Otonabee-South Monaghan



Liz Ross
Deputy Clerk

Sent via Email:

Honourable Doug Ford, Premier of Ontario, premier@ontario.ca
Municipalities of Ontario



TOWN OF PETAWAWA

1111 Victoria Street, Petawawa, Ontario K8H 2E6

(613) 687-5536



gserviss@petawawa.ca



petawawa.ca

OFFICE OF THE MAYOR

DELIVERED ELECTRONICALLY

Honorable Rob Flack
Minister of Municipal Affairs and Housing
777 Bay Street, 17th floor
Toronto, Ontario
M7A 2J3

April 29, 2025

RE: Proposed Amendments to O. Reg. 530/22 to Expand Strong Mayor Powers and Duties to Additional Municipalities

Dear Minister Flack,

Thank you for your letter dated April 9, 2025, regarding the expansion of Strong Mayor Powers and Duties to the Town of Petawawa. Our Council discussed this issue in an open forum at our council meeting on April 23rd and are firmly of the belief that this effort undermines the value of collaboration between the Mayor, Councillors, and Staff. Increasing the powers of the Mayor to push forward Provincial Priorities would eliminate shared decision making, create divisiveness at the council table, and blur the lines between administrative and political roles. Our council believes that this would result in an erosion of the democratic process at the Municipal level, especially in a small city like Petawawa.

Although we don't always agree unanimously on all matters, our council works as a cohesive unit, firmly focused on the goals of advancing and encouraging growth and making our community a wonderful place in which to live and invest. Each of member of council brings their own set of skills, knowledge, values and perspectives to achieve these goals, and has worked extremely well together.

Since it was sworn in, our Council has been collectively focused on advancing provincial priorities by delivering much needed housing, building infrastructure that supports community growth and the construction of new homes, including housing-enabling infrastructure such as water and wastewater. The largest community in Renfrew County, Petawawa has grown significantly over the last decade (roughly 25%) and added a large amount of new housing to meet market demands. In 2024, Petawawa increased the size of its planning department to

reduce permit processing times, 120 new dwellings (Single Family Detached/Row Housing/Multi-family) were constructed, and there are many more dwellings underway:

Structure type	In Pre-Consultation or going through Planning Approvals	Planning Approvals Complete (under construction)
Single Family Detached	533	61
Row Housing	24	96
Apartment	348	60
Additional Residential Unit	0	44
Total Units	905	261

Further to this, Garrison Petawawa and Canadian Nuclear laboratories are reporting that they will need to house 1100 individuals and their families as they expand operations. Based on this need and other factors, our municipality is working with private sector and nonprofit developers to meet the demand for both market and affordable housing. To be forthright, where the municipality needs help the most to support housing development and foster densification is access to additional funding to extend utilities, such as water and wastewater services, to developable lands to meet future growth needs. Petawawa has faced a significant reduction in Payment In Lieu of Taxes (PILT) over the past two fiscal years (\$2.3 million over 2024 and 2025) due to the Business Education Tax discount as well as an annual reduction in Ontario Municipal Partnership Funding over the past decade which has hampered our ability to extend necessary water and wastewater infrastructure vital to delivering new homes. The community's Ontario Community Infrastructure Funding was reduced in 2025 as well.

In closing, our Council requests that the Ontario Government excludes the Town of Petawawa from its proposed amendments to O. Reg. 530/22 to Expand Strong Mayor Powers and Duties to Additional Municipalities, and work with the municipality to identify funding to support expansion of its storm, water and wastewater treatment systems to support future residential and commercial growth. Thank you for your attention to this matter. Please feel free to contact me through our offices if you wish to discuss this further.

Sincerely,



Gary Serviss
Mayor of Petawawa

Copied: Doug Ford, Premier
Billy Denault, MPP, Renfrew—Nipissing—Pembroke

Enc. Resolution – Opposition to Strong Mayor Designation for the Town of Petawawa



TOWN OF PETAWAWA

1111 Victoria Street, Petawawa, Ontario K8H 2E6

☎ (613) 687-5536

✉ gserviss@petawawa.ca

🌐 petawawa.ca

April 28, 2025

Delivered Electronically

Attn: The Honourable Doug Ford, Premier of Ontario

Re: Resolution - Opposition to Strong Mayor Designation for the Town of Petawawa

At its Council-In-Committee meeting on **April 28, 2025**, Petawawa Town Council passed a **Resolution** in response to the Province's recent proposal to designate Petawawa as a "**Strong Mayor**" municipality, effective May 1, 2025.

WHEREAS the Province of Ontario has proposed to designate the Town of Petawawa as a "Strong Mayor" community, granting enhanced powers to the Mayor effective May 1, 2025; and,

WHEREAS the Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and,

WHEREAS the Town of Petawawa has a long history of collaborative, transparent, and accountable local governance built upon a foundation of Council-debate and shared decision-making; and,

WHEREAS many municipally elected officials across the province and members of the public have expressed significant concern regarding the imposition of these powers; and,

WHEREAS the Town of Petawawa did not formally request or express a desire to be designated under the Strong Mayor framework; and,

WHEREAS a growing number of municipalities and elected officials across Ontario are questioning the appropriateness of the Strong Mayor system and are calling for its reconsideration or repeal;

THEREFORE BE IT RESOLVED that Petawawa Town Council formally request that the Premier of Ontario and the Minister of Municipal Affairs and Housing immediately remove the Town of Petawawa from the list of municipalities designated under the Strong Mayor legislation;

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, all regional Members of Provincial

Parliament, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support.

We thank you for your attention to this matter and urge you to respect the democratic wishes of our Council and community.

Sincerely,

A handwritten signature in dark ink, appearing to be 'G. Serviss', with a small 'ss' written below the main signature.

Gary Serviss
Mayor, Town of Petawawa
(613) 687-5536
gserviss@petawawa.ca
petawawa.ca

CC:

The Honourable Rob Flack (Minister of Municipal Affairs and Housing)
Regional Members of Provincial Parliament
All Ontario Municipalities
The Association of Municipalities of Ontario (AMO)

**The Corporation of the Municipality of St. Charles
RESOLUTION PAGE**



Regular Meeting of Council

Agenda Number: 7.2.
Resolution Number 2025-104
Title: Resolution Stemming from March 19, 2025 Regular Meeting - Item 8.1 - Correspondence #19
Date: April 16, 2025

Moved by: Councillor Pothier
Seconded by: Councillor Loftus

BE IT RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles hereby supports the Resolution 15 passed on March 3, 2025 by the Corporation of the City of Sarnia, regarding the Carbon Tax;

AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be sent to the Prime Minister of Canada, Mark Carney; his Cabinet, Leaders of Opposition; our local Member of Parliament (MP); and all Ontario Municipalities.

CARRIED


MAYOR



March 6, 2025

The Right Honourable Justin Trudeau, P.C., M.P.
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2
Justin.trudeau@parl.gc.ca

Re: Carbon Tax

Dear Prime Minister,

At the meeting of Sarnia City Council held on March 3, 2025, the following resolution was adopted:

That given the advent of the US tariffs and the economic impact on Canadians it is even more critical at this time to petition our own Federal liberal government to put a stop the 20 percent increase to the carbon tax scheduled to be implemented April 1, 2025. The vast majority of Canadians do not support the carbon tax, and the timing could not be worse for the impact to our citizens; and

That the resolution be forwarded to the Prime Minister, his Cabinet, Leaders of Opposition, our MP, and All Ontario Municipalities.

Your consideration of this matter is respectfully requested.

Yours sincerely,

Amy Burkhart
City Clerk

Cc: Cabinet Ministers
The Honourable Pierre Poilievre, M.P.
The Honourable Marilyn Gladu, M.P.
All Ontario Municipalities



April 28, 2025

The Honourable Doug Ford
 Legislative Building
 Queens Park
 TORONTO ON M7A 1A4
premier@ontario.ca

Dear Premier Ford:

At the Municipality of Bluewater's regular Council meeting held on April 22, 2025, Council passed the following resolution:

MOVED: Councillor Whetstone **SECONDED:** Councillor Hessel
 WHEREAS the Province of Ontario has proposed to expand Strong Mayor Powers to an additional 169 municipalities across Ontario, including the Municipality of Bluewater, effective May 1, 2025;

THEREFORE BE IT RESOLVED that the Corporation of the Municipality of Bluewater is in opposition to the addition of Strong Mayor Powers in the Municipality of Bluewater, and across the Province;

AND FURTHER that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, all Ontario Municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support. **CARRIED**

Sincerely,

A handwritten signature in black ink that reads "Alexander".

Chandra Alexander
 Manager of Corporate Services/Clerk

cc: The Honourable Rob Flack, Minister of Municipal Affairs and Housing
 Association of Municipalities of Ontario (AMO)
 All Ontario Municipalities


CORPORATION OF THE MUNICIPALITY OF SOUTH HURON

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

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

Toll Free: 1-877-204-0747

www.southhuron.ca

April 30, 2025

Via email: rob.flack@pc.ola.org

Ministry of Municipal Affairs and Housing
 17th Floor
 777 Bay Street
 Toronto, ON M7A 2J3

Dear Hon. Rob Flack,

Re: Proposed Amendments to O.Reg. 530/22 to Expand Strong Mayor Powers

Please be advised that South Huron Council passed the following resolution at their April 22, 2025 Regular Council Meeting:

176-2025

Moved By: Jim Dietrich

Seconded by: Wendy McLeod-Haggitt

That South Huron Council supports the April 14, 2025 correspondence of Town of Saugeen Shores regarding opposition to Proposed Amendments to O.Reg. 530/22 to Expand Strong Mayor Powers; and

That this supporting resolution and the originating correspondence be circulated to Premier Doug Ford, Minister of Municipal Affairs and Housing, Rob Flack, Lisa Thompson, MPP, Minister of Rural Affairs, AMO, Town of Saugeen Shores, and all municipalities in Ontario.

Result: Carried

Please find attached the originating correspondence for your reference.

Respectfully,

Kendra Webster, Legislative & Licensing Coordinator
 Municipality of South Huron
kwebster@southhuron.ca
 519-235-0310 x. 232

Encl.

cc: Minister of Rural Affairs, MPP Lisa Thompson, lisa.thompson@pc.ola.org;
AMO, resolutions@amo.on.ca ; Town of Saugeen Shores,
clerk@saugeenshores.ca; and all municipalities in Ontario.



Town of Saugeen Shores
 600 Tomlinson Drive, P.O. Box 820
 Port Elgin, ON N0H 2C0

April 14, 2025

Honourable Rob Flack
 Ministry of Municipal Affairs and Housing
 17th Floor, 777 Bay St.
 Toronto, ON M7A 2J3
rob.flack@pc.ola.org

Dear Minister,

RE: Opposition to Proposed Amendments to O.Reg. 530/22 to Expand Strong Mayor Powers

I am writing to express my opposition to the government's proposed expansion of Strong Mayor powers to include the Town of Saugeen Shores. As the Mayor of Saugeen Shores, I am concerned about the implications of this policy change on our local governance. Please consider this letter as the Town of Saugeen Shores submission on O.Reg. 530/22 which is available for comment until April 16th.

In my experience, the 'Council Manager' system of governance has always served our municipality well. Specifically, when it comes to advancing our shared priority of building more housing to serve our residents, Saugeen Shores Council has demonstrated flexible and determined leadership. Our Council has enabled housing by reducing red tape resulting in the construction of more than 600 multi-family residential units in the last two years alone. Given the strong and sustained commitment of our Council to these efforts, I do not see how the introduction of Strong Mayor powers will accelerate the construction of housing (or the pursuit of other priority areas) in any way. On the contrary, vesting these new powers in the Mayor threatens to disrupt long-established and effective processes, sidelining elected members of Council with effects that may be contrary to the interests of our residents.

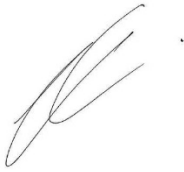
Saugeen Shores has thrived for decades on the principle of shared leadership. We have an effective team of elected representatives working in partnership with a professional staff to achieve goals that are transparently set out in our Strategic Plan and annual Business Plans. This approach to governance is foundational to building trust between the municipality and the residents that it serves. I fear that the unilateral decision-making enabled by Strong Mayor powers would erode this trust and disrupt the collaborative environment that has long been at the heart of the democratic tradition of our Council and community.

I urge you to reconsider the expansion of Strong Mayor powers. If the government has a strong desire to advance these major changes to the governance of our municipality, I

request that you engage in a thorough consultation process with our Council and the residents of our community before moving forward. It is crucial that any changes to local governance structures be made in close partnership with the communities they impact.

Thank you for your attention to this matter. I look forward to your response and hope that we can work together in the interest of ensuring strong local governance in Saugeen Shores.

Sincerely,

A handwritten signature in black ink, appearing to be 'L. Charbonneau', written in a cursive style.

Luke Charbonneau, Mayor
Town of Saugeen Shores

cc. Doug Ford, Premier of Ontario
Lisa Thompson, MPP, Minister of Rural Affairs
Council, Town of Saugeen Shores
All Ontario Municipalities



Phone: 613-584-2000
Fax: 613-584-3237
Email: townmail@deepriver.ca
deepriver.ca | [f](#) [@](#)

April 30, 2025

DELIVERED ELECTRONICALLY

Honorable Rob Flack
Minister of Municipal Affairs and Housing
777 Bay Street, 17th floor
Toronto, ON
M7A 2J3

Re: Proposed Amendments to O. Reg. 530/22 to Expand Strong Mayor Powers and Duties to Additional Municipalities

Dear Minister Flack,

Thank you for your letter dated April 9, 2025, regarding your intention to expand strong mayor powers to the Town of Deep River.

I am writing as requested by Council, to emphasize that the most significant barrier to support the provincial priorities which *"include supporting the construction of new homes, economic development and building infrastructure that supports community growth, including housing-enabling infrastructure like water and wastewater infrastructure, as well as roads, highways, transit and more"* is a lack of financial resources for infrastructure projects.

Over the past several years the Town of Deep River has been investing in infrastructure projects at a rate that is not sustainable to create capacity for new residential development which is currently in the planning stages. During this same period, we have requested grant funding from the Province of Ontario through infrastructure grant applications and delegations to ministers at both AMO and ROMA to support our growth initiatives but have been unsuccessful to date.

Our primary barrier to growth in the Town of Deep River is a lack of financial support for infrastructure projects to generate capacity. This in my opinion would have a much higher impact on new housing growth than strong mayor powers will for the Town of Deep River.



I would be more than happy to answer any questions or discuss how Deep River can help to promote and achieve Ontario's housing targets.

Respectfully,



Sean Patterson
Chief Administrative Officer
Town of Deep River
613-584-2000 ext., 108
spatterson@deepriver.ca



THE CORPORATION OF THE TOWN OF DEEP RIVER

P.O. BOX 400 • 100 DEEP RIVER ROAD • DEEP RIVER, ONTARIO K0J 1P0
Tel: (613) 584-2000 • www.deepriver.ca • Fax: (613) 584-3237



BY EMAIL

April 30, 2025

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

The Honourable Rob Flack
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay Street
Toronto, ON M7A 2J3
Email: rob.flack@ontario.ca

Re: Opposition to Strong Mayor Designation for the Town of Deep River in Response to the Province's Recent Proposal to Designate Deep River as a "Strong Mayor" Municipality, Effective May 1, 2025.

At a Special Meeting of Council held on April 29, 2025, Council of the Town of Deep River passed the following resolution:

RESOLUTION 2025 128

MOVED BY: Councillor Fitton
SECONDED BY: Councillor Hughes

WHEREAS the Province of Ontario has proposed to designate the Town of Deep River as a "Strong Mayor" community, granting enhanced powers to the Mayor effective May 1, 2025; and,

WHEREAS the Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and,

WHEREAS the Town of Deep River has a long history of collaborative, accountable local governance built upon a foundation of Council-debate and shared decision-making; and,

WHEREAS many municipally elected officials across the province and members of the public have expressed significant concern regarding the imposition of these powers; and,

WHEREAS the Town of Deep River did not formally request or express a desire to be designated under the Strong Mayor framework; and,

WHEREAS a growing number of municipalities and elected officials across Ontario are questioning the appropriateness of the Strong Mayor system and are calling for its reconsideration or repeal;

THEREFORE BE IT RESOLVED that Deep River Town Council formally request that the Premier of Ontario and the Minister of Municipal Affairs and Housing immediately remove the Town of Deep River from the list of municipalities designated under the Strong Mayor legislation; and

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, all regional Members of Provincial Parliament, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support.

We thank you for your attention to this matter and urge you to respect the democratic wishes of our Council and community.

Kind Regards,

A handwritten signature in black ink, appearing to read 'J. Mellon', written in a cursive style.

Jackie Mellon
Clerk
Town of Deep River
jmellon@deeperiver.ca

cc: Regional Members of Provincial Parliament
All Ontario Municipalities
The Association of Municipalities of Ontario (AMO)

CITY OF VAUGHAN**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 23, 2025**

Item 1, Report No. 15, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 23, 2025:

By approving the recommendations of the April 2, 2025 Committee of the Whole (Working Session).

1. MOVESMART MOBILITY MANAGEMENT STRATEGY 2025 ANNUAL REPORT

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendations contained in the following report of the Deputy City Manager, Public Works, dated April 2, 2025, be approved; and**
- 2) That the presentation by Steven Fantin, Director, Transportation and Fleet Management Services, Brenda Bisceglia, Manager, Mobility Management/MoveSmart, and Jennifer Ormston, Chief Communications Officer and Communication C4., presentation material titled “2025 Annual Report MOVESMART Mobility Management Strategy”, be received.**

Recommendations

- 1. That the 2025 Annual MoveSmart Report, as outlined in Attachment 1, be received; and**
- 2. That the City Clerk forward a copy of this report to York Region, York Region’s local Municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, and the Ministry of Transportation.**



Committee of the Whole (Working Session) Report

DATE: Wednesday, April 2, 2025

WARD(S): ALL

TITLE: MOVESMART MOBILITY MANAGEMENT STRATEGY 2025
ANNUAL REPORT

FROM:

Emilie Alderman, Deputy City Manager, Public Works

ACTION: FOR INFORMATION

Purpose

This report highlights the progress made under the MoveSmart Mobility Management Strategy (MoveSmart) that is outlined in the 2025 Annual Report. MoveSmart remains dedicated to developing and implementing transportation and mobility initiatives that are timely, innovative, data-driven, and aligned with current trends to meet the needs of a dynamic and growing city.

Report Highlights

- Momentum and advancements in road safety are progressing with 25 of the 29 initiatives either underway or completed.
- Key initiatives to combat speeding have been successfully implemented, including the launch of the Automated Speed Enforcement Program, approval of the Neighbourhood Traffic Calming and Speed Management Plan, and ongoing reductions in speed limits in residential areas.
- MoveSmart's vision of a safer and more sustainable transportation network is being advanced through two road safety corridor reviews, implementation of the Safer School Zone Plan, completion of a pedestrian crossing warrant and guideline, and a Work Zone Safety and Construction Management Plan.
- The implementation of Advanced Traffic Management and Intelligent Transportation System technologies is expected to improve Mobility Management.
- The combination of traffic engineering, traffic calming measures, education, enforcement and evaluation led to speed reductions ranging from eight per cent to 28 per cent on local roads across the city.

Recommendations

1. That the 2025 Annual MoveSmart Report, as outlined in Attachment 1, be received; and
2. That the City Clerk forward a copy of this report to York Region, York Region's local Municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, and the Ministry of Transportation.

Background

MoveSmart consists of four programs: Road Safety, Mobility Management, Sustainable Mobility and Traffic Data Management

MoveSmart's overall objective is to improve mobility, enhance road safety, and improve transportation efficiency across the city by leveraging data, innovative technologies, and strategic planning with internal and external road safety stakeholders. It aims to provide a more responsive transportation network, ultimately designed to deliver initiatives that will support the city's growth while promoting sustainable transportation options to enhance the quality of life for residents. The strategy will be updated every five years to align with the City's most recent Term of Council Priorities.

MoveSmart supports the needs of all road users by combining effective communication strategies, enforcement programs, policy development, and robust data management practices to foster a cohesive and effective road safety and mobility management strategy.

Previous Reports/Authority

MoveSmart Mobility Management Strategy: [Extract from Council Meeting Minutes of March 10, 2021 \(Report No. 10, Item 1 of the Committee of the Whole \(Working Session\)\)](#)

Establishing Speed Limits on City Roadways: [Extract from Council Meeting Minutes of June 22, 2021 \(Report No. 31, Item 1 of the Committee of the Whole \(Working Session\)\)](#)

MoveSmart Mobility Management Strategy Annual Progress Report (2023): [Extract from Council Meeting Minutes of March 21, 2023 \(Report No.13, Item 3 of the Committee of the Whole \(Working Session\)\)](#)

Intelligent Transportation System Single Source Procurement of an Advanced Traffic Management System Report: [Extract from Council Meeting Minutes of October 17, 2023 \(Report No. 41, Item 4, of the Committee of the Whole 2\)](#)

Automated Speed Enforcement Report: [Extract from Council Meeting Minutes of December 12, 2023, \(Report No. 50, Item 1 of Committee of the Whole \(Working Session\)\)](#)

MoveSmart Mobility Management Strategy Annual Progress Report (2024): [Extract from Council Meeting Minutes of March 26, 2024 \(Report No.9, Item 1 of the Committee of the Whole \(Working Session\)\)](#)

Neighbourhood Traffic Calming Plan Report: [Extract from Council Meeting Minutes of September 24, 2024, \(Report No. 29, Item 1 of Committee of the Whole \(Working Session\)\)](#)

Analysis and Options

Advancements in road safety are progressing with 25 of the 29 MoveSmart initiatives either underway or completed

MoveSmart continues to make significant strides toward creating a road environment that accommodates all modes of travel and promotes long-term mobility improvements for the entire community. Key initiatives, such as the Automated Speed Enforcement Program, the Neighbourhood Traffic Calming and Speed Management Plan and Policy, In-Road Safety Corridor Reviews, Safer School Zone Plan, Pedestrian Enhancement Plan, and the Work Zone Safety and Construction Management Plan have been developed to prioritize safety, reduce speeding, supplement traditional enforcement and introduce appropriate safety countermeasures in key focus areas.

The launch of the Automated Speed Enforcement program was a significant road safety advancement for the city

The Automated Speed Enforcement program will adopt a proactive strategy to mitigate speeding and improve road safety by utilizing traffic data. With its proven success in other municipalities, the Automated Speed Enforcement Program is expected to play a critical role in the City's ongoing efforts to change driver behaviour and lower speeds, which will serve to promote safer driving behaviours and protect vulnerable road users.

The City's Neighbourhood Traffic Calming Plan established a data-driven and standardized approach for the uniform application and implementation of traffic calming measures

The City's Neighbourhood Traffic Calming Plan included various traffic calming measures in alignment with national and industry best practices. Prior to its implementation, five pilot neighbourhoods were selected to assess the effectiveness of various traffic calming measures on the roadways. This pilot program was the first of its kind in Canada and was used to test and evaluate new tools, technologies, design considerations, data collection methods, operational improvements, and innovative engagement approaches. Leveraging data from the pilot program, the new Plan addresses road safety concerns to ensure appropriate traffic calming and speed management tools are integrated into the City's road network.

MoveSmart remains committed to proactively introducing and improving various plans to support a culture of road safety and deliver positive outcomes

Two additional In-Road Safety Corridor Reviews along Martin Grove Road and Huntington Road were initiated in 2024. By assessing traffic operations in each area, opportunities were identified to address road safety and improve the overall transportation experience for all users. In addition to examining vehicle speeds, traffic volumes, site conditions, existing traffic controls, and traffic calming measures, City staff collaborated with both communities to collect valuable feedback on existing conditions and the proposed recommendations. The projects will be completed in Q3 2025.

The Safer School Zone Plan and Active School Travel programs continue to drive advancements through education and road safety improvements to protect vulnerable road users. The Safer School Zone Plan includes guidelines to improve pick-up and drop-off in school zones and address parking, speeding, and traffic circulation during bell times. Maps are currently in development to highlight pedestrian walkways, pedestrian crossovers, school crossing guards, no parking areas, wayfinding signage, special pavement marking, and signage which are expected to assist school administrations in communicating and supporting active and safer travel for students. Partnerships with York Region, local school boards, and law enforcement are instrumental in achieving a comprehensive approach to enhancing pedestrian safety in school zones.

The Pedestrian Enhancement Plan aims to improve pedestrian safety, connectivity, and accessibility, particularly in high-priority areas such as school zones. A key component of this initiative is the establishment of clear criteria, standards, and guidelines for pedestrian crossovers to support consistency and safety in their implementation. The framework outlines the conditions for when and where crossovers should be installed, especially in areas with high pedestrian traffic, such as school zones. To complement the implementation of this new and upgraded infrastructure, City staff have partnered with York Regional Police to launch a pedestrian crossover educational initiative for students. This initiative includes an in-class presentation led by City staff, followed by a practical on-site demonstration conducted by York Regional Police. The program has been well received by school staff and students and will continue as part of Vaughan's Active School Travel Program.

The Pedestrian Enhancement Plan is also closely aligned with the City's Travel Demand Management Plan, which promotes sustainable travel choices, including walking, cycling, public transit, and carpooling as alternatives to single-occupancy vehicles. MoveSmart is enhancing the City's Travel Demand Management by integrating improvements in pedestrian infrastructure into the City's broader mobility strategies to ensure the necessary frameworks are in place to support and encourage alternative modes of transportation.

The Work Zone Safety and Construction Management Plan is currently under development and will prioritize the safety of workers and the public, minimizing the impacts on all forms of mobility, including automotive, pedestrian, and active transportation. The Work Zone Safety and Construction Management Plan will look to work with internal partners, leverage current technology to ensure timely, clear, and effective communication with the public, provide real-time updates on construction schedules, right-of-way work, and road closures, and offer options for alternative routes. This will help minimize disruptions to the movement of people and goods. Collaboration with partners will ensure the seamless coordination of City-run projects, third-party construction activities, and York Region projects to minimize disruptions to vital public services, such as transit, waste collection, and emergency response services, while maintaining the integrity and safety of the City's road network.

City speed limit reductions and the selection of new Community Safety Zones are evaluated annually based on the Speed Limit Policy and the Community Safety Zone Policy criteria. To supplement this effort, staff initiated a comprehensive public engagement and policy review in 2025 to determine the feasibility of implementing 30 km/h neighbourhoods throughout Community Safety Zones to further prioritize the safety of vulnerable road users.

Mobility Management is at the forefront of innovation with the installation of an Advanced Traffic Signal Management System

The City's first Advanced Traffic Signal Management System is being deployed and forms the foundation of the Intelligent Transportation System strategy. The traffic signal hardware is currently being upgraded, and once completed, the Advanced Traffic Signal Management System software will allow for remote monitoring and control of all 100 traffic signals and signalized pedestrian crossings across the city. The Advanced Traffic Signal Management System will enhance traffic signal coordination, improve traffic flow, and support the future integration of scalable smart mobility technologies. This initiative modernizes the City's traffic management infrastructure, supports signal timing optimization, and achieves interoperability with York Region, which is crucial for enhancing traffic flow and achieving efficient mobility management across the transportation network.

Continuing to build an automated data repository provides the foundation for a real-time, data-driven approach to prioritizing areas for safety improvements and measuring results

MoveSmart uses Traffic Engineering Software to analyze traffic patterns, identify high-risk areas, and develop targeted interventions. This initiative includes a cloud-based traffic data management system that allows real-time data sharing and analysis with York Region and other local partners. This growing network of data-sharing optimizes the effectiveness of MoveSmart's initiatives and improves transportation outcomes across the city, ensuring that decisions are aligned with broader safety and mobility objectives.

Network screening helps prioritize locations for safety improvements based on previous collision data and projection patterns. Automated Speed Enforcement data will be used to identify high-risk areas, enable targeted enforcement where it is most needed, and allow for ongoing assessment in real time. Automation streamlines data collection and analysis processes, ensuring that timely and accurate information is available for decision-making. These data sources will collectively support the City's efforts to monitor road safety progress, measure the effectiveness of interventions, and continuously improve outcomes.

Improvements in road safety are being observed as traffic calming measures and innovative road safety programs are implemented

Notably:

- Average speeds decreased by 28 per cent, or 13 km/h on average, after speed cushions were installed at eight locations across the city in 2024.
- Average speeds decreased by 19 per cent, or 7 km/h on average, at four new Active School Travel locations.
- Average speeds decreased by 12 per cent, or 5 km/h on average, following the installation of Flex Signs coupled with various other traffic calming measures.
- Average speeds decreased by 11 per cent, or 5 km/h on average, since Automated Speed Enforcement "Coming Soon" signs were installed at the first 10 locations across the city.
- Average speeds decreased by 8 per cent, or 3.5 km/h on average, in the 40 km/h Neighbourhood Blocks that were implemented in 2024.

Financial Impact

There are no financial impacts associated with this report. MoveSmart's operating and capital budgets are refined and monitored to meet program deliverables and timelines. If required, additional funding will be requested through the City's annual budget process. Staff will continue to explore opportunities through the City's Automated Speed Enforcement Program and new partnerships to help support the strategy's implementation.

Operational Impact

The successful launch of the City's Automated Speed Enforcement Program was a direct result of the collaboration and expertise of the City's internal Automated Speed Enforcement working group

By-law & Compliance, Licensing & Permit Services, Legal Services, the Office of the City Clerk, Procurement Services, Financial Services, Financial Planning & Development Finance, the Office of the Chief Information Officer, Risk Management, Transportation and Fleet Management Services, and Communications, Marketing, and Engagement worked to achieve the Automated Speed Enforcement Program launch in 2024. The internal working group ensured compliance with provincial regulations to administer the Automated Speed Enforcement Program in-house, negotiated various contracts, set up the technical infrastructure for penalty processing, and created the Administrative Penalty Bylaw.

Broader Regional Impacts/Considerations

Local partnerships with a shared vision of improving the transportation network are a key component of MoveSmart's success

Collaboration between York Region and the City is vital to the long-term success of road safety and sustainable mobility for residents and visitors as they travel throughout the transportation network. The Regional Traveller Safety Plan, developed in collaboration with York Region and local area municipalities, aims to reduce severe collisions by 10 per cent over five years and includes short-term and long-term solutions to improve road safety. Implementation of the Regional Traveller Safety Plan requires a shared commitment to data sharing and strategic coordination of road safety initiatives to advance a consistent approach to road safety across the Region and reduce traffic-related fatalities and injuries.

The City's Automated Speed Enforcement Program offers a platform for a unified approach to reducing speeding across the Region. This partnership supports York Regional Police in enhancing enforcement, promoting regional coordination in traffic safety initiatives, and creating a more cohesive and effective speed enforcement strategy across the Region.

Conclusion

MoveSmart remains dedicated to delivering a concept-to-execution methodology aimed at advancing road safety and mobility improvements for all road users

By focusing on strategic planning, fostering strong partnerships, and continuously adapting to new opportunities, MoveSmart's policies and processes remain effective, forward-thinking, and innovative. MoveSmart will proactively implement action plans based on current, evidence-based data, ensuring it remains relevant and anticipatory of the long-term needs associated with city growth and development.

For more information, please contact:

Steven Fantin, Director, Transportation and Fleet Management Services, ext. 6141

Attachment

1. 2025 Annual MoveSmart Report

Prepared by

Brenda Bisceglia, Manager of Mobility Management/MoveSmart, ext. 6144

2025 Annual Report

MOVESMART

MOBILITY MANAGEMENT STRATEGY



MOVESMART

MOBILITY MANAGEMENT STRATEGY



With a focus on improving the municipal road network, enhancing road safety and supporting more cycling and pedestrian infrastructure to create a fully connected and integrated community, MoveSmart positions the City of Vaughan to achieve the strategic goals and objectives set forth by Council.



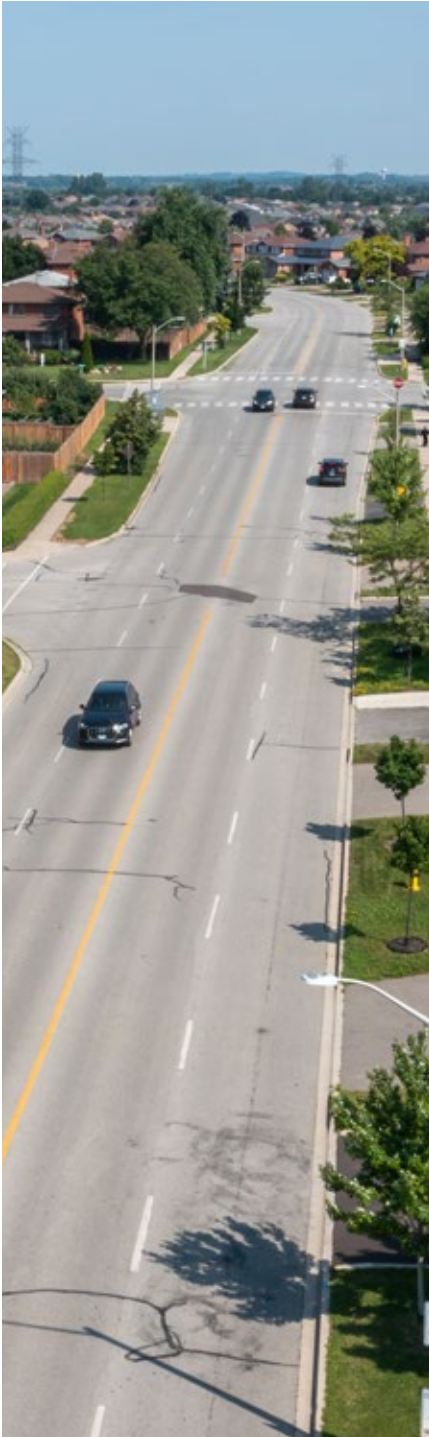


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Message from the Mayor



As Mayor, one of my top priorities is to keep our city moving. With initiatives like the MoveSmart Mobility Management Strategy and the Council-approved Action Plan to Fight Traffic Gridlock, we are making significant progress in improving Vaughan's transportation network.

MoveSmart is our long-term strategy to create a connected, safe and efficient transportation system. It prioritizes smart mobility solutions, traffic management improvements and sustainable transportation options like cycling, walking and transit. This approach ensures we can ease congestion, enhance road safety and improve travel choices for all residents.

At the end of 2023, Vaughan's population surpassed 350,000. By 2051, that number is expected to grow by 64 per cent to more than 576,000. As we grow, managing traffic, fighting gridlock and improving mobility will be more critical than ever, requiring innovative solutions to meet our city's evolving needs.

We are taking charge of our roads in bold ways. In January 2025, Council approved my Member's Resolution calling on York Region to immediately download key roadways to the City's control, including:

- Teston Road (Keele Street to Dufferin Street)
- Langstaff Road (Jane Street to Keele Street)
- Highway 7 (Pine Valley Drive to Martin Grove Road)

This is a vital step in ensuring that Vaughan has the local control needed to manage traffic flow, fight traffic gridlock and improve road safety in high-traffic areas.

I want to recognize our dedicated Public Works teams who keep our city running smoothly and our residents safe. Their achievements continue to receive national and international recognition for innovative thinking, best practices and a commitment to Service Excellence. I also want to thank our community partners and residents for their meaningful contributions to MoveSmart's success.

By working together, we will continue to build the safest, most efficient transportation system in Canada—one that supports Vaughan's growth while keeping residents moving.

Sincerely,

Steven Del Duca
Mayor of Vaughan

Message from the City Manager



At the City of Vaughan, ensuring the safety and well-being of our community – including residents, visitors and staff – is our top priority. We continue to be steadfast in advancing a safe, efficient and sustainable transportation system for all road users now and as our city continues to grow.

By leveraging modern technologies, using traffic and road safety data and collaborating with key stakeholders, we remain focused on working together to deliver Service Excellence and achieve our common vision and goals.

I want to congratulate City staff on the incredible progress made to date on the MoveSmart Mobility Management Strategy. I am confident we will continue to look for innovative solutions and apply evidence-based decision-making in enhancing safety and mobility throughout our transportation network to make Vaughan a more livable, workable and accessible community for everyone.

Thank you,

Zoran Postic
City Manager



Message from the Deputy City Manager



I am pleased to share the fourth annual MoveSmart Mobility Management Strategy report. With Vaughan's continued growth, the need for safe, efficient and sustainable transportation remains a top priority.

Our dedicated staff have made significant progress in advancing MoveSmart, leveraging data-driven decision-making and fostering strategic partnerships to achieve our goal of enhancing mobility and safety for all road users. We continue to make meaningful progress and engage with our residents, exploring new and innovative ways to meet the needs of a dynamic and growing city.

Our strong partnerships with York Region, York Regional Police, Public Health, York Region and York Catholic District School Boards, partner agencies and local community groups have been instrumental in our collective success. Together, we remain focused on making the city of Vaughan a more livable, workable and accessible community for everyone.

Emilie Alderman
Deputy City Manager, Public Works



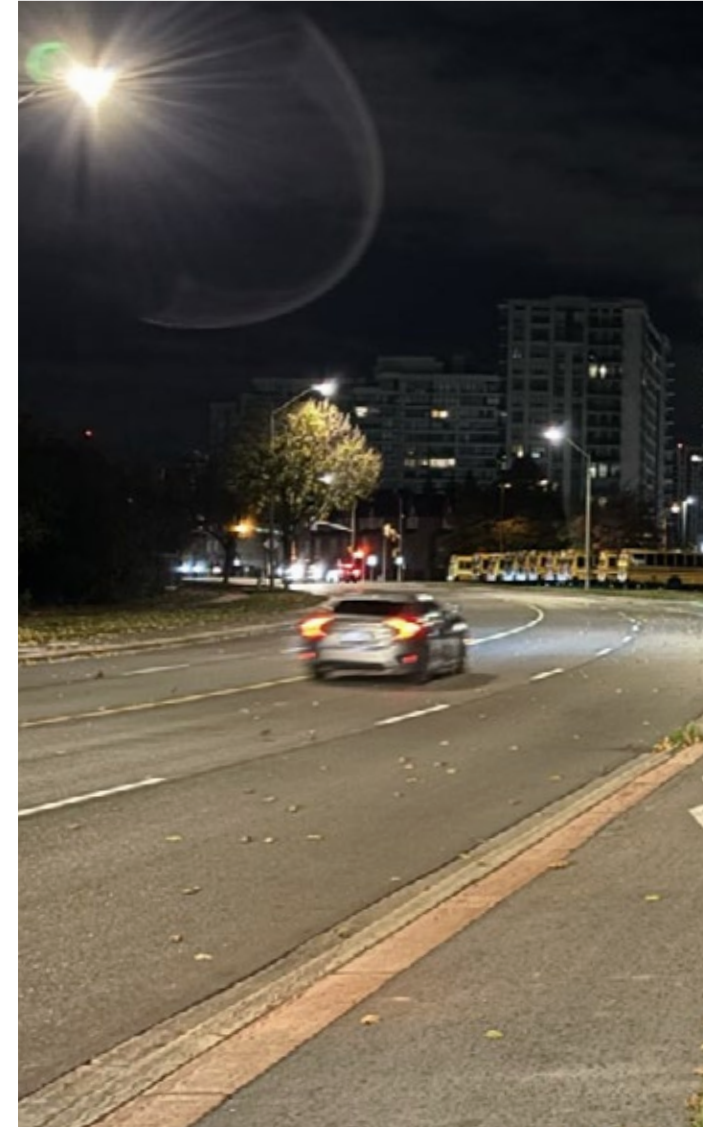
Message from the Director



I am excited to announce the fourth MoveSmart annual report. With the growth that the City has seen in the past, coupled with planned future growth, it is paramount we continue to invest in initiatives that keep our residents moving efficiently but in a safe manner as well.

In partnership with Vaughan City Council, York Region, York Regional Police and several others, significant advancements were made in 2024, leveraging industry best practices and the latest technology. 2025 will be yet another year of exciting change as we continue to work closely with our community stakeholders to implement changes that serve our changing resident needs. MoveSmart continues to be a leader in mobility management, quickly becoming a model for others to follow. I am extremely proud of all accomplishments achieved thus far and I cannot wait to see what the future holds for our community.

Steven Fantin
**Director, Transportation and
Fleet Management Services**

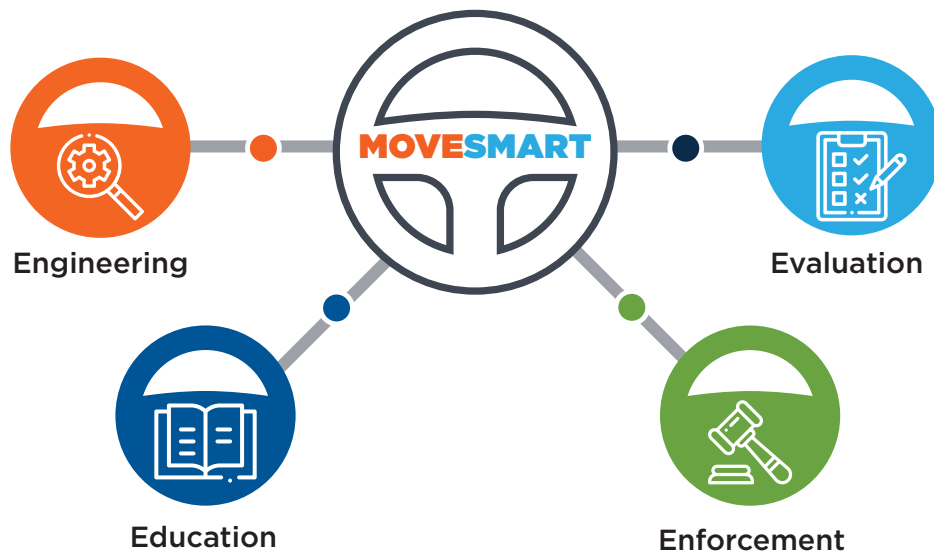


City growth and progress

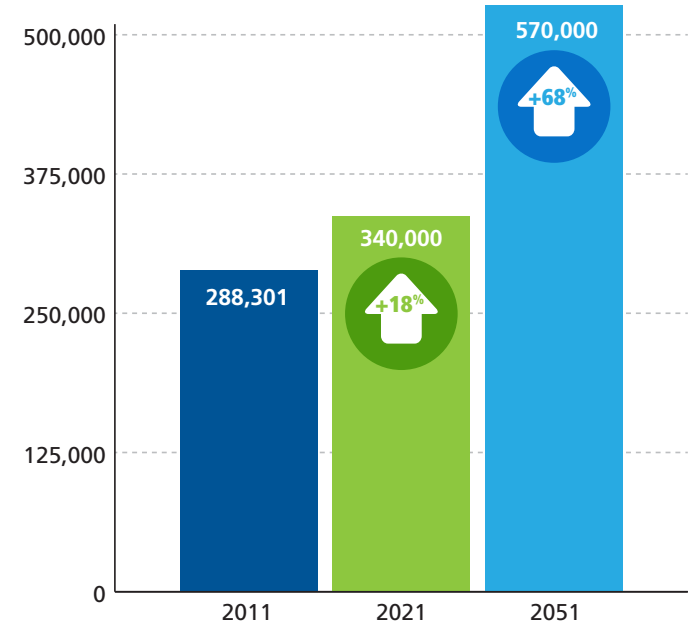
With thousands of businesses and more than 344,000 residents, Vaughan is one of Ontario's fastest-growing municipalities. To keep up with the increase in travel demand, the City initiated the MoveSmart Mobility Management Strategy (MoveSmart) in 2021.

Four E's of Road Safety

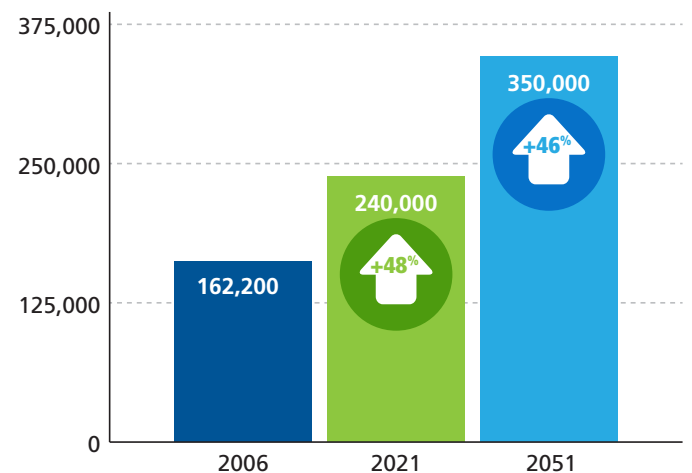
MoveSmart helps form and direct the City's vision to provide a safer, more efficient and sustainable transportation system. The City continues to focus on ensuring an efficient and reliable transportation system that ultimately gets citizens and businesses where they need to go.



Population



Jobs



What is MoveSmart?

Connecting people, places and communities

MoveSmart continues to develop and execute on four program areas that are highly integrated and supported by data:



Road Safety Program –

Increase road safety and raise public awareness

- To bring together key stakeholders to keep the city's streets safe for all road users and help foster a road safety culture.
- To take a more proactive approach to road safety by using data and proven statistical procedures identify additional road safety opportunities.



Mobility Management Program –

to improve efficiency through innovation and technology

- Modernize the City's traffic signals system, providing more efficient traffic flow and linking to existing and future technologies.
- To ensure pedestrians, cyclists and vehicle traffic continue to move safely and efficiently through signalized intersections and pedestrian crossings using the existing road network.



Traffic Data Management Program –

to assure the accuracy and availability of traffic data

- Modernize traffic data management with up-to-date traffic data to form the core of the Strategy and support data-driven and evidence-based decision-making.
- To have traffic data to allow for ongoing tracking of the performance of the transportation system over time.



Sustainable Mobility Program –

to support active and sustainable transportation

- Support the development of additional active and sustainable transportation options and ensure that these options focus on the safety of all road users.
- To support the expansion of the pedestrian and cycling network through consideration of the operations and maintenance services.



ROAD SAFETY PROGRAM

Increase road safety and raise public awareness

2021 / 2022



In-Service Road Safety and Corridor Operational Review

Identify safety measures for priority locations, community areas and corridors



Neighbourhood Traffic and Speed Management Plan

Improve safety and livability of neighbourhoods by calming traffic

2023



Construction Management and Work Zone Safety Plan

Develop guidelines to minimize impacts and maximize safety for construction workers and the public



Road Safety Strategic Plan

Foster partnerships and a data-driven approach for improving safety

2024



Network Screening and Annual Report

Prioritize safety resources for roads and intersections



Automated Speed Enforcement Plan

Use technology for enforcement in school zones and other community areas



Speed Compliance Plan

Address speeding behaviour with feedback to drivers

2025



Low-Cost Safety Countermeasures Plan

Implement low-cost measures such as pavement markings, signage, etc.

2026



Rail Transportation and Safety Plan

Improve mobility while minimizing noise at crossings near residential area



Heavy Traffic and Truck Routing Plan

Manage heavy vehicle and truck transport throughout the city



MOBILITY MANAGEMENT PROGRAM

Improve efficiency through innovation and technology

2021 / 2022



Traffic Signal Control System and Upgrades

Establish a traffic signal control system and upgrade field equipment



Pavement Markings and Signs

Replace and optimize markings and signs



Update Streetlights

Continue LED retrofit with smart adaptive features

2023



Traffic Signal Operations and Maintenance

Maximize the efficiency of traffic signal operations



Curbside Parking Management

Establish parking policies and procedures throughout the city



Traffic By-Law Consolidation

Consolidate the City's road-related by-laws



Intelligent Transportation System (ITS) Strategy and Plan

Establish a roll-out plan for existing and emerging smart mobility technologies

2024



Traveller Information Systems

Generate and present data to support travellers





SUSTAINABLE MOBILITY PROGRAM

Support active and sustainable transportation

2021 / 2022



School Crossing Guards

Manage the City's school crossing guard program



Safer School Zones Plan

Develop and implement safety measures near schools for traffic, pedestrians and pick-ups/drop-offs



Input into Development Planning

Provide insights to help the City's planning for future development

2023



Pedestrian Infrastructure Enhancement Plan

Optimize and upgrade the City's pedestrian infrastructure



Creation of Community Safety Zones

Develop guidelines to create and operate Community Safety Zones

2024



Cycling Network Expansion

Optimize and upgrade the City's cycling infrastructure



Travel Demand Management Plan

Share insights and decisions for the City's Travel Demand Management Plan



TRAFFIC DATA MANAGEMENT PROGRAM

Assure the accuracy and availability of traffic data

2021 / 2022



Traffic Data Needs Assessment

Identify traffic data requirements to support the MoveSmart Strategy



Traffic Data Management System

Procure and implement a traffic data management system

2023



Traffic Data Services

Enhance the City's traffic data collection programs and contracts



COMMUNICATIONS AND PUBLIC AWARENESS INITIATIVE

Ongoing awareness of tangible benefits through communication and education



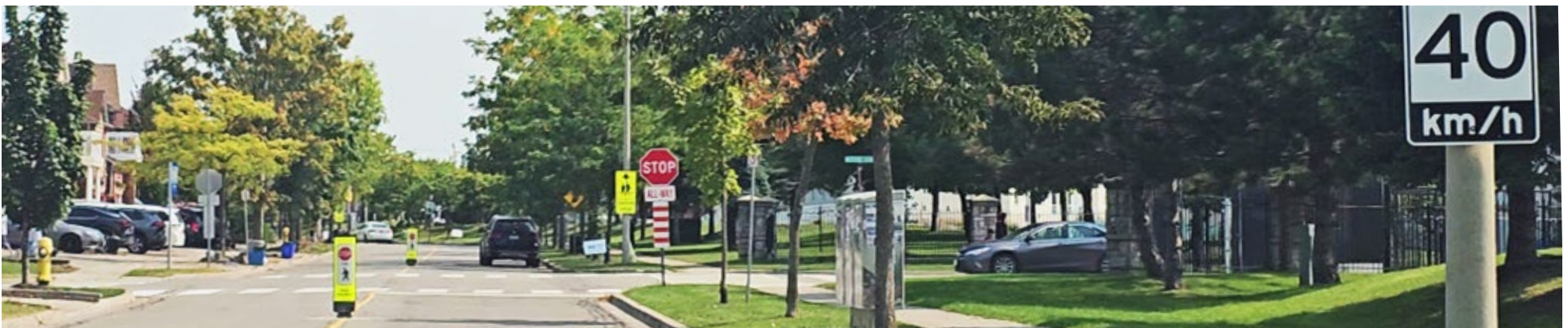
MOVESMART

Mobility Management Strategy

MoveSmart: Year Four in Review



- Automated Speed Enforcement (ASE) program:** Advanced an ASE Administrative Penalties System Program (APS) and installed 10 mobile speed cameras that will rotate throughout the city's local road network. This program will help reduce speeds and protect vulnerable road users in Community Safety Zones.
- Neighbourhood Traffic Calming Plan and Policy:** Established new policy, procedures, guidelines and a toolbox of traffic calming measures that ensures a consistent and effective approach to road safety across the city.
- Safer School Zones Plan:** Developed an internal assessment tool and continuing to implement short-term recommendations in school zones.
- Intelligent Transportation System program:** Procurement and initial equipment installation of the City's first Traffic Signal Control System (TSCS) setting the foundation for an Advanced Traffic Management System (ATMS) which is expected to set the stage for a fully integrated system by the end of 2025.
- Community Safety Zones Policy:** Expanded to include 104 Community Safety Zones to support ASE.
- Pedestrian Infrastructure Enhancement Plan:** Developed a warrant process and guidelines for enhancing pedestrian mobility access and connectivity, focusing on developing a framework for pedestrian crossovers.



Improvements are in the numbers

In 2024, the City:

- installed 10 ASE cameras at 10 locations across all five wards for 2025 deployment.
- implemented signage for 104 Community Safety Zones.
- installed 461 flex signs on municipal roads, 129 of which remained in place during the winter season.
- rotated 51 radar message boards across 236 locations.
- installed seasonal speed cushions at six locations.
- installed seasonal planter boxes at three locations.
- completed 37 quick build curb radius reductions with flex signs or pavement marking.
- installed additional tiger tails at 16 intersections.
- implemented four new pedestrian crossovers.
- painted approximately 700,000 metres of new or refreshed pavement markings, including 11,800 metres of new crosswalks.
- installed two new left turn lanes to improve mobility.
- serviced and maintained approximately 27,000 City streetlights.
- implemented 683 new streetlights.
- completed two rounds of service inspections at 97 traffic signal locations.
- inspected 18,000 traffic signs.
- added five new school crossing locations.
- added 23 new school crossing guards.
- completed 266 school crossing guard inspections.
- on-boarded four new Active School Travel (AST) schools.
- conducted 32 AST and City-led engagement events, with 2,500 students and community members engaged.
- conducted three surveys and five additional engagement opportunities, reaching more than 700 participants.
- distributed 9,250 #SlowDownVaughan signs city-wide.



- completed 900 counts of traffic data collection city-wide – an increase of 129 studies.
- added six new Neighbourhood 40 areas.
- approved 2,619 roadway permits.

The MoveSmart Momentum Continues



MoveSmart is driving success across the city. Here are some highlights from 2024:

- Established external partnerships, supported by industry-leading camera technology, to launch an ASE program in Q1 2025.
- Reformed the Neighbourhood Area Traffic Calming Policy by modernizing and standardizing the implementation of traffic calming measures.
- Continued efforts to reduce speeds for select neighbourhoods and city streets.
- Expanded the data warehouse by integrating new automated technologies to enhance traffic data collection and analysis. This integration of cloud-based traffic data management systems allows for real-time data sharing and analysis with local partners and York Region. This system supports evidence-based decision-making in all areas of MoveSmart, prioritizing safety improvements and optimizing traffic operations.
- Leveraged partnerships with local school boards and universities by engaging secondary and post-secondary students to advance initiatives and raise road safety awareness.
- Utilized multiple public events, communications and engagement strategies to inform and engage residents regarding ongoing and upcoming projects, helping to advance several MoveSmart initiatives.





TACKLING SPEED WITH A DUAL APPROACH

**Neighbourhood Area Traffic Calming Policy and
Automated Speed Enforcement program**



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Neighbourhood Area Traffic Calming Policy

The **Neighbourhood Area Traffic Calming Policy, Design and Speed Management Plan** exemplify the City's commitment to innovation and sustainable road safety. The plan development process took 24 months and included a condition assessment of more than 400 traffic calming assets, research of best practices, a comprehensive engagement program involving more than 2,000 residents, a pilot program of more than 75 measures in five communities, new policies, procedures, toolbox, guidelines and standards to advance implementation.

The initiative has significantly improved road safety in Vaughan through comprehensive assessments, data-driven strategies and proactive planning. More than 400 traffic calming devices were evaluated for their physical condition, Accessibility for Ontarians with Disabilities Act (AODA) compliance and safety performance, resulting in prioritized updates integrated into the City's multi-year capital program. Traffic data analysis identified speeding patterns, safety inequities and high-risk areas, enabling a systematic approach to prioritizing traffic calming requests and selecting pilot project locations. Pilot initiatives in five neighbourhoods tested innovative tools, technologies and seasonal measures, achieving 10 to 20 per cent reductions in average speeds and enhancing pedestrian and cyclist safety.

These findings informed updates to Vaughan's traffic calming policies, engineering standards and guidelines, embedding safety considerations into new developments and ensuring equitable

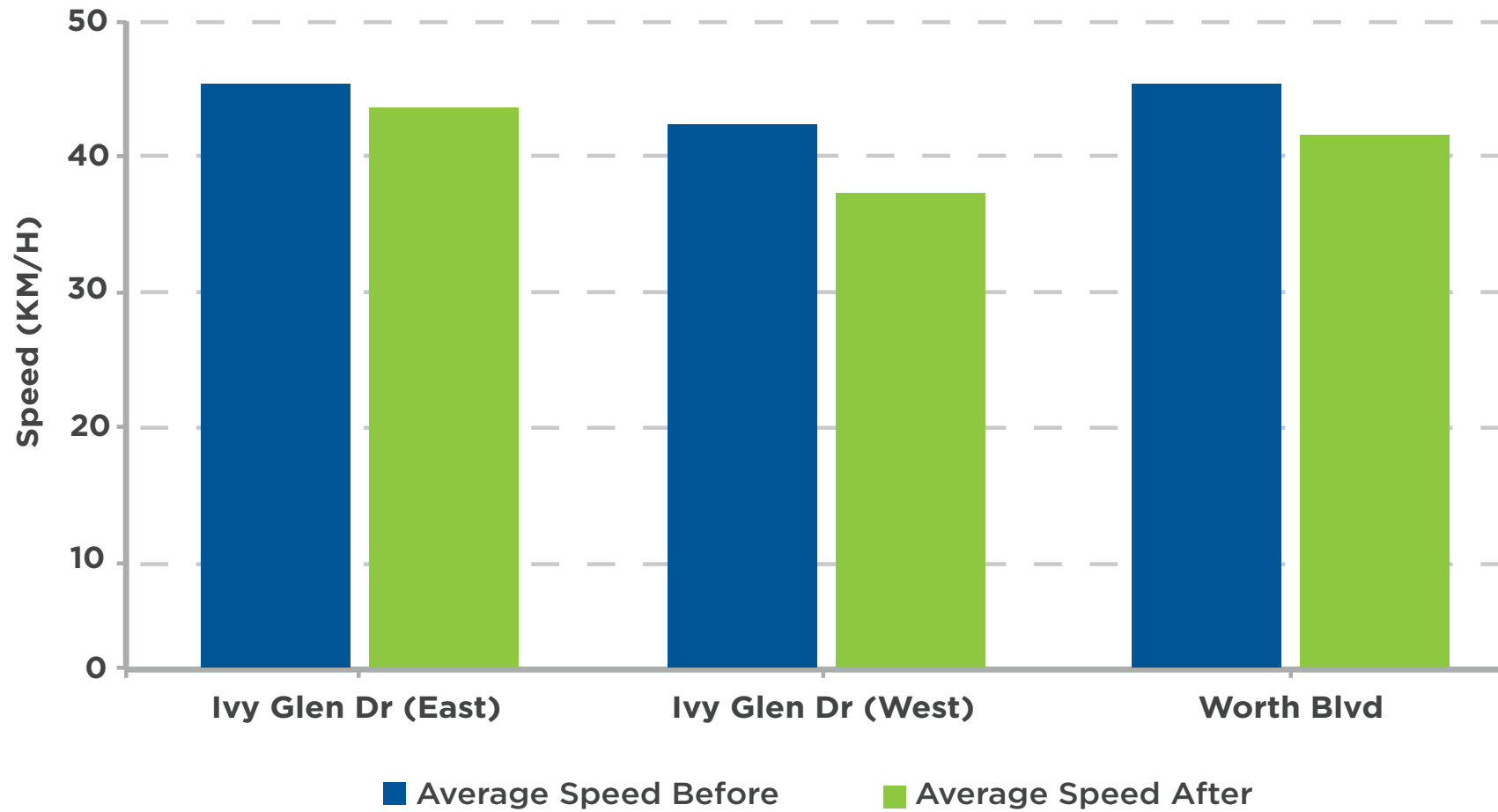


improvements across the city. By aligning long-term maintenance strategies with data-driven insights, Vaughan has created a sustainable framework for enhancing road safety city-wide.

The insights gained from this project have resulted in the development of a transparent and proactive approach to traffic calming and road safety in Vaughan. Through this project, the City is setting a new standard for road safety for other municipalities.

The lessons learned from this project have broad applicability to municipalities of all sizes seeking to create safer and more inviting streets for their communities.

Average Speed at Planter Box Locations



Average speeds **decreased by 10% or 4 km/h** on average, after planter boxes were installed at three locations city-wide in 2024.

Locations were selected based on priorities determined by various data sources and network screening.

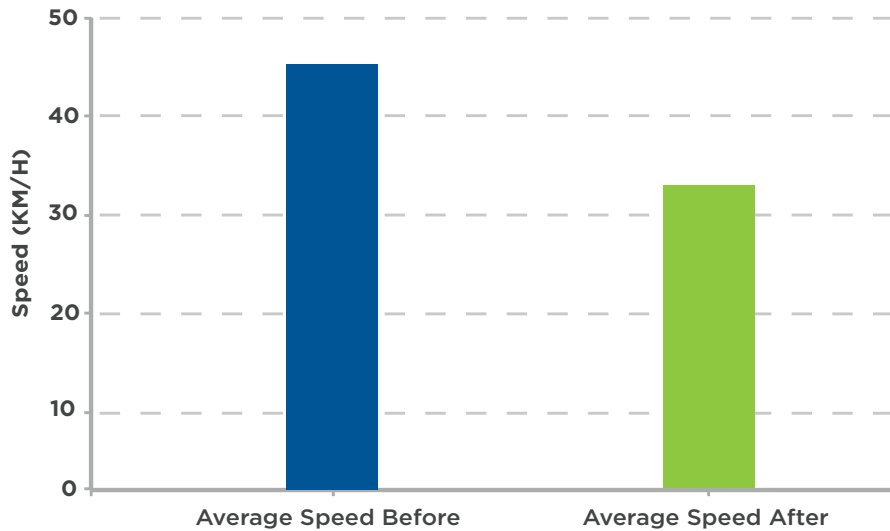


Neighbourhood Traffic Calming Plan offers several key benefits:

- **Enhanced road safety:** By implementing traffic calming measures that reduce vehicle speeds, the plan aims to continue to improve safety for all road users, including pedestrians, cyclists and motorists.
- **Community engagement:** Through close collaboration with community members, Vaughan Fire and Rescue Service, York Region and road safety partners like York Regional Police, the Plan ensures the measures are tailored to the specific needs of each neighbourhood.
- **Comprehensive approach:** The Plan includes a variety of traffic calming tools and measures, such as speed cushions, radar message boards and flexible posts, which are carefully selected based on the unique characteristics of each neighbourhood.
- **Data-driven decisions:** The Plan commits to include ongoing monitoring and evaluation of the traffic calming measures to ensure they are effective in advancing road safety in their communities. Data collected from these evaluations will help refine and improve the measures over time and where they will be most effective.
- **Policy update:** The Plan updates existing policies and procedures to ensure traffic calming measures are integrated into new and existing roads in Vaughan, setting a standard for safer roadways.

Overall, the Neighbourhood Traffic Calming Plan was designed to enhance road safety, engage the community and create a more sustainable and people-friendly environment in Vaughan.

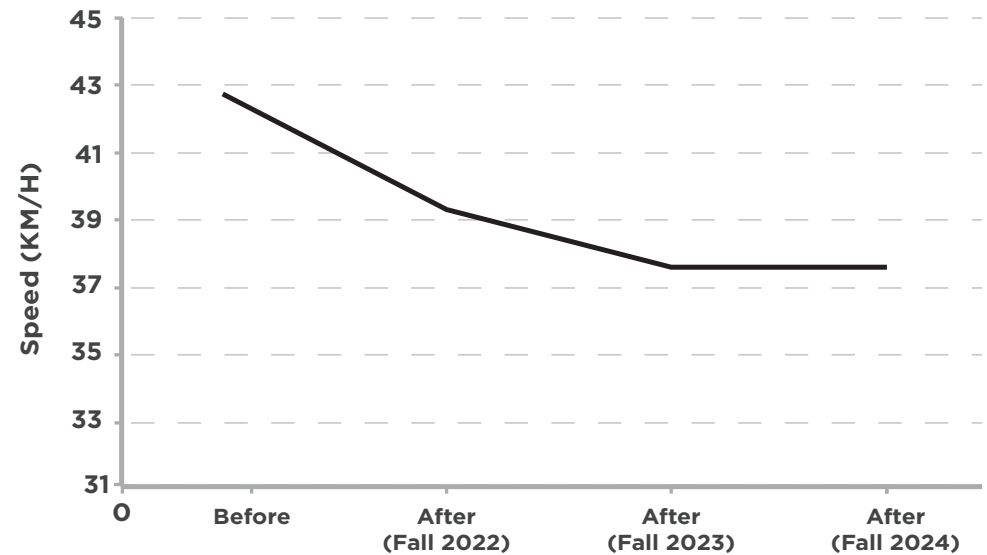
Average Speeds at Speed Cushions



Average speeds **decreased by 28% or 13 km/h** on average, after speed cushions were installed at eight locations city-wide in 2024.

Locations were selected based on priorities determined by various data sources and network screening.

Average Speed at Flex Signs, supplemented by Various Traffic Calming Measures



Studies were completed at Flex Sign locations – combined between new and returning locations.

Average speeds **decreased by 12% or 5 km/h** on average, since implementation.

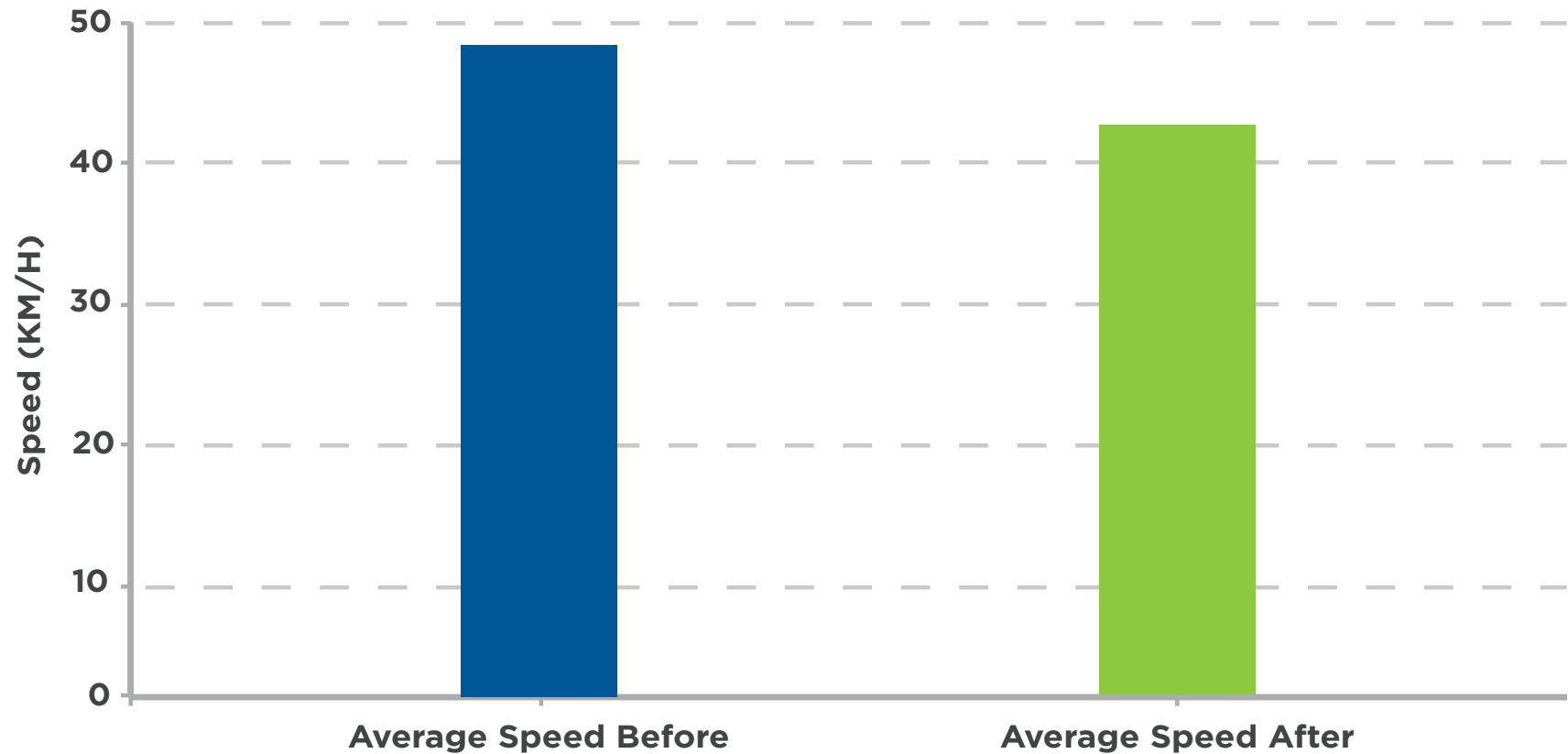
Automated Speed Enforcement program

The Automated Speed Enforcement (ASE) program is anticipated to be one of the most effective tools in the City's road safety toolbox. The successful launch of the ASE program in Vaughan was a direct result of the collaboration between the ASE internal working group and external stakeholders. By ensuring compliance with provincial regulations, setting up the required internal and external technical infrastructure to facilitate ticket processing, updating necessary by-laws, and ensuring appropriate staffing compliments along with a robust communication plan, the stakeholder group worked diligently to ensure ASE's successful launch.

The ASE program will significantly benefit the City and its residents by enhancing road safety and promoting responsible driving through an internal City-led Administrative Penalty System (APS). The program will use camera systems to monitor and enforce speed limits in high-risk areas, such as Community Safety Zones, including school zones, where speeding is a frequent concern. Speed cameras have been shown to reduce the average speed and number of speed-related accidents, injuries and fatalities in other municipalities. It is anticipated the ASE program will act as a deterrent to reckless driving, encouraging drivers to adhere to posted speed limits. ASE will also support York Regional Police in their efforts to reduce speeds on local roads. The program will create a safer, more efficient environment for both drivers and pedestrians.



Average Speed at Automated Speed Enforcement “Coming Soon” Sign Locations



Average speeds **decreased by 11% or 5 km/h** on average, since Automated Speed Enforcement “Coming Soon” signs were installed at the first 10 locations.

ASE can also significantly enhance data collection and help prioritize where cameras will be allocated in the future through:

- **Data-driven insights:** The system continuously collects vehicle speed data across different areas, providing valuable insights into traffic patterns and locations with high speeding incidences. City staff are developing critical dashboards to monitor the program's effectiveness.
- **Targeted deployment:** By using historical data on speeding behaviour, ASE can be deployed more strategically, prioritizing locations where speeding is most prevalent and where enforcement is most needed.
- **Performance tracking:** Continuous monitoring allows staff to assess the effectiveness of automated speed enforcement during specific periods, making it easier to shift rotational schedules or adjust to permanent camera locations in the future based on real-time data.

The data collected through ASE will inform future traffic management decisions, supporting the expansion of the program and ongoing efforts to improve overall road safety and quality of life in Vaughan.





SPOTLIGHT



In-road Safety Corridor Reviews:

MoveSmart continues to further its commitment to road safety by conducting In-Road Safety Corridor Reviews. These reviews examine the current and future transportation planning and mobility infrastructure needs for corridors within Vaughan. In 2024, two In-Road Safety Corridor Reviews commenced at Huntington Road (Major Mackenzie Drive to Kirby Road) and Martin Grove Road (south of Highway 27 and north of Highway 7) to analyze existing conditions and identify opportunities for ongoing transportation improvements. The Huntington Road safety review remains ongoing with final recommendations expected by the end of Q3 2025. A proactive approach to road safety was employed, analyzing all aspects of each corridor, including vehicular speeds, road users, traffic volumes, pavement marking and signage conditions, stop compliance and collision analysis.

In-Road Safety Corridor Reviews involve extensive public and technical stakeholder consultations, detailed

data collection and analysis, and field reviews to develop proactive, data-driven recommendations to enhance traffic operations and road safety.

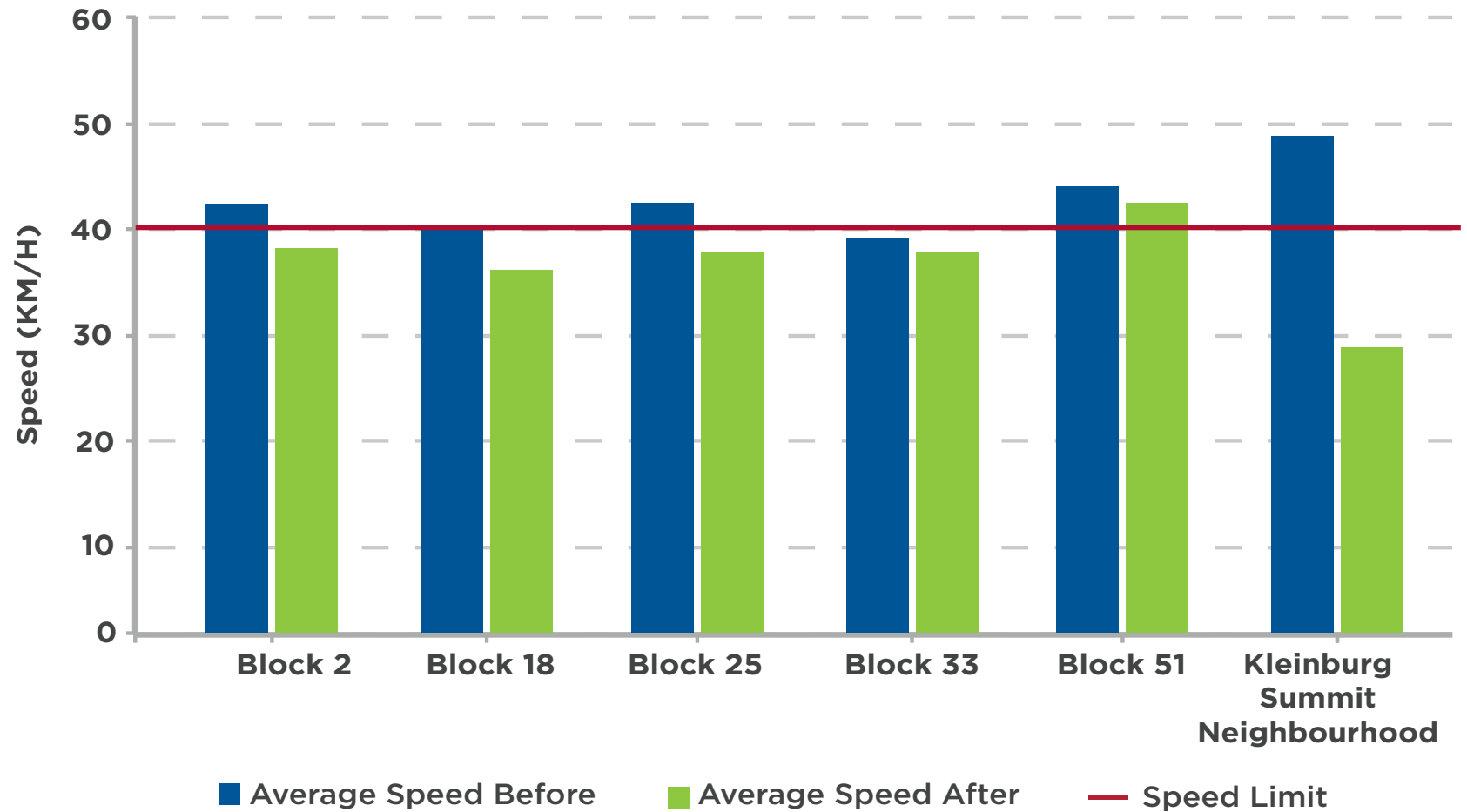
Initial recommendations for the Martin Grove In-Road Safety Corridor Review includes short- and long-term implementation plans to address specific priorities for the area. Below are some highlights:

- Implement traffic calming measures, such as speed cushions and left-turn traffic calming, to manage vehicular speeds in residential areas.
- Implement signal timing changes, such as Leading Pedestrian Intervals, to enhance pedestrian safety.
- Adjust roadway geometry to manage driver speeds and improve sightlines through pavement markings and horizontal traffic calming measures such as flex posts and planters.

- Institute a Seniors Safety Zone to better accommodate older adult populations through increased signal crossing times, enhanced pavement markings, signage improvements and infrastructure.
- Enhance the roadway in front of the school property to facilitate safe school pick-up and drop-off activities through designated parking areas, improved pavement markings and signage enhancements.
- Install curb radius reductions at select locations to enhance pedestrian safety and reduce vehicular turning speeds.
- Upgrade pedestrian infrastructure to ensure compliance with AODA standards.
- Identify long-term options to convert existing all-way stop intersections to mini-roundabouts or traffic circles to enhance road safety.

Extensive engagement with residents and stakeholders were undertaken throughout the project to inform project recommendations.

Phase 3: Average Speeds in Area 40 km/h Blocks

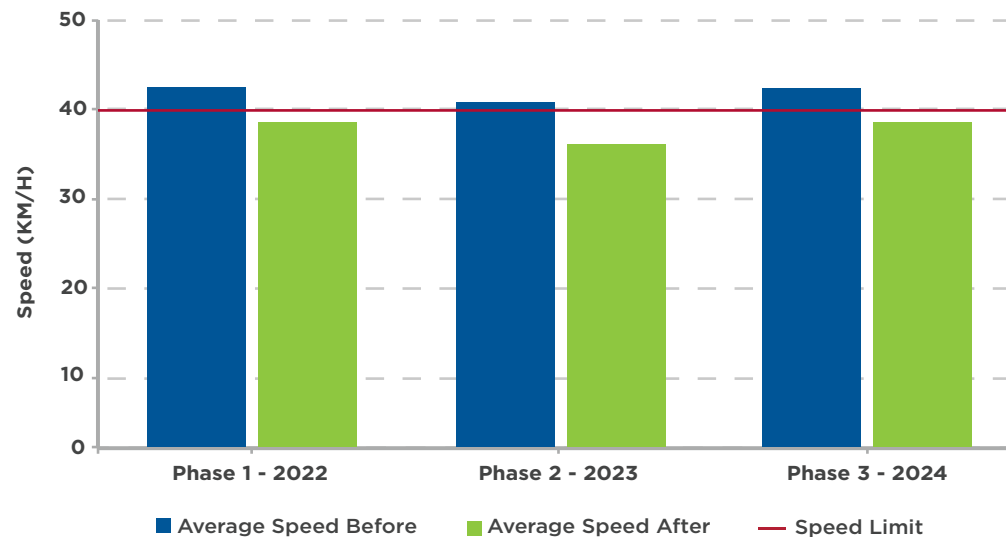


Average speeds **decreased by 8% or 4 km/h**, on average in Area 40 km/h Blocks that were implemented in 2024.

NEW OR UPCOMING

- **ASE program:** After a full year in operation, City staff will report back on the status of the ASE program in 2026 and look to expand the program by adding additional cameras.
- **30 km/h Community Safety Zones:** Comprehensive public consultation and policy review to assess public and stakeholder support for reducing speed limits in Community Safety Zones from 40 to 30 kilometres per hour, with a focus on school safety. Findings may inform potential updates to applicable City policies. Staff will report back in Q4 2025 to present engagement findings and policy options for Council.
- **Traffic studies:** Continue in-depth road traffic safety reviews in areas of focus.
- **York Region's Vision Zero Traveller Safety Plan (TSP):** Multi-agency collaboration on road safety. The TSP was developed in collaboration with York Region and local municipalities and aims to reduce severe collisions by 10 per cent over five years. Ongoing quarterly meetings allow for continued collaboration and insight into road safety strategies and ensure all local partners remain on track in implementing recommendations made under the TSP.

Average Speeds in All 40 km/h Block Locations



Since launch of the initiative in 2022, average speeds in all Area 40 km/h blocks have **decreased by 8% or 4 km/h**, on average.

SPOTLIGHT



Construction Management and Work Zone Safety Plan:

Given the ongoing rapid growth throughout the city, road construction management and work zone safety are paramount, and MoveSmart is taking on the challenge. This plan will outline key initiatives the City is planning to address regarding the impacts construction has on the efficient mobility of people and goods, standards and conditions of city assets, safety of work zones and interactions with the broader public. The plan will look to improve internal processes, develop policies regarding road closures, update external permitting procedures, enhance public communications, minimize mobility impacts, maximize road safety for construction projects and enhance corridor control management on local roads. The plan is being designed

to ensure construction activities are conducted safely and efficiently, with minimal disruptions to traffic and the surrounding community with a focus on enhanced coordination and collaboration with local partners, including York Region. Some of the short-term measures already completed or in progress include:

- updated the Road Occupancy Permit (ROP) fee structure
- updating ROP and Road Closure application forms



- developing Right of Way Management Policies and standards, and a Lane Closure Schedule Policy
- implemented a Road Closure Public Mapping Pilot (Google, Apple, Bing)
- updating the Excess Load Permit requirements, processes and fees
- enhancing York Region liaison and coordination
- developing an Enhanced Inspection Program
- initiating the design of an online permit system
- designing specialized permit processes
- updating Municipal Consent Application Forms
- implementing a Utility Performance Dashboard

Mobility Management Program

COMPLETED OR ONGOING

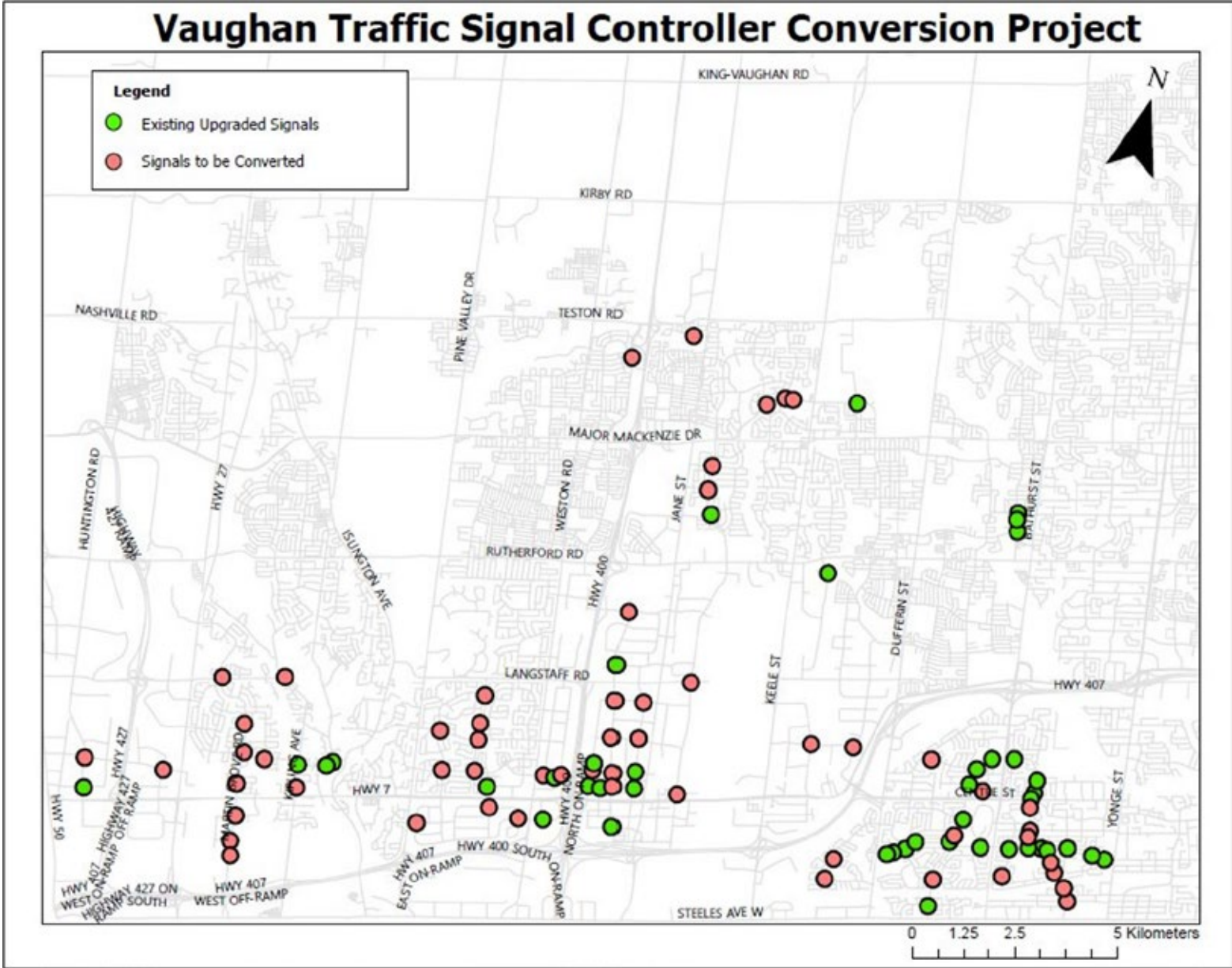
- The procurement of a **Traffic Signal Control System (TSCS)** as a part of the Advanced Traffic Management System (ATMS) has been completed. The TCSC deployment, integration and ongoing traffic signal controller conversion in the field are anticipated to be achieved by the end of Q4 2025. This cloud-based solution is designed to optimize traffic flow, enhance operational efficiency, and improve safety across the City. The ATMS will provide several key benefits, including but not limited to:
 - Remote and real-time proactive monitoring and management of traffic signals, helping to reduce congestion and delays.
 - Emergency Service Pre-emption, which allows priority access to emergency service vehicles.
 - Support signal timing optimization and allow for the coordination of traffic signal operations between the City and York Region, enhancing mobility management across the city's transportation network.

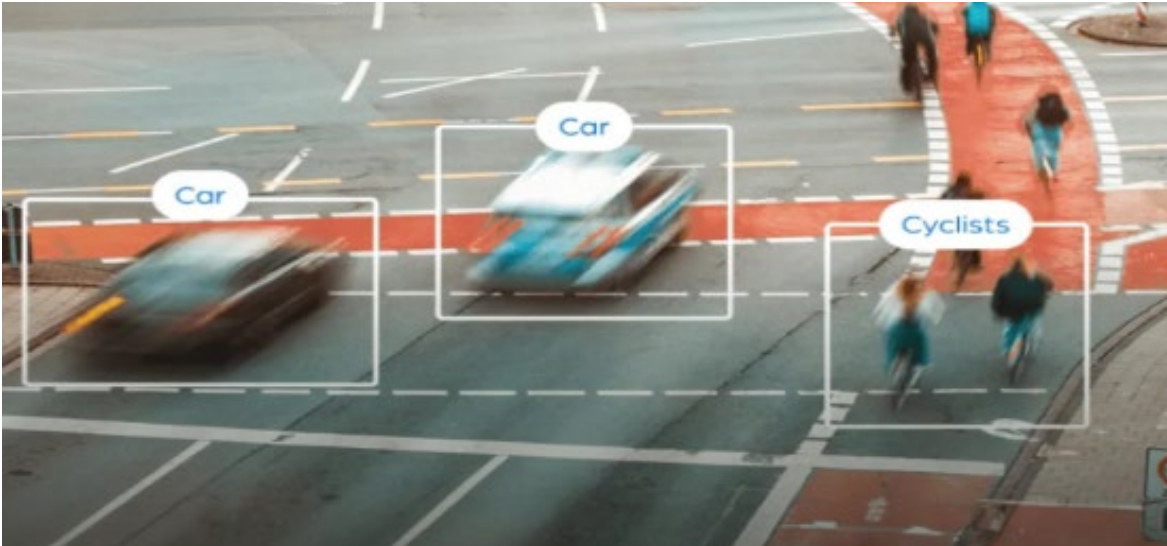
- Scalable technologies will provide real time data and insights to support traffic signal and road operations.
- Increase reliability and responsiveness across the road network, facilitating timely diagnosis, troubleshooting and maintenance, which will help reduce traffic disruptions.

By implementing this ATMS solution, the City is positioned for immediate improvements in traffic management and long-term gains in efficiency, sustainability and overall quality of life for residents.

- By-law consolidation is an important exercise that aims to organize, update and ensure consistency within the municipality's traffic regulations. This process involves reviewing and consolidating traffic-related by-laws enacted over the past 30 years. It requires a thorough examination of historical documents - including the already completed digitization of older by-laws - and identifying and resolving any conflicts between older and newer by-laws.







Integrating by-law data into Geographic Information Systems (GIS) will be completed shortly, allowing for more efficient and quicker responses to future by-law related inquiries. Additionally, fieldwork will be conducted this year to verify the accuracy of traffic signage and ensure it aligns with the consolidated by-laws.

This initiative will streamline the by-law framework and support enforcement efforts while ensuring that all regulations are current, clear and aligned with best practices. A consolidated By-law Report will be presented to Council in Q1 2026.

NEW OR UPCOMING

- **Traveller Information Systems (TIS):** These systems are vital to progressive transportation networks and their effectiveness is greatly enhanced by Intelligent Transportation Systems (ITS). ATMS leverages advanced technologies in ITS such as sensors, cameras and data analytics to collect and analyze real-time information about traffic conditions, incidents, road closures and conditions, and weather impacts. This data is then processed and shared with travellers through TIS in various platforms including mobile apps, variable message signs, websites and more. The accurate, timely and continuously updated traveller information disseminated via TIS allows users to make informed decisions about their routes and helps to reduce delays and travel time. The primary benefits of this initiative include reduced congestion, improved road safety and more efficient travel - all of which contribute to a better overall transportation experience. Once the integration of the ATMS is fully operational, further exploration and expansion of ITS capabilities regarding TIS will continue.



Sustainable Mobility Program



COMPLETED OR ONGOING

Safer School Zones Plan (SSZP): Working with road safety and community partners, the Safer School Zones Plan is a comprehensive strategy to improve safety within school zones and help increase active school travel among elementary and secondary school students. The City and its partners are committed to finding new ways to set standards to improve school zone safety.

The City developed recommendations for both school zone operational and infrastructure improvements. As the city continues to grow and our corridors evolve, there is an increasing need to balance the requirements of more road users and prioritize the needs of school-aged children, one of the most vulnerable user groups. Staff are now actively working to implement recommendations. To achieve these goals, staff will:

- Develop a standard school zone guideline which will be used to assess both new and existing school zones.
- Begin implementing site-specific recommendations for the 20 'hot spot' schools already assessed through the SSZP. These recommendations are categorized into short-, medium- and long-term improvements, including additional pavement markings,

signage upgrades and new pedestrian crossovers (PXOs).

- Continue to advance Vaughan's Active School Travel program into new elementary schools and expand Vaughan's Transportation Youth Ambassador program for secondary school students in collaboration with Infrastructure Planning and Corporate Asset Management (IPCAM).

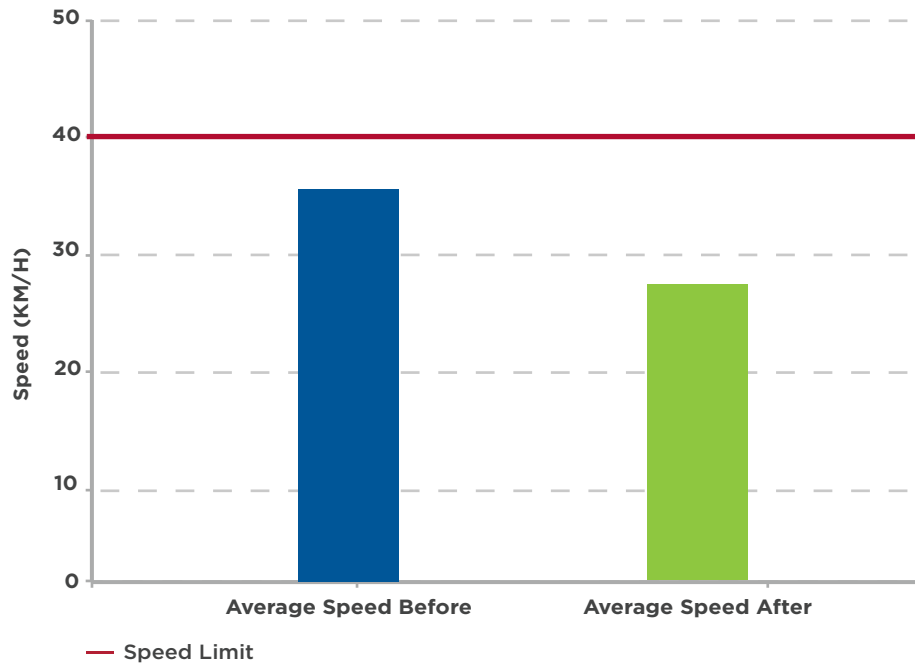
Community Safety Zone Policy:

104 Community Safety Zones were installed in the field by Q3 2024 to ensure compliance with ASE legislation.

Pedestrian Infrastructure Enhancement Plan:

Established guidelines for pedestrian mobility. This plan provides a detailed framework for selecting suitable pedestrian crossings and enhancing pedestrian infrastructure throughout Vaughan. The plan includes guidelines for designing and implementing PXOs based on industry standards and municipal best practices. It aims to improve pedestrian safety and connectivity by identifying priority areas for infrastructure improvements, ensuring that pedestrian facilities are accessible and establishing standard operating procedures to ensure they continue to be well-maintained and monitored.

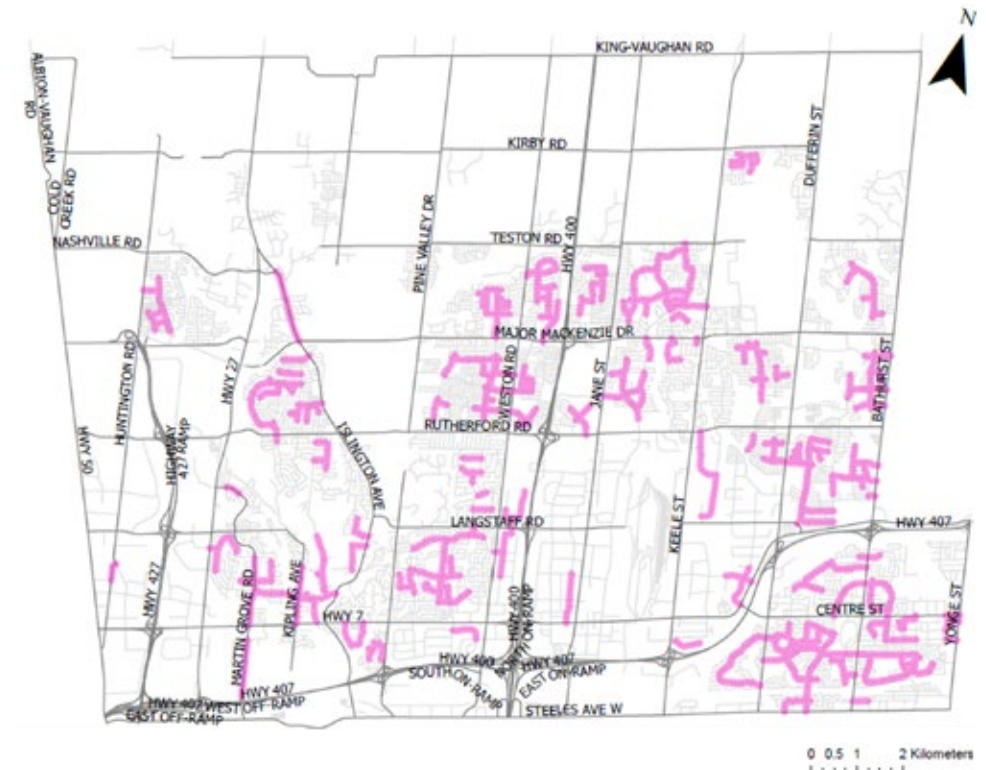
Average Speeds at Active School Travel Locations



Four new Active School Travel schools introduced in 2024.

Average speeds **decreased by 19% or 7 km/h on average**, at Active School Travel schools after measures were implemented.

Map of City of Vaughan Community Safety Zones



As PXOs are relatively new in Vaughan, it's crucial to educate both pedestrians and drivers on their safe use. To complement the new and upgraded infrastructure, City staff have partnered with York Regional Police to launch a PXO educational initiative for students. This initiative includes an in-class presentation about PXOs led by City staff, followed by a practical on-site demonstration at the PXO conducted by York Regional Police. The program has been well received by school staff and students and will continue as part of Vaughan's Active School Travel program. The Pedestrian Infrastructure Enhancement Plan supports Vaughan's commitment to creating a walkable and pedestrian-friendly city.

NEW OR UPCOMING

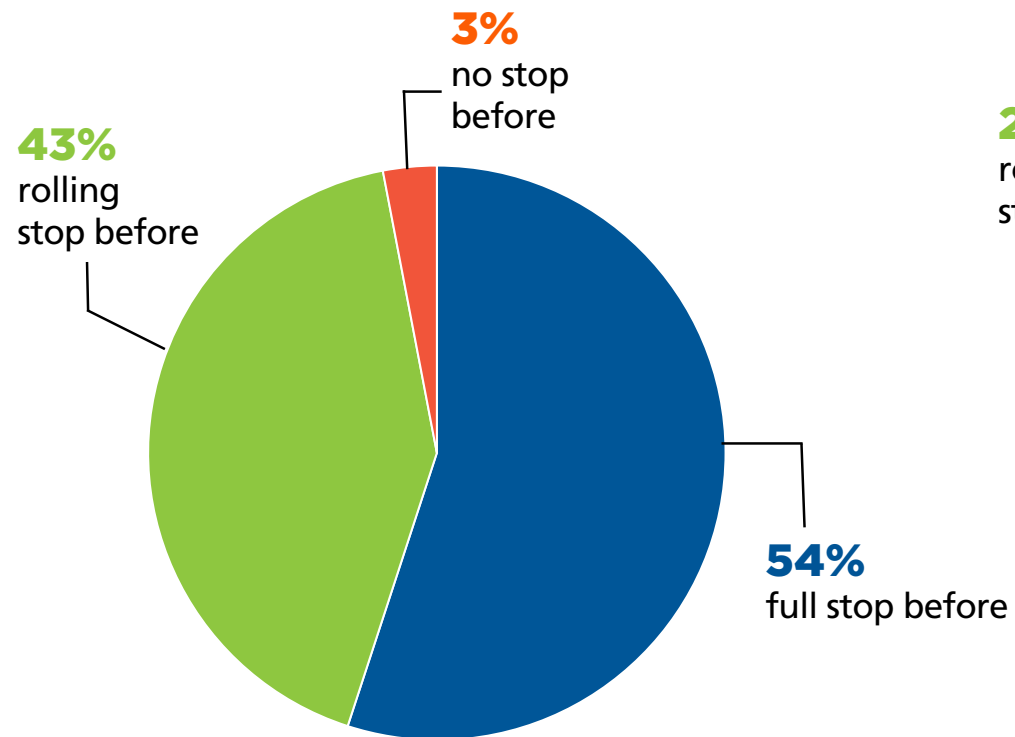
- **Travel Demand Management (TDM) Plan:** MoveSmart continues to play a role in the City's overall Travel Demand Management Plan by supporting sustainable mobility options such as public transit, cycling, walking and carpooling - all aimed at reducing the use of single-occupancy vehicles. The City's TDM strategies include expanding active transportation infrastructure, improving public transit access and using new technologies like the ITS and ATMS to manage and optimize traffic flow and help reduce congestion. Programs like the Active School Travel program encourage students to walk, wheel or bike to school, promoting healthier transportation choices for families. These efforts are part of Vaughan's broader transportation strategy, which integrates education, land use planning and development policies to ensure efficient and sustainable transportation options. This can help accommodate future growth and allow residents more options to keep them moving across our road network.

- **Cycling Network Expansion:** MoveSmart continues to actively support the expansion and rehabilitation of the cycling network in new and existing locations by collaborating with our partners in IPCAM to enhance cycling infrastructure, offering operational support to ensure successful implementation.

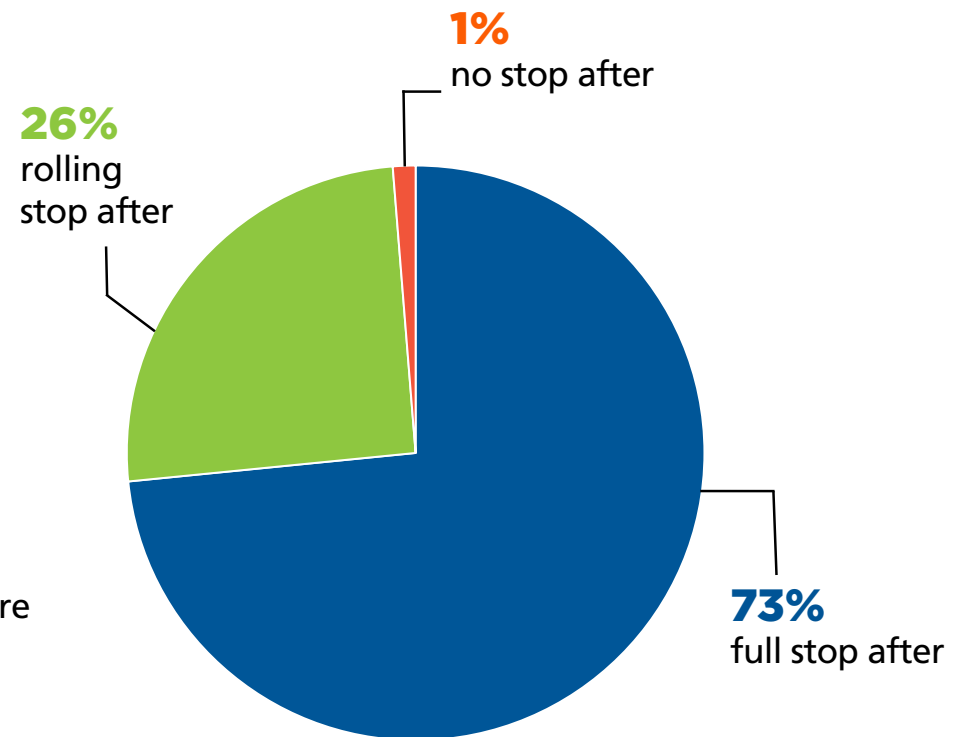


Stop Compliance with New Tiger Tails

BEFORE INSTALLATION



AFTER INSTALLATION

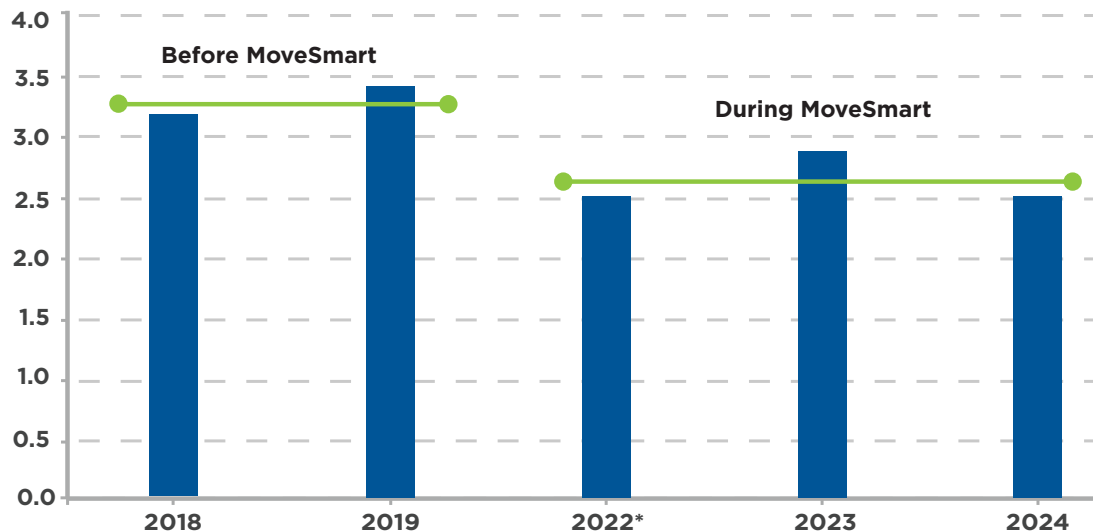


Traffic Data Management Program

COMPLETED OR ONGOING

- **Network Screening:** The City established a road safety tool to identify data gaps, outline areas prone to speeding and collisions, and prioritize locations that require countermeasures. Network Screening also supports the overall objectives of York Region's Vision Zero Traveller Safety Plan.
- **Transportation Engineering Software (TES):**
The City implemented a cloud-based regional traffic data system, with ongoing customization to further automate the selection of appropriate countermeasures in the field, supporting various initiatives within the strategy.

Collisions Per 1000 Residents on Local Roads



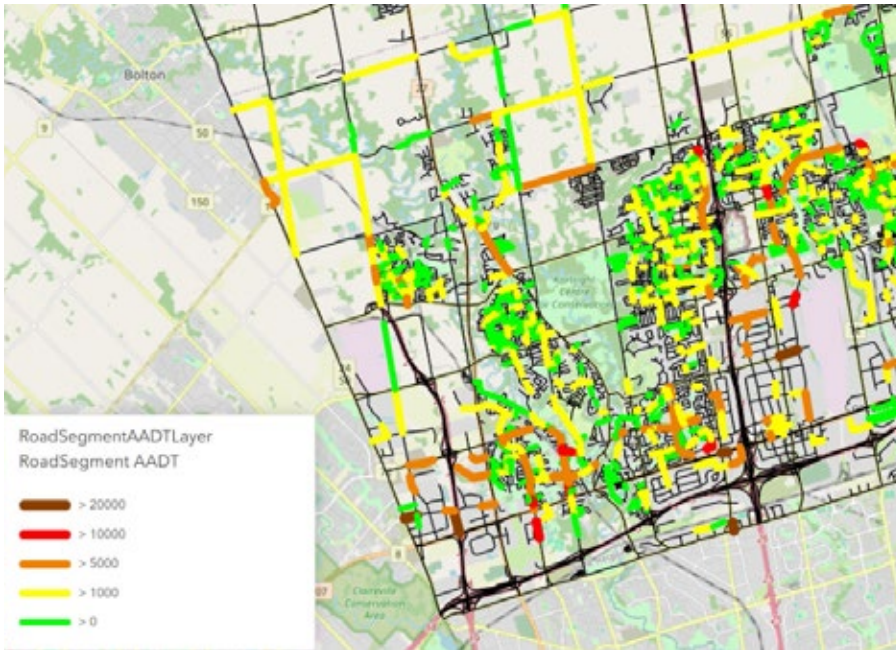
*Collision numbers may still be impacted by irregular COVID travel patterns

Collisions on local roads, per thousand Vaughan residents have **decreased by 15%** since before MoveSmart initiatives began. Excludes 2020 and 2021, due to irregular COVID travel patterns.

- **Annual Count Program:** The City initiated the first proactive annual traffic data collection program, gathering data at key locations each year. This proactive approach will provide valuable insights into both short-and long-term trends, ensuring that countermeasures are applied effectively over time.
- **Transportation Data Modernization and advanced traffic detection:** The City upgraded transportation data collection and analysis tools and equipment through partnerships with internal and external agencies, such as the Ontario Vehicle Innovation Network (OVIN). The OVIN Demonstration Zone is part of an initiative in Ontario that is focused on testing and implementing innovative transportation technologies, including autonomous vehicles and smart transportation systems, as well as related infrastructure improvements.

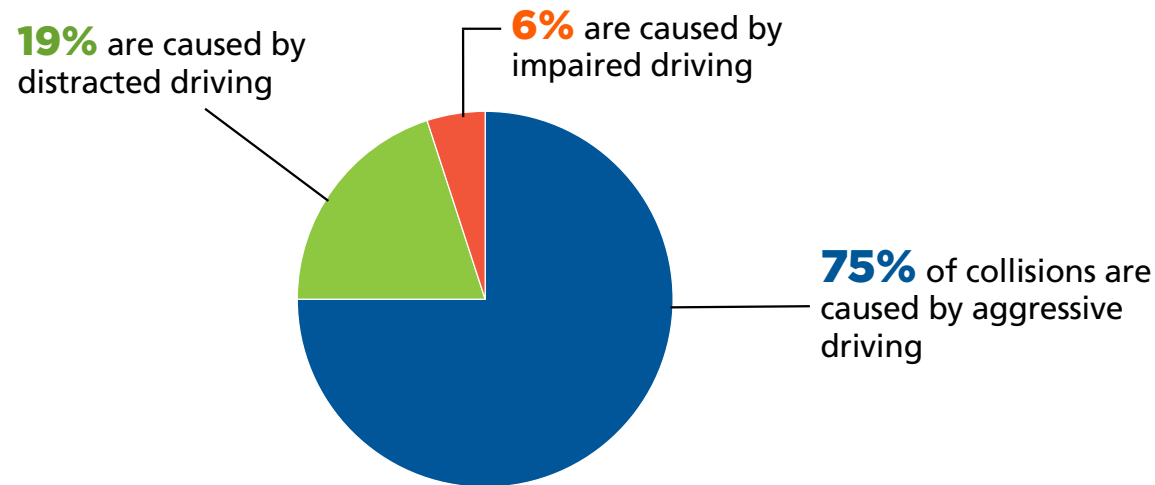
NEW OR UPCOMING

- The City of Vaughan's ongoing Transportation Planning Data Management Strategy, led by IPCAM, focuses on improving the collection, analysis and utilization of transportation-related data to inform decision-making and improve the city's transportation systems. Key components of the strategy include data analysis through traffic modelling and predictive tools to forecast demand, performance monitoring of transportation systems, and evaluating existing projects and procedures using data to engage the public and provide transparency and consistency in its application. The strategy also aligns with broader frameworks like the Transportation Master Plan, Travel Demand Management and MoveSmart initiatives, ensuring that Vaughan's transportation network and data security principles is efficient, sustainable and capable of supporting long-term growth.
- Additional transportation data modernization initiatives are planned to ensure the City stays ahead of evolving trends in data collection and innovative technologies. By keeping pace with advancements, MoveSmart will remain effective in its road safety and mobility management objectives.

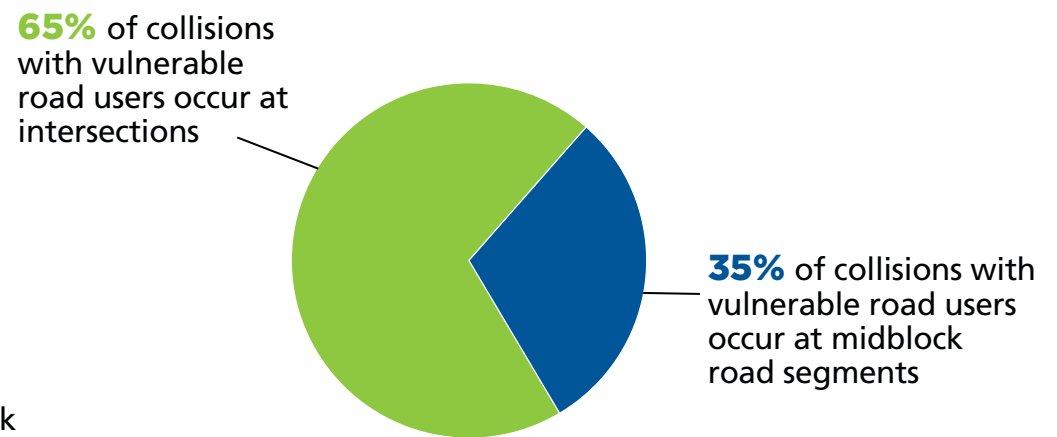
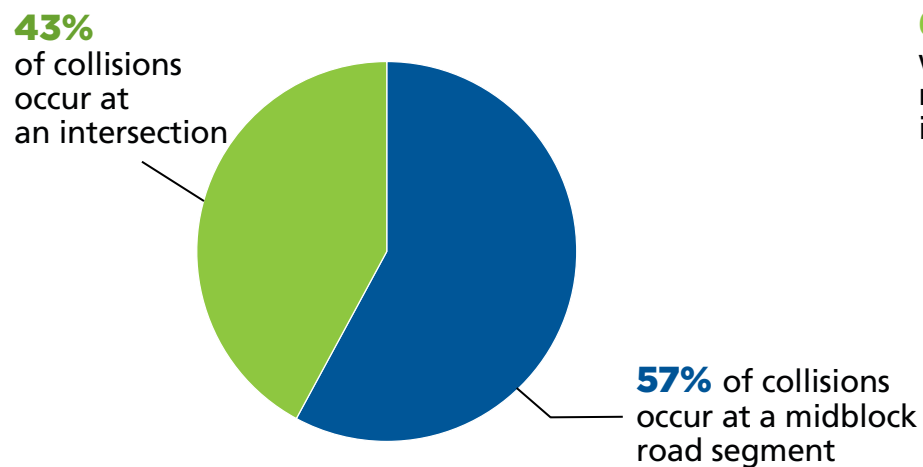


New data tools and platforms enhance analysis in key areas, enabling the City to adopt a proactive, collaborative approach to reducing risk factors and improving safety on local roads.

Collisions on Local Roads in which Driver Behaviour is a Factor



Collision Locations on Local Roads





Public Awareness Initiatives



Vaughan's residents are helping steer MoveSmart toward success. The achievements realized under MoveSmart are only possible because of the support of residents and road safety partners.

The Communications, Marketing and Engagement department supports MoveSmart with a comprehensive communications approach that includes:

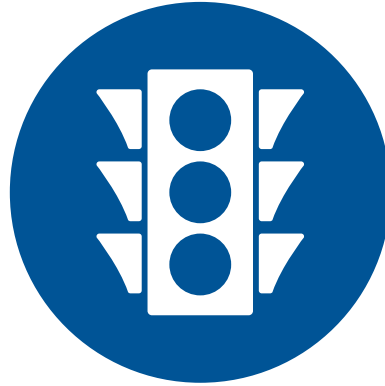
- Social media messaging shared with more than 87,000 followers.

- Public Service Announcements and News Releases published on vaughan.ca and shared with local and cultural media for each project.
- Email newsletters delivered to more than 3,000 subscribers.
- Numerous dedicated web pages and projects featured on vaughan.ca.
- Digital sign network garnering more than 112 million impressions annually.





ROAD SAFETY PROGRAM



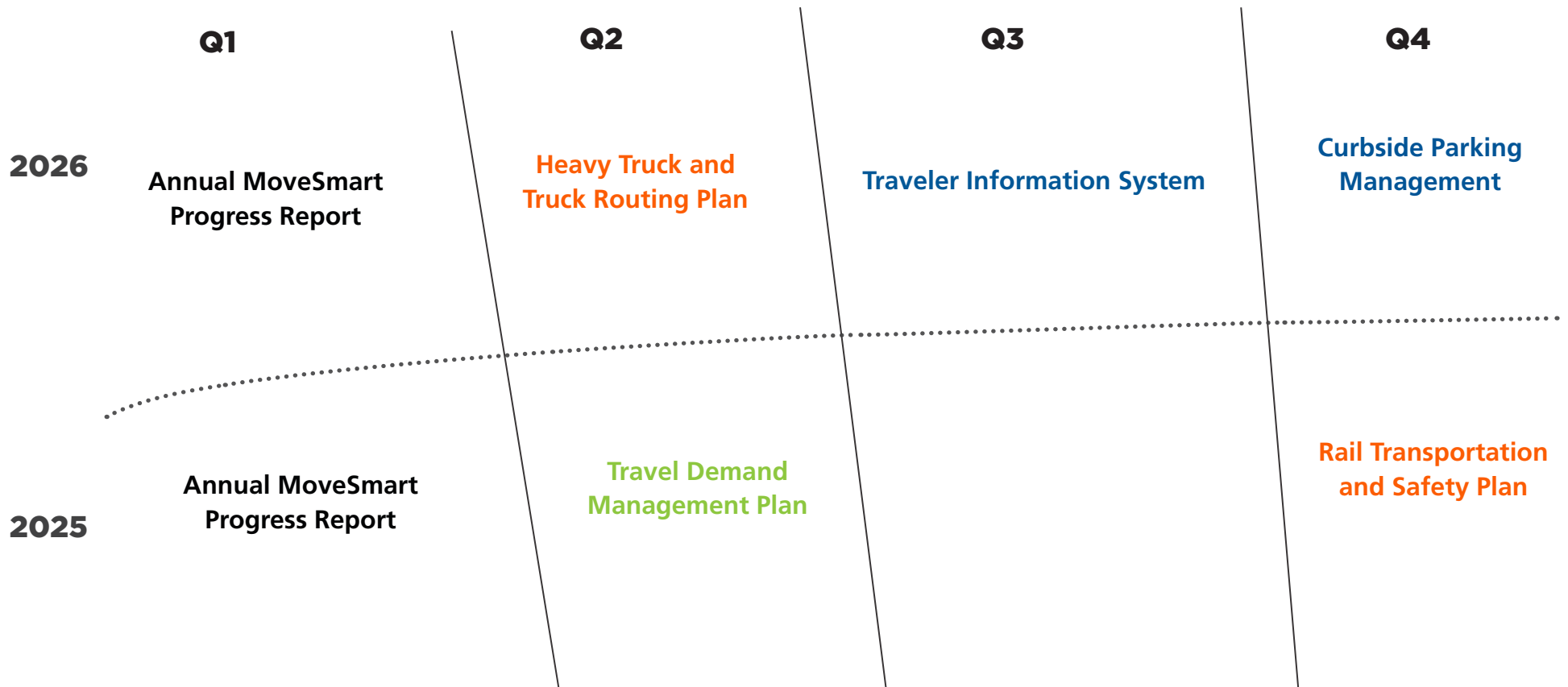
MOBILITY MANAGEMENT PROGRAM



SUSTAINABLE MOBILITY PROGRAM



TRAFFIC DATA MANAGEMENT PROGRAM





Slowing down Vaughan and moving safety forward



MoveSmart continues to deliver on its mandate to confront speeding, enhance road safety and increase mobility through its comprehensive and integrated approach. The City of Vaughan continues to leverage MoveSmart to cultivate a robust road safety culture – one that is led by operational outputs that drive tangible positive outcomes, driven by initiatives that build strong partnerships, promote transparency, create an environment for educational and engagement opportunities, and value citizen input. With a focus on enhancing data collection, data management and data automation, MoveSmart sets clear, measurable performance standards while delivering real results. The growing momentum behind MoveSmart is a testament to the passion and accountability that fuel its success.

Together, we share the responsibility of road safety and the vision of a more sustainable and healthier transportation network for Vaughan.





THE CORPORATION OF THE **TOWN OF COBALT**

May 1, 2025

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

Honourable Rob Flack
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay St.
Toronto, ON M7A 2J3
Email: rob.flack@ontario.ca

Re: Opposition to Strong Mayor Designation for the Corporation of the Town of Cobalt

At its Regular Council Meeting held on April 29, 2025, Council discussed their opposition to the expansion of Strong Mayor Powers, as announced on April 9, 2025. Council of the Town of Cobalt requests that the proposed amendments to O. Reg. 530/22 to expand Strong Mayor Powers and duties to additional municipalities not include the Town of Cobalt.

Council accordingly passed the following resolution:

RESOLUTION No. 2025-057

MOVED BY: Councillor Lafleur
SECONDED BY: Councillor Starchuk

WHEREAS the Province of Ontario has proposed to designate the Corporation of the Town of Cobalt as a "Strong Mayor" community, granting enhanced powers to the Mayor effective May 1, 2025; and,

WHEREAS the Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and,

WHEREAS the Corporation of the Town of Cobalt has a long history of collaborative, transparent, and accountable local governance built upon a foundation of Council-debate and shared decision-making; and,

WHEREAS many municipally elected officials across the province and members of the public have expressed significant concern regarding the imposition of these powers; and,

WHEREAS the Corporation of the Town of Cobalt did not formally request or express a desire to be designated under the Strong Mayor framework; and,

WHEREAS a growing number of municipalities and elected officials across Ontario are questioning the appropriateness of the Strong Mayor system and are calling for its reconsideration or repeal;

THEREFORE BE IT RESOLVED that the Corporation of the Town of Cobalt Council formally request that the Premier of Ontario and the Minister of Municipal Affairs and Housing immediately remove the Corporation of the Town of Cobalt from the list of municipalities designated under the Strong Mayor legislation;

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, all regional Members of Provincial Parliament, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support.

CARRIED

We trust you will find this satisfactory if you have any questions or concerns, please contact the undersigned.

Kind Regards,



Steven Dalley
Town Manager, Clerk/Treasurer
Tel: (705) 679-8877
Email: sdalley@cobalt.ca

cc:

John Vanthof, MPP Timiskaming-Cochrane
All Ontario Municipalities
Association of Municipalities of Ontario (AMO)



City of Stratford, Corporate Services Department

Clerk's Office

City Hall, P. O. Box 818, Stratford, Ontario N5A 6W1

Tel: 519-271-0250, extension 5237

Email: clerks@stratford.ca

Website: www.stratford.ca

May 1, 2025

Sent via email: premier@ontario.ca

The Honourable Doug Ford,
Premier of Ontario
Legislative Building
Queens Park
Toronto, ON, M7A 1A4

Dear Premier Ford,

Re: Resolution R2025-174 - Opposition to Strong Mayor Designation for the City of Stratford

At the April 28, 2025, Regular meeting, Stratford City Council adopted the following resolution in response to the Province's proposal to designate Stratford as a "Strong Mayor" municipality, effective May 1, 2025.

WHEREAS the Province of Ontario has proposed to designate the City of Stratford as a "Strong Mayor" community, granting enhanced powers to the Mayor effective May 1, 2025; and,

WHEREAS the Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and,

WHEREAS the City of Stratford has a long history of collaborative, transparent, and accountable local governance built upon a foundation of Council-debate and shared decision making; and,

WHEREAS many municipally elected officials across the province and members of the public have expressed significant concern regarding the imposition of these powers; and,

WHEREAS the City of Stratford did not formally request or express a desire to be designated under the Strong Mayor framework; and,

WHEREAS a growing number of municipalities and elected officials across Ontario are questioning the appropriateness of the Strong Mayor system and are calling for its reconsideration or repeal;

THEREFORE BE IT RESOLVED that Stratford City Council formally request that the Premier of Ontario and the Minister of Municipal Affairs and Housing immediately remove the City of Stratford from the list of municipalities designated under the Strong Mayor legislation;

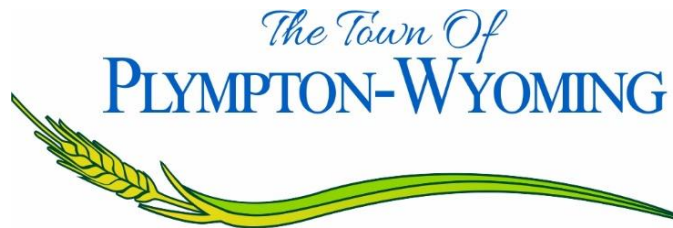
AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the Member of Provincial Parliament, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support.

Sincerely,

T. Dafoe

Tatiana Dafoe, Clerk
City of Stratford

Cc: The Honourable Rob Flack, Minister of Municipal Affairs and Housing
Matthew Rae, Member of Provincial Parliament, Perth - Wellington
All Ontario Municipalities
The Association of Municipalities of Ontario



April 30, 2025

Hon. Doug Ford
Premier of Ontario
premier@ontario.ca

Hon. Rob Flack
Minister of Municipal Affairs and Housing
rob.flack@pc.ola.org

Mr. Bob Bailey, MPP Sarnia-Lambton
bob.bailey@pc.ola.org

Re: Strong Mayor Powers

Please be advised that the Council of the Town of Plympton-Wyoming at its Regular Council meeting on April 30th, 2025, passed the following motion:

Motion #14

Moved by Kristen Rodrigues
Seconded by Alex Boughen

WHEREAS the Government of Ontario announced on April 9th, 2025, that it will extend “**Strong Mayor Powers**” to an additional 169 Municipalities;

AND WHEREAS the Province only accepted comments on the government’s intentions until April 16, 2025 with the new powers set to begin on May 1, 2025;

AND WHEREAS the timeline for feedback from municipal councils was unreasonably short, especially when considering many of the impacted councils generally only meet one to two times monthly, with the added staff time required to prepare reports and provide more detailed information on the impact of the provincial legislation;

AND WHEREAS the intent of the legislation is to build more homes faster, The Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), which has been tracking the use of strong mayor powers since they were first introduced in Toronto and Ottawa in 2022, said there is no evidence

to suggest this legislation has any impact on the number of housings starts in municipalities that have been granted the powers;

AND WHEREAS the new powers include the ability to set budgets, veto bylaws, pass bylaws with just one-third of their council's support, appoint senior civil servants, and solely delegate and oversee the CAO position, which further erodes the lines of an elected official's position and impairs the ability of council to work as a whole on behalf of the community;

NOW THEREFORE be it resolved that the council for the Town of Plympton-Wyoming fully supports the existing electoral process under which the residents duly elected all council members and value a collaborative and council-driven approach to decision making without impairment on any members of council;

AND FURTHER That Council respects the province's intent, but the imposition of Strong Mayor Powers results in an erosion of the democratic process and further deteriorates the promotion of diversity in municipal representation;

AND FURTHER The Council of the Town of Plympton-Wyoming is formally opposed to the use of Strong Mayor Powers and requests that the province repeal the Strong Mayor Powers Legislation all together as a matter of upholding the democratic rights of all elected officials;

AND FURTHER, that in the absence of a repeal, the Town of Plympton-Wyoming Council requests that the province allows municipalities the option to formally decline as a matter of record with the province.

Carried.

If you have any questions regarding the above motion, please do not hesitate to contact the undersigned.



Sincerely,
Dianne Gould-Brown
dgould-brown@plympton-wyoming.ca
Executive Assistant – Deputy Clerk
Town of Plympton-Wyoming

cc: All Ontario Municipalities
Association of Municipalities of Ontario



The Corporation of the Town of Cobourg

Resolution

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

Town of Cobourg
55 King Street West,
Cobourg, ON, K9A 2M2
clerk@cobourg.ca

Delivered via email

Doug.fordco@pc.ola.org
premier@ontario.ca

May 5, 2025

RE: Ontario Works Financial Assistance Rates

Please be advised that the Town of Cobourg Council, at its meeting held on April 30, 2025, passed the following resolution:

THAT Council requests the Provincial Government to urgently:

- Increase Ontario Works rates to match the ODSP rate increases that have already been made and be indexed to inflation;
- Commit to ongoing cost of living increases above and beyond the rate of inflation to make up for the years they were frozen; and

FURTHER THAT a copy of this resolution be sent to the Minister of Children, Community, and Social Services, the Minister of Health, the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the Ontario Municipal Social Services Association, and all Ontario Municipalities.

Sincerely,

Kristina Lepik
Deputy Clerk/Manager, Legislative Services

Enclosure.

cc. Honourable Michael Parsa, Minister of Children, Community and Social Services;
Honourable Sylvia Jones, Minister of Health;
Honourable Rob Flack, Minister of Municipal Affairs and Housing;
Association of Municipalities of Ontario (AMO);
Ontario Municipal Social Services Association; and
All Ontario Municipalities



www.springwater.ca
2231 Nursery Road
Minesing, Ontario
L9X 1A8 Canada

Honourable Premier Doug Ford
Doug.Fordco@pc.ola.org

Sent via electronic mail

May 8, 2025

Dear Honourable Premier Doug Ford

At its Regular meeting on May 7, 2025, the Township of Springwater's Council passed resolution C195-2025 opposing Strong Mayor Powers.

Resolution C195-2025

Moved by: Cabral
Seconded by: Fisher

Whereas the Ontario government has expanded the "strong mayor" powers to 169 additional municipalities, which grants mayors in these municipalities more authority, particularly concerning the control of municipal budgets and planning decisions; and,

Whereas this proposal has raised significant concerns regarding the centralization of power, erosion of local democracy, reduced accountability, and the potential for the abuse of power; and,

Whereas the expansion of strong mayor powers undermines the collaborative nature of municipal governance, and diminishes the role of elected municipal councillors in representing the diverse interests of the community; and,

Whereas concerns have been raised about the negative impacts on public trust, democratic participation, and municipal decision-making processes, if mayors are able to bypass council decisions without adequate consultation or oversight.

Now therefore be it resolved that the Council of the Township of Springwater opposes the Strong Mayor Powers; and

That the Council formally expresses its opposition to the Ontario government's expansion of the Strong Mayor Powers to preserve local democracy, transparency, and accountability.

Further Be It Resolved That a copy of this motion be forwarded to the Ontario Premier, the Minister of Municipal Affairs and Housing, MPP Doug Downey, all Ontario municipalities, as well as the Association of Municipalities of Ontario (AMO) for further action.

Carried

The Clerk's Department can be reached via email at clerks@springwater.ca or by phone at 705-728-4784, Ext. 2304.

Regards,

A handwritten signature in black ink, appearing to read 'Cayla Reimer', with a stylized, flowing script.

Cayla Reimer
Deputy Clerk,
Township of Springwater

cc: Hon. Rob Flack, Minister of Municipal Affairs and Housing
Hon. MPP Doug Downey
All Ontario Municipalities
Association of Municipalities of Ontario



www.springwater.ca
 2231 Nursery Road
 Minesing, Ontario
 L9X 1A8 Canada

The Right Honourable Mark Carney
pm@pm.gc.ca

Sent via electronic mail

May 8, 2025

Dear Right Honourable Mark Carney

At its Regular meeting on May 7, 2025, the Township of Springwater's Council passed resolution C196-2025 Redistribution of the Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding.

Resolution C196-2025

Moved by: Cabral

Seconded by: Fisher

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Now Therefore Be It Resolved That the Township of Springwater formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

Further Be It Resolved That Township of Springwater calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

Further Be It Resolved That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

Further Be It Resolved That copies of this resolution be forwarded to the Right Honourable Prime Minister Mark Carney, the Right Honourable Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, MP Doug Shipley and MPP Doug Downey; and

Further Be It Resolved That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Carried

The Clerk's Department can be reached via email at clerks@springwater.ca or by phone at 705-728-4784, Ext. 2304.

Regards,



Cayla Reimer
Deputy Clerk,
Township of Springwater

cc: Hon. Doug Ford, Premier
Hon. Peter Bethlenfalvy, Ontario Minister of Finance
Hon. Rob Flack, Minister of Municipal Affairs and Housing
Hon. MP Doug Shipley
Hon. MPP Doug Downey
All Ontario Municipalities
Association of Municipalities of Ontario



MUNICIPALITY OF

North Perth

www.northperth.ca

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

May 8, 2025

Hon. Rob Flack
 Minister of Municipal Affairs and Housing
 17th Floor, 777 Bay St.
 Toronto, ON M7A 2J3

Re: Opposition to Strong Mayor Powers in the Municipality of North Perth

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their meeting on April 29, 2025:

Moved by Doug Kellum Seconded by Dave Johnston

THAT: The Council of the Municipality of North Perth expresses its desires to the Ministry of Municipal Affairs and Housing to reverse the grant of Strong Mayor Powers to the Municipality of North Perth;

AND THAT: The letter be circulated to Premier Doug Ford, Minister of Municipal Affairs and Housing Rob flack, Perth Wellington MPP Matthew Rae, Association of Municipality of Ontario (AMO) and all Ontario Municipalities.

On behalf of the Council of the Municipality of North Perth, please accept this letter as an official request to have strong mayor powers removed from the Municipality of North Perth.

Regards,

Sarah Carter
 Acting Clerk/Legislative Services Supervisor

Enclosure

CC: The Honourable Doug Ford, Premier of Ontario
 Matthew Rae, Perth Wellington MPP
 Association of Municipalities of Ontario
 All Ontario Municipalities



May 8, 2025

Sent to: illumination@fibrocanada.ca

Dear Trudy Flynn:

RE: Lighting Request – May 12, 2025 – Fibromyalgia Awareness Day

On behalf of the Town of Newmarket Council I am pleased to recognize Fibromyalgia Awareness Day by illuminating the Fred A. Lundy Bridge located on Water Street in purple on May 13, 2025 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

A handwritten signature in dark ink that reads "John Taylor". The signature is fluid and cursive, with the first and last names clearly legible.

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 8, 2025

Sent to: illumination@fibrocanada.ca

Dear Trudy Flynn:

RE: Lighting Request – May 12, 2025 – Fibromyalgia Awareness Day

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in purple on May 13, 2025 to recognize Fibromyalgia Awareness Day. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

Emily Thomas-Hopkins

Legislative Coordinator



May 8, 2025

Sent to: jdecombe@gbscidp.ca

Dear GBS/CIDP Foundation of Canada:

RE: Lighting Request – May 21, 2025 – Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP) Awareness Month

On behalf of the Town of Newmarket Council I am pleased to recognize Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP) Awareness Month by illuminating the Fred A. Lundy Bridge located on Water Street in blue on May 21, 2025 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

A handwritten signature in black ink that reads "John Taylor".

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 8, 2025

Sent to: jdecombe@gbscidp.ca

Dear GBS/CIDP Foundation of Canada:

RE: Lighting Request – May 21, 2025 – Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP) Awareness Month

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in blue on May 21, 2025 to recognize Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP) Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

A stylized, handwritten signature in black ink, appearing to be the initials "ETH" followed by a long horizontal stroke.

Emily Thomas-Hopkins

Legislative Coordinator



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
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Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 8, 2025

Sent to: chall@cysticfibrosis.ca

Dear Chloe Hall:

RE: Lighting Request – May 24, 2025 – Cystic Fibrosis Awareness Month

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in blue on May 23, 2025 to recognize Cystic Fibrosis Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

Emily Thomas-Hopkins

Legislative Coordinator



May 9, 2025

Sent to: apeterson@easterseals.org

Dear Andrea Peterson:

RE: Proclamation and Lighting Request – May 25 – 31, 2025 – National AccessAbility Week

On behalf of the Town of Newmarket Council I am pleased to recognize May 25 – 31, 2025 as National AccessAbility Week.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in red on May 26, 2025 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

A handwritten signature in black ink that reads "John Taylor". The signature is written in a cursive, flowing style.

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 9, 2025

Sent to: apeterson@easterseals.org

Dear Andrea Peterson:

RE: Proclamation and Lighting Request – May 25 - 31, 2025 – National AccessAbility Week

I am writing to advise that your proclamation and lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim May 25 – 31, 2025 as National AccessAbility Week. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in red on May 26, 2025 to recognize National AccessAbility Week. Please note that the lighting will occur from sunset until 11:00 PM.

A stylized, handwritten signature in black ink, appearing to be "ETH".

Emily Thomas-Hopkins

Legislative Coordinator



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
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Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 8, 2025

Sent to: [REDACTED]

Dear Karen Jacoby:

RE: Lighting Request – May 30, 2025 – World MS Day

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in red on May 30, 2025 to recognize World MS Day. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

A handwritten signature in black ink, appearing to be 'ETH', written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator



May 5, 2025

Sent to: [REDACTED]

Dear Joanne Sweers:

RE: Proclamation Request – June 2, 2025 – NWMRKTProud Day

On behalf of the Town of Newmarket Council I am pleased to recognize June 2, 2025 as NWMRKTProud Day.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 5, 2025

Sent to: [REDACTED]

Dear Joanne Sweers:

RE: Proclamation Request – June 2, 2025 – NWMRKTProud Day

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June 2, 2025 as NWMRKTProud Day. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

A handwritten signature in black ink, appearing to be 'ETH', with a long horizontal stroke extending to the right.

Emily Thomas-Hopkins

Legislative Coordinator