

TOWN OF FORT FRANCES

AGENDA - March 26, 2012

MEETING

Page

COUNCIL MEETING

(Session No. 42) 6:10 p.m. to 6:55 p.m.

- 1.1 Call to Order
- 1.2 Prayer
- 1.3 Non-agenda items identified to be considered later in this meeting
- 1.4 Disclosure of pecuniary interest and the general nature thereof.

Delegations/Deputations

- 2.1 Presentation from G. Gillon, Regional Economic Developer, Rainy River Future Development Corporation re: 3-8
 - 1) Invoice - Fort Frances Portion of NOEDF Project #842-50360 for the period Oct. 1, 2011 to Dec. 31, 2011; and
 - 2) RRFDC Activity Report for the Period October 1, 2011 to December 31, 2011.
- 2.2 Presentation of 2012 Municipal Budget & Public Participation (material to be distributed)
- 2.3 Report on Ontario Good Roads Conference attended by Mayor Avis, Councillors J. Albanese, R. Wiedenhoeft & M. McCaig, CAO.

Consent Agenda

- 3.1 Summary Report 9
- 3.2 Items Referred from Committee of the Whole
- 3.3 Rainycrest Auxiliary - Application for Break Open Ticket Lottery License from 517 Mowat Avenue (see materials attached separately)
- 3.4 Zoning By-Law Amendment Application re: File No. 08/98-VV - 815 10-16
 - McIrvine Road - Bruce Charles Whalen.

Approval of Council Minutes *

- 4.1 Session No. 41 dated March 12, 2012*.

Approval of Committee of the Whole Minutes *

- 5.1 Sessions No. 51 and 52 dated March 12 and 21, 2012*.

Resolutions from tonight's Committee meeting

By-Laws

- 7.1 57/05-F 17-18
 - A By-Law to amend the Business Licensing By-Law to provide for accessibility requirements for taxicab owners/operators

New Items -

- | | | |
|-----|---|-------|
| 8.1 | Ministry of Transportation - Public Sector Technical Advisory Committee Invitation. | 19-39 |
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Information Correspondence **

- | | | |
|-----|--|-------|
| 9.1 | Association of Municipalities of Ontario Communicate dated March 14 re: AMO Breaking News re: Provincial Budget 2012-2013; March 15 re: AMO Urban Symposium Program Update - April 19 and 20, 2012 - Toronto; April 19th re: AMO Breaking News re: 2012 AMO Pre-Budget Submission. | 40-55 |
| 9.2 | Association of Municipalities of Ontario Watch File dated March 15, 2012. | 56-57 |
| 9.3 | OGRA Communications dated March 16, 2012 re: Presentations from the 2012 ROMA/OGRA Combined Conference Are Now Online. | 58-61 |
| 9.4 | Resolution passed February 29, 2012 from the Town of Penetanguishene re: Payment in Lieu of Taxes for Heads and Beds. | 62-63 |
| 9.5 | Resolution passed March 6, 2012 from Town of Halton Hills re: Exemption from Taxation - Royal Canadian Legion. | 64-66 |
| 9.6 | Resolution passed March 5, 2012 from Township of Havelock-Belmont-Methuen re: Ontario Wildlife Damage Compensation Program. | 67-68 |
| 9.7 | Invitation forwarded March 20, 2012 by Northwestern Ontario Municipal Association re: BRIDGELIFE 2012 Conference and Expo - Ottawa - April 10-12, 2012. | 69-72 |

Minutes **

- | | | |
|------|--|-------|
| 10.1 | Community Services Executive Committee dated February 21, 2012. | 73-75 |
| 10.2 | Operations and Facilities Executive Committee Minutes dated March 7, 2012. | 76-79 |
| 10.3 | Fort Frances Museum Advisory Committee Minutes dated March 19, 2012. | 80-81 |

Non-agenda Items - 6:50 p.m.

*** Previously distributed to Council**

**** Items can be viewed by contacting the Clerk**

Agenda Item # 2.1



**RAINY RIVER FUTURE
DEVELOPMENT CORPORATION**
A Community Futures Development Corporation

February 9, 2012



Mr. Mark McCaig, CAO
Town of Fort Frances
320 Portage Avenue
Fort Frances, Ontario
P9A 3P9

Dear Mark:

Please find attached the Rainy River Future Development Corporation's (RRFDC) invoice for services for the period October 1 – December 31/11. The Activity Report for the enhanced services is also attached.

I look forward to presenting our activities to Council, with the date to be determined.

If you have any questions at all, please do not hesitate to ask.

Yours truly,



Geoff Gillon
Regional Economic Developer





**RAINY RIVER FUTURE
DEVELOPMENT CORPORATION**
A Community Futures Development Corporation

31-Dec-11

Invoice # 023-01-2012

INVOICE

To: Town of Fort Frances
Attn: Mark McCaig

From: Rainy River Future Development Corporation

For: Fort Frances Portion of NOEDF Project #842-503060
For the Period October 1/11 to December 31/11

Amount: \$14,150.75

Description:

Investment Attraction	
Travel/Meetings	\$2,099.34
Advertising/Distribution	\$1,289.50
Consultant	\$5,521.82
Community Marketing	
Travel/Meetings	\$591.36
Advertising/Distribution	\$3,415.72
Consultant	\$1,065.39
Transportation/Cross Border Logistics	
Travel/Meetings	\$1,095.06
Advertising/Distribution	\$296.23
Consultant	\$5,521.82
Enhanced Services Economic Development	
Advertising/Distribution	\$48.80
Consultant	\$3,326.08
In-fill Project	
Travel/Meetings	\$2,398.94
Advertising/Distribution	\$151.54
Consultant	\$1,481.15

Total Project Expenses **\$28,302.75**

FedNor Portion 50% \$14,152.00

TOWN OF FORT FRANCES PORTION 50% **\$14,150.75**

\$14,150.75

Any questions, please give us a call.
Thank you!



Due Upon Receipt



608 Scott Street, Fort Frances, ON P9A 1H6 • Tel 807.274.3276 - 1.800.465.8502 • Fax 807.274.6989
Email info@rrfdc.on.ca • www.rrfdc.on.ca

Agenda Item # 2.1

ACTIVITY REPORT FOR OCTOBER, NOVEMBER, DECEMBER /2011

Fort Frances as Business Location

A. Investment Attraction through Community Investment Readiness

Using the industrial asset analysis:

1. Continue to improve the Website
 - The new website was launched with the Towns site. These improvements include an upgraded property website.
 - Conducted social media review of Town of Fort Frances and began making improvements.
 - Conducted a social media workshop for SME's.
2. Develop and execute a strategy to include; both inward, corporate and site locator familiarization trips, and outward promotional trips to various conference, trade shows, corporate visits and annual meetings.
 - Facilitated sessions for Council and the business community with Osisko mining and Rainy River Resources.
 - Attended the Canadian Association of Mining Supply Companies meetings and followed up on leads from conference.
 - Attended the Manitoba Mining show and followed up on leads.
3. Respond to information requests providing assistance to leads.
 - Working with the CAO and Planning Department to assume the position of point of first contact for commercial and industrial sales inquiries. This quarter the RRFDC worked with 5 inquiries; all commercial including a restaurant and a card lock station. Assisted with the completion of the sale of one industrial lot.
 - Completed lot pricing and marketing program, reviewing "all in" vs services plus land costing.
 - Prepared new marketing materials: Fort Frances Canada's next mining district.
 - Revised Asset Sheets
 - Responded to 3 inquiries on lots.
 - Worked with a Mining supply company to acquire space on Scott Street.
4. Telecommunication Upgrades
 -

Agenda Item # 2.1

B. Transportation/Border Access Project

1. Develop ties with NASCO Project – Highway #35 trade corridor (north/south) and Canadian National (east/west) to seek opportunities.
 - **Worked with the Minnesota Iron Mining Association**
2. Organized the Fort Frances Northern Networks Conference in the fall of 2010.
 - **Completed**
3. Develop a strategy and take actions within budgets to market Fort Frances as the Gateway to the U.S., citing location, access to interstate system, ease of border crossing, etc.
 - **Continuing**

C. As a Tourism Destination

1. Provide support to marketing efforts for Fort Frances as the base for fishing Rainy Lake, assisting, when required, in sport shows, marketing etc.
 - **New TV commercial aired in Winnipeg markets - Fort Frances aired on "Fishing with Gussy".**
 - **Presented the Fort Frances Bass Tournament with a volunteer retention analysis.**
 - **Completed and presented an Economic Impact Survey for the Bass Tournament.**
2. Develop and implement a strategy to increase the usage of the Fort Frances facilities. Also, develop and implement Fort Frances branding, including signage, etc. Such as, but not limited to replacement of three billboard signs in Fort Frances.
 - **Replaced a second highway sign from Thunder Bay with AEDC and the Township of Atikokan regarding way finding sign for Hwy 17.**
 - **Started on graphics for new US sign on Hwy 53.**
 - **Organized new banners for the US Bridge with no cost to Town.**

D. Infrastructure In-Fill Projects

1. Expansion of community housing, reviewing such opportunities as condominiums, apartments and increased housing lots.
 - **Continued to communicate with potential developer and offer assistance.**
 - **Huffman School review.**

Agenda Item # 2.1

- Continued to work with Condo developer and realtors.
 - Discussed with interested parties the use of vacant commercial/institutional buildings.
 - Initiated discussion on the Rainy Lake Hotel property.
2. Evaluate current incentive program, make adjustments as required and market.
 - Responded to several inquiries with successful applications.
 3. Evaluate the potential for the increased development/sale of industrial lots.
 - Implemented new strategy.
 4. Develop a strategy to market and sell these assets.
 - Strategy in implementation phase. Including mailing packages and activity soliciting leads.

E. Planning, Council and EDC Committee

1. Prepare a monthly activity report for the RRFDC, attend when requested meetings with RRFDC personnel.
 - October Report
 - November Report
 - December Report
2. Prepare agenda for the EDC committee; provide the committee with regular updates on economic development activities. Provide opportunities to solicit members for advice on opportunities and/or activities that may provide Fort Frances with economic growth.
 - Meetings in October, November and December and
 - Training opportunities provided.
3. Report, when required, to Council on activities.
4. Provide support and input, on request, to Town departments on projects related to economic development such as, but not limited to; signage, industrial park sales, museum/tourism projects, facility usage, membership in regional organizations.
 - Provided input when requested to Town departments.
 - Industrial Lots sale strategy

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Agenda Item # 2.1

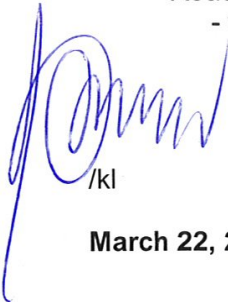
5. Assist, when requested, with promoting Municipal/Community events that advertise the economic prosperity of the community such as but not limited to; waterfront development opening, ribbon cuttings and expansions.
6. When requested, represent the community at economic development consultations, AGM's and events related to the overall prosperity of the community.

Agenda Item # 3.1

THE TOWN OF FORT FRANCES

REPORT TO: Mayor and Council
FROM: G. Treftlin
SUBJECT: Town of Fort Frances
Council Meeting - Monday, March 26, 2012.
Consent Agenda Items

1. Items referred from Committee of the Whole:
See individual reports.
2. Break Open Ticket Licence Application from Rainycrest Auxiliary at Xtra Cash (1561330 Ontario Ltd.) –517 Mowat Avenue from April 1, 2012 to September 30, 2012.
 - License will be processed in conformance to provincial regulations and rules.
3. Zoning By-Law Amendment Application re: File 08/98-VV – 815 McIrvine Road – Bruce Charles Whalen.
 - will be referred to the Municipal Planner for processing.



/kl

March 22, 2012



Agenda Item # 3.4

Administration & Finance Division
Civic Centre

Operations & Facilities Division
Fifth Street & Wright Avenue
Phone: 807-274-9893
Fax: 807-274-7360

Civic Centre
320 Portage Avenue
Phone: 807-274-5323
Fax: 807-274-8479
email: town@fort-frances.com



Planning & Development Division
Civic Centre

Community Services Division
740 Scott Street P9A 1H8
Phone: 807-274-4561

Mailing Address:
320 Portage Avenue
Fort Frances, Ontario
P9A 3P9

www.fort-frances.com

9 March 2012

Bruce Charles Whalen
124 Third St. W.
Fort Frances, On
P9A 3A3

Dear Mr. Whalen:

**Re: Zoning Amendment 8/98-VV
815 McIrvine Rd, Fort Frances**

Your application for rezoning referenced above is acknowledged. Pursuant to the requirements of the Planning Act, Council is required to hold a public meeting to hear anyone wishing to speak either in opposition to or in favour of the proposed amendment. Notice of this meeting must be published at least 20 days before. In addition to the above, planning applications are referred to staff, the Committee of Adjustment (CoA) and the Planning and Development Executive Committee (PDEC) who will, in turn, make a final recommendation to Council. To accommodate circulation for comments and legislated times frames, the process will take approximately three months based on the following schedule:

- March 9 - Receive application
- March 13 - Circulation for comment
- March 20 - Notice of Public Meeting (minimum 20 days before Public Meeting)
- unknown - Consideration by the CoA (special meeting – date to be determined)
- April 9 - Public Meeting of Council
- April 16 - Consideration by PDEC
- April 23 - Consideration by Council (of recommendation by PDEC, CoA and staff)
- May 7 - Consideration of By-Law by Council (if approval given on April 23rd)
- May 9 - Notice of Passing Amendment By-Law (within 10 days of passing by-law)
- May 29 - Last day for Filing Appeal (20 days from date of Notice)
- May 30 - Zoning Amendment By-Law becomes final if no appeals

All meetings are held at the Civic Centre, 320 Portage Avenue. You are encouraged to attend the Public Meeting, which will commence at approximately 6:45 p.m. immediately following the regular Committee of the Whole meeting in Council Chambers. You are not required but are welcome to attend the CoA and PDEC meetings, which are held in the Committee Room at 7:00 pm and 8:30 am respectively.



Agenda Item # 3.4

Bruce Whalen
Re: Zoning Amendment 8/98-VV
9 March 2012
Page 2

You will be notified of any issues identified as a result of circulation. If you have any questions throughout this process, please do not hesitate to contact me at 274-5323 ext. 275.

Yours very truly

PLANNING & DEVELOPMENT DIVISION



N. Faye Flatt, AMCT, ACST, CPT
Municipal Planner
Town of Fort Frances
/ff

c.c. - G. Treftlin, Clerk
- R. Hallam, Superintendent of Planning & Development

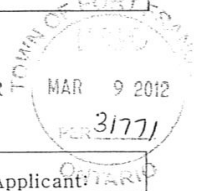
Agenda Item # 3.4



File No 8/98-VV

APPLICATION FOR ZONING BY-LAW AMENDMENT

INFORMATION AND MATERIAL TO BE PROVIDED BY APPLICATION UNDER
SUBSECTION 34(10.1) OF THE PLANNING ACT (Ontario Regulation 545/06)



1. The name, address, telephone number and email address (if any) of the Applicant:			
Denis Alberique DeGagne (Owner) Bruce Charles Whalen, Purchaser/Agent for Owner 124 Third Street West, Fort Frances, On P9A 3A3			
2. If known the names and full addresses of the holders of any mortgages, charges or other encumbrances in respect of the subject land:			
None			
3. The current Official Plan designation of subject land:			Working Area
4. Describe how the application conforms to the official plan of the municipality?			
All forms of commercial operations are permitted in the Working Area. This application is supported by section 2.2.4 of the Official Plan that commercial developments at the easterly and westerly ends of the Town should be focused on serving the needs of tourists and the traveling public and providing access and parking areas suited to larger recreational vehicles and trailers. The proposal is for a car wash that will accommodate passenger vehicles and large transport trucks either on an automatic or coin operated basis.			
5. The current zoning of the subject land:			Heavy Industrial (Holding) - M2(H)
6. The nature and extent of the rezoning requested:			
a. Add a car wash as a site specific permitted use in addition to the existing uses. A Car wash, being defined as building or structure for the operation of automobile washing either as an automatic car wash where labour is not supplied by patron, or coin operated car wash where patron supplies the labour; and b. Remove the Holding provision			
7. The reason why the rezoning is requested.			
a. Property is currently unused and vacant. The purchaser/applicant would like to develop it as an automatic/coin operated car wash. The rezoning is requested because the proposed use is not listed as a permitted use in the current zoning. b. Municipal Services are available to the property whereas they were not in 1998 when the holding provision placed on the property and by-law 8/93 was enacted.			
8. Is the subject land within an area where the municipality has pre-determined minimum & maximum density requirements or minimum or maximum height requirements?			
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, provide information relative to these requirements.			
9. The description of the subject land, such as the municipality, concession and lot numbers, registered plan and lot numbers, reference plan and part numbers and name of street and number:			
815 McIrvine Road - Parcels 12714 and 12714, being part of River Range Lot 41, Township of McIrvine			
10. The frontage, depth and area of the subject land (in metric):			
Frontage:	57.912 m	Depth:	200.86
Area:	1.163 ha		

Agenda Item # 3.4

c. the length of time that the existing uses of the subject land have continued:	
unknown	
23. Water is provided to the subject land by a publicly owned and operated piped water system, a privately owned and operated individual or communal well, a lake or other water body or by other means:	
publicly owned and operated piped water system	
24. Whether sewage disposal is provided to the subject land by a publicly owned and operated piped sewage disposal system, a privately owned and operated individual or communal septic system, a privy or other means:	
publicly owned and operated piped sewage system	
25. If the application permits development on privately owned and operated individual or communal septic systems, and more than 4500 litres of effluent would be produced per day as a result of the development being completed, a servicing options report, and a hydrogeological report are required. Are these reports attached?	
a. a servicing options report,	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
b. a hydrogeological report	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
26. Indicate whether storm drainage is provided by sewers, ditches, swales or other means:	
Storm sewer	
27. If known,	
a. is the subject land the subject of an application under the Act for approval of a plan of subdivision or a consent: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, provide file number and status of the application:	
b. has the subject land ever been the subject of an application under Section 34 of the Act: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, provide file number and status of the application:	
c. has the subject land ever been the subject of a Minister's Zoning Order? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, provide Ontario Regulation number of the Order:	
28. A sketch showing, in metric units, the following:	
a. the boundaries and dimensions of the subject land.	
b. The location, size and type of all existing and proposed buildings and structures on the subject land, indicating the distance of the buildings or structures from the lot lines.	
c. The approximate location of all natural and artificial features on the subject land and on land that is adjacent to it, and that in the applicant's opinion, may affect the application (<i>for examples buildings, railways, roads, watercourses, drainage ditches, river or stream banks, wetlands, wooded areas, wells and septic tanks</i>).	
d. The current uses on land that is adjacent to the subject land.	
e. The location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public traveled road, a private road or a right-of-way.	
f. If access to the subject land is by water only, the location of the parking and docking facilities to be used.	
g. The location and nature of any easement affecting the subject land.	

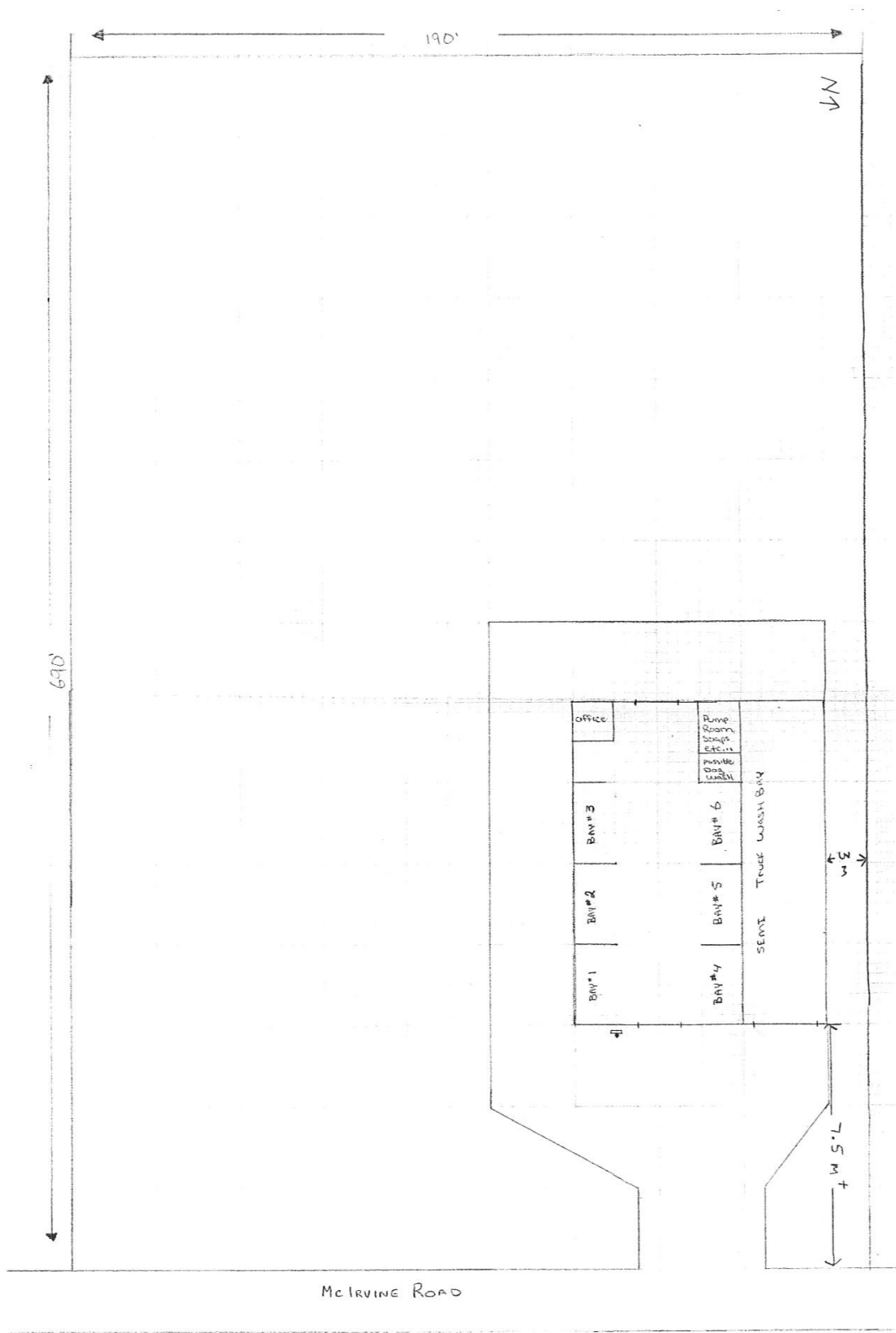
Agenda Item # 3.4

11. Is the application to implement an alteration to the boundary of an area of settlement or to implement a new area of settlement?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, provide details of the official plan that deals with the matter	
12. Is the application to remove land from an area of employment?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, provide details of the official plan that deals with the matter.	
13. Is the subject land within an area where zoning with conditions may apply?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, provide an explanation of how the application conforms to the official plan policies relating to zoning with conditions	
14. Is access to the subject land by provincial highway, a municipal road that is maintained all year or seasonally, another public road or a right of way or by water?	
Municipal Road maintained year round	
15. If access to the subject land is by water only, provide details of the parking and docking facilities used or to be used and the approximate distance of these facilities from the subject land and the nearest public land:	
Not applicable	
16. Existing uses of the subject land:	
vacant	
17. Are there any buildings or structures on the subject land: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
18. If answer to question 17 is yes, provide, for each building or structure, the type of building or structure and the setback from the front lot lines, rear lot line and side lot lines, the height in metres of the building or structure and the dimensions or floor area of the building or structure:	
N/A	
19. The proposed uses of the subject land:	
Car Wash	
20. Are any buildings or structures proposed for the subject land? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
21. If answer for question 20 is yes, provide, for each building or structure, the type of building or structure proposed, the setback from the front lot line, rear lot line and side lot lines, the height in metres of the building or structure and the dimensions or floor area of the building or structure:	
22. If known,	
a. the date the subject land was acquired by the current owner:	September 1, 2006
b. the date existing buildings or structures on the subject land were constructed:	
N/A	

Town of Fort Frances Zoning By-Law Amendment Application Form – Page 4

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Agenda Item # 3.4



Agenda Item # 7.1

TOWN OF FORT FRANCES

BY-LAW NO. 57/05-F

(Being a by-law to amend the Business Licensing By-Law to provide for accessibility requirements for taxicab owners and operators operating within the Town of Fort Frances. - the *Municipal Act, 2001*, S.O. 2001, c. 25, Sections 151 and 156, and the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, and Ontario Regulations there under.)

WHEREAS, Council for the Municipal Corporation of the Town of Fort Frances on March 27th, 2006, passed By-Law No. 57/05 for licensing, regulating and governing businesses within the Town of Fort Frances including the owners and drivers of cabs, taxis, motor or other vehicles regularly used for hire within the Municipality, and for revoking or cancelling licenses so granted;

AND WHEREAS on February 13th, 2012, Council approved a recommendation from the Planning & Development Executive Committee to amend the Town's Business Licensing By-Law to provide for requirements of owners/operators of taxicabs under the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, and Ontario Regulations there under with respect to displaying information on bumper stickers and restriction on fees and charges to persons with disabilities.

NOW THEREFORE, the Municipal Council of the Corporation of the Town of Fort Frances does HEREBY ENACT as follows:-

1. That Town of Fort Frances By-Law No.57/05 (the Business Licensing By-Law) be amended as follows:
 - 1) That Article 16.16 be amended by the addition in paragraph a) in the second line following "driver" of:

"and registration and identification information as displayed on the rear bumper available in an accessible format to passengers"
 - 2) That Article 16.16 be amended by the addition of new paragraph c) as follows:

"have displayed, in compliance with the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, and Ontario Regulations there under, on the right side of the rear bumper a bumper sticker in the form and style as provided on a cost recovery basis by the Town of Fort Frances."

Agenda Item # 7.1

- 2) By the addition of new Article 16.32.1 as follows:

“16.32.1 Not entitled to additional fare or charge from a passenger with a disability and no charge for storage of mobility aids or assistive devices

No owner or driver shall be entitled to recover or receive a higher fare or charge from any person with a disability than those fares or charges he/she would receive from any person without a disability. The owner or driver shall not charge a person with a disability a fee for the storage of mobility aids or assistive devices.”

This by-law shall come into force and take effect on the final passing thereof.

READ THREE TIMES and finally passed in open Council this 26th day of March 2012.

R. Avis, Mayor

G. Treftlin, Clerk

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Agenda Item # 8.1

Mark McCaig/Frances
21/03/2012 11:22 AM

To Kathy Lawson/Frances@Frances
cc
bcc
Subject Fw: Ministry of Transportation - Public Sector Technical
Advisory Committee Invitation

Kathy,

I want the attachment info on the next agenda for council direction. I'm being asked
to sit on a committee that may have value for the Town.....Mark

----- Forwarded by Mark McCaig/Frances on 03/21/2012 11:21 AM -----



Provincial Planning Office
<ProvincialPlanningOffice@o
ntario.ca>

03/20/2012 01:47 PM

To <mmccaig@fort-frances.com>
cc "de Groot, Caroline (MTO)" <Caroline.deGroot@ontario.ca>
Subject Ministry of Transportation - Public Sector Technical Advisory
Committee Invitation

Mr. McCaig,

We are pleased to invite you to participate on the Public Sector
Technical Advisory Committee (TAC), which will directly support the
development of a Northern Ontario Multimodal Transportation Strategy. We
are committed to involving and receiving input from our public sector
partners throughout the development of this important transportation
strategy that will identify transportation policy, program and
infrastructure improvements for the short, medium and long term.

The first meeting is planned for Thursday, April 19, 2012 in Thunder
Bay. Venue and time for the meeting as well as other important details
are in the attached document.

Members of the project team will follow up with you by telephone to
discuss this package, or if you have questions pls contact the project
manager directly: Caroline de Groot, Project Manager by phone at
(416) 585-7193 or by email at caroline.degroot@ontario.ca.

Thx,

David Bills
Administrative Assistant
Ministry of Transportation
PROVINCIAL PLANNING OFFICE
777 Bay Street, 30th Floor, Suite 3000
Toronto, ON M7A2J8
Tel. 416-585-7099 / 1-866-201-3207
Fax. 416-585-7324
Email: David.Bills@ontario.ca



McCaig.pdf

Agenda Item # 8.1

Ministry of Transportation
Transportation Planning Branch
777 Bay Street
30th Floor, Suite 3000
Toronto, ON M7A 2J8

Ministère des
Transports



Tel. (416) 585-7238
Fax. (416) 585-7324

March 20, 2012

Via email: mmccaig@fort-frances.com

Mr. Mark McCaig
CAO
Town of Fort Frances
320 Portage Ave
Fort Frances, ON
P9A 3P9

Dear Mr. McCaig:

We are pleased to invite you to participate on the Public Sector Technical Advisory Committee (TAC), which will directly support the development of a Northern Ontario Multimodal Transportation Strategy. We are committed to involving and receiving input from our public sector partners throughout the development of this important transportation strategy that will identify transportation policy, program and investment opportunities for the short, medium and long term.

The Northern Ontario Multimodal Transportation Strategy is a key deliverable of the Growth Plan for Northern Ontario. The Ministry of Transportation (MTO) in partnership with the Ministry of Northern Development and Mines is developing a strategy that will identify long term strategic directions for transportation infrastructure and services. Through consultation, engagement and studies this initiative takes a broad pan northern approach and examines transportation related issues over the next 25 years. Exercises such as this one are typically conducted as part of MTO's traditional transportation planning process to develop long term regional transportation plans.

The Northern Ontario Multimodal Transportation Strategy will be developed through three separate exercises. Part 1 and Part 2 are studies to collect baseline data and this information will inform the development of the overall strategy, Part 3.

The draft project scope is attached and outlines the work and data collection that has been gathered to date and what will be required to complete the project moving forward. As a member of this advisory committee your role will be to:

- represent the interests of your organization
- provide information and data
- receive draft material & presentations as the project moves forward
- share your regional expertise & knowledge on transportation related issues
- provide input and advice on options & recommendations

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Agenda Item # 8.1

-2-

MTO is committed to working with you throughout this study process and looks forward to receiving your feedback. We have extended this invitation to you, as a senior member in your organization/municipality, however, you may wish to delegate this invitation to an individual you feel can bring an informed voice on transportation issues from your organization for northern Ontario. For example in the case of municipalities, it may be appropriate to delegate this role to a Director of Public Works, Economic Development or Planning. There will be other options for elected officials to participate in the future and we look forward to receiving their input. At this time, we are looking for technical expertise. Participation in this study allows for the opportunity to provide input at all stages of the strategy development.

Meeting 1 – The first meeting is planned for Wednesday, April 18, 2012 in Thunder Bay. Venue and time for the meeting is given below:

- **Venue:** **Best Western Nor'Wester Hotel and Conference Centre** located at 2080 Highway #61, Thunder Bay, ON P7J 1B8. The meeting will take place at the Kaministiquia Room
- **Time:** **10:30 AM – 3:00 PM**

This meeting will allow Ministry of Transportation staff to provide an overview of the project scope and timeline and provide for an early opportunity to identify issues.

Meeting 2 - Spring 2012 – Review of preliminary passenger and commercial vehicle survey results (Study Part 2). This meeting will also provide an opportunity to provide comments and feedback on Transportation Requirements for Economic Development (Study Part 1). Refine the identification of issues and to help develop early recommendations.

Meeting 3 – Fall 2012 – Workshop to present the results of the Transportation Requirements for Economic Development Papers. All study participants will be invited: Public Sector TAC, Private Sector TAC, First Nations and industry stakeholders.

Meeting 4 – Spring 2013 – Workshop to present all findings, data, and research collected to date.

Meeting 5 – Fall 2013 – This session will provide an opportunity to review options and proposed recommendations for the draft Strategy (Study Part 3). Future conditions, transportation issues and draft recommendations will be presented.

All meetings will be convened in northern Ontario communities. We will discuss logistics and approaches for hosting future meetings at our first meeting in Thunder Bay. The cost associated with attending these meetings is the responsibility of participants.

We would appreciate if you could confirm your interest in participating in the Public Sector Technical Advisory Committee at your earliest convenience.

Members of the project team will follow up with you by telephone to discuss this package, or should you choose to contact the project manager directly:

.../3

...

Agenda Item # 8.1

-3-

Caroline de Groot, Project Manager
(416) 585-7193
caroline.degroot@ontario.ca

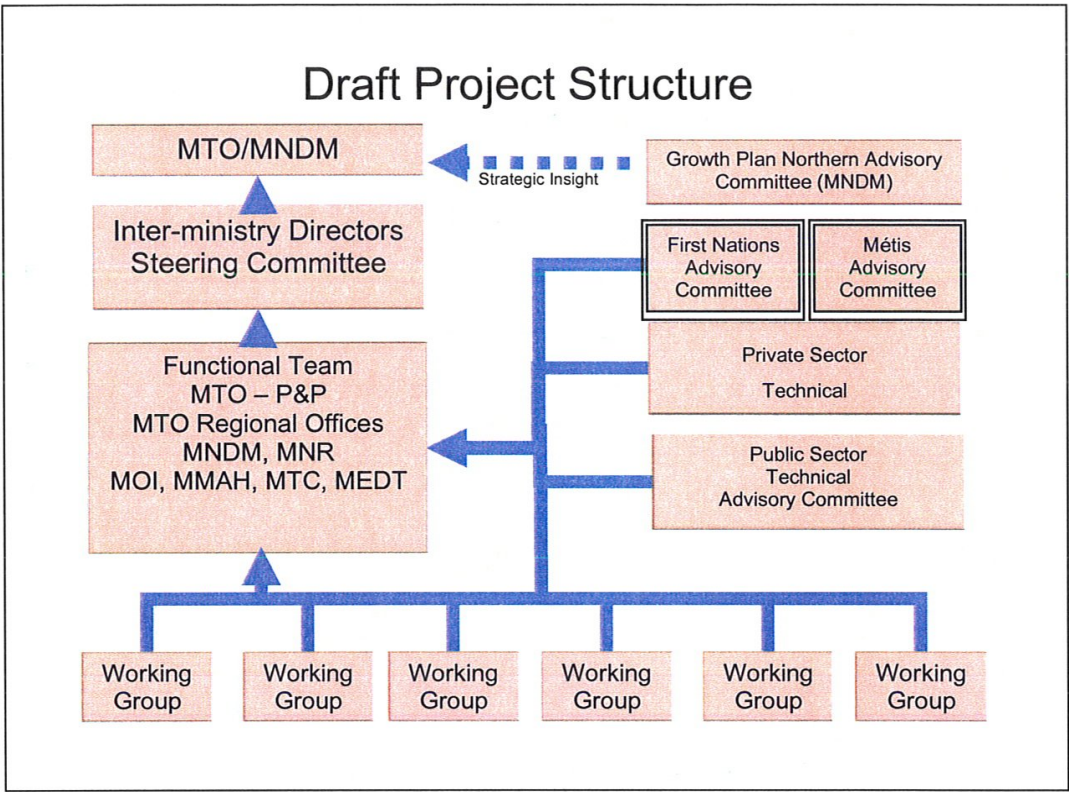
Yours truly,



Patricia Boeckner
Director

Attachments:

Draft Study Structure
Draft Project Scope



**Northern Ontario Multimodal
Transportation Strategy**

Draft
Project Scope
March 5, 2012

Northern Ontario Multimodal Transportation Strategy

Background and Context

Together the Ministry of Northern Development and Mines (MNDM) and the Ministry of Infrastructure (MOI) have prepared the *Growth Plan for Northern Ontario, 2011* which in part is an economic development plan, an infrastructure investment plan, a labour market plan and a land use plan. The *Growth Plan for Northern Ontario* is a strategic framework that will guide decision-making and investment planning in Northern Ontario over the next 25 years. It contains policies to guide decision-making about growth that promotes economic prosperity, environmental stewardship, and cultivates strong, sustainable communities that offer northerners a high quality of life.

The *Growth Plan for Northern Ontario* reflects a shared vision between northerners and the Government of Ontario that engages and empowers residents, businesses, institutions and communities to work together to build a stronger Northern Ontario. The *Growth Plan* is structured around six themed areas: economy, people, communities, infrastructure, environment and Aboriginal Peoples. Within each theme, the Plan identifies a series of policies to achieve the Growth Plan's vision.

Using the strategic framework and policy directions in the *Growth Plan for Northern Ontario*, the Ministry of Transportation (MTO) with help from the MNDM, MOI and Northern Ontario Heritage Funding Corporation (NOHFC) is developing a Northern Ontario Multimodal Transportation Strategy. This 25-year long term strategy will bring integrated planning for air, rail, marine and highway for Northern Ontario and will make recommendations that will strengthen Northern Ontario by:

- Identifying transportation requirements for economic development
- Providing technical analysis to assist in the development of a coordinated infrastructure investment plan
- Connecting communities
- Directing infrastructure investments toward key transportation corridors
- Making maximum use of existing infrastructure.

The Northern Ontario Multimodal Transportation Strategy will be developed through three separate exercises. Part 1 and Part 2 are studies to collect baseline data and this information will inform the development of the overall strategy, Part 3.

- Part 1 – Economic Sector Expert Papers – A Review Of The Transportation Requirements for Identified Economic Sectors/Industries
- Part 2 – Commercial Vehicle and Passenger Vehicle Surveys in Northern Ontario – To document and understand travel patterns and demands in Northern Ontario and support forecasting of future needs
- Part 3 – Transportation Planning Strategy – Assessment of current and future multimodal transportation needs by examining transportation trends, and current and projected land use, demographic, employment, and economic profiles

Study Area

The study area is defined in the Places to Grow Act, 2005 Ontario Regulation 416/05 Growth Plan Areas. The study area will include the following geographic areas; Algoma,

Cochrane, Kenora, Manitoulin, Nipissing, Parry Sound, Rainy River, Sudbury, Thunder Bay, Temiskaming.

Part 1 – Economic Sectors – Expert Papers

Review of Transportation Requirements for Identified Economic Sectors/Industries

Northern Ontario's natural resources represent a huge economic potential. The *Northern Ontario Growth Plan* provides strategic direction to apply innovation and research into economic sectors/industries to expand economic opportunities to the North and optimize its competitive advantages in the global economy.

A sustainable, secure, effective multimodal transportation system is necessary to ensure Northern Ontario is a competitive jurisdiction to locate and grow business and industry. Industry will always consider the aspects of transportation and logistics as an important way to reduce costs and expand economic opportunities.

Part 1 will provide knowledge, strategic directions and strategic recommendations (with supporting technical data) that will help to guide the development of a transportation system that will meet the needs of future economic development in specific economic sectors/industries.

MTO will retain a management consult to bring together a team of sector specific professionals to engage with the five key industries in northern Ontario.

Study Purpose – Part 1

This exercise serves several purposes:

- To gain insight of the local, provincial, national and global competitive market place and the economic significance of the economic sectors/industries, as well as their future prospects in the North
- To gain insight of how the economic sector/industries operate in relation to the transportation system and;
- To gain insight of the transportation requirements for specific economic sectors/industries in Northern Ontario.

For transportation planning purposes it is essential to know what commodities move on the transportation network (including volume, value), the destinations for commodities and travelers and what modes commodities and travelers are using. It is also important to understand the relative significance of the commodities from a global perspective and the sensitivities the market place has on the commodities. Additionally there is a need to understand and report on the transportation requirements and characteristics of secondary industrial processing or refining components and other related industries that are key suppliers or provide support to each economic sector/industry.

Agenda Item # 8.1

This study will organize information and recommendations based on; short term (1 to 5 years), medium term (6 to 15 years) and long term (16 to 25 years). The information in this report will enhance other commodity flow data that MTO uses for transportation forecasting purposes.

While the *Northern Ontario Growth Plan* provides strategic direction for northern economic development, and identifies 11 priority sectors, it is understood that some of the exploration, research and technologies or innovations in these sectors have not been developed to a point where transportation infrastructure requirements can be derived. The intent of this exercise is to gain an understanding based on available expertise, past experience, projections and trends and demand for commodities to the extent that this is possible. This exercise is an innovative technique for enhancing traditional transportation planning and will profile the transportation requirements of specific economic sectors/industries. The Province of Ontario's transportation system must meet the needs of industry in order to remain globally competitive and to build a strong economy. The intent of this study is to expand our understanding of the transportation requirements, identify specific transportation network infrastructure and modal connections needed to support Northern Ontario's economic and industrial sectors.

Information and recommendations from this report could be used to prioritize or guide future infrastructure development.

An expert paper will be prepared for each of the following economic sector/industries. These papers will serve as key inputs into the development of the broad strategy, Part 3.

The following economic/industry sectors should be examined;

- Mining and Mining Supply
 - General Mining and primary metal/mineral manufacturing in Northern Ontario
- Forestry and Value-Added Forestry Related Industries
- Agriculture and aquaculture
- Tourism
- General Manufacturing

Each expert paper will:

Provide a description and analysis of the economic sector/industry in Northern Ontario. This characterization should include related/secondary processing and support industries in Ontario.

Provide a description and analysis of current and future use of the transportation infrastructure by the economic sector/industry and describe specific modes (private or public) and location where each economic sector/industry might have an impact on the transportation network.

Provide a description and analysis of the transportation requirements for labour/employment purposes to support the economic sector/industry e.g. fly in/out camps.

Explore known and expected factors that will influence transportation traffic growth and flows in each sector.

Agenda Item # 8.1

Contain both qualitative and quantitative insights on the economic sector/industry, documenting expected domestic, transborder and international supply and demand of the forecast period.

Identify macroeconomic assumptions (this maybe more relevant for mining, forestry and agriculture, however, the tourism industry should identify factors that would affect tourism). National and global factors that may affect Northern Ontario development or demand for resources/products of the North and tourism include:

- Metals/minerals prices
- Regional economic growth rates, growth rates for key sectors
- Trends in business investment and consumer spending
- Oil/fuel prices
- Electricity Costs – provincial hydro rate
- Inflation rates
- Interest rates and monetary policies
- Exchange rates
- Government fiscal policy
- Trade growth and trade policy
- Regional population and labour market growth rates, major demographic trends
- Economic conditions in US and key overseas markets
- North American and international travel trends/forecasts

Required information for each of the mining, forestry, agriculture and manufacturing sector/industries papers

Overview of the economic sector/industry in Northern Ontario and describe the basis for this information. Issues specific to Northern Ontario should be identified. The overview should include

- description of location(s) of economic sector/industry in Northern Ontario including a map
- description of secondary processes, supporting industries and products (e.g. chemicals that must be transported to meet the needs of the pulp and paper industry),
- description of inflow/outflows (volumes, origins/destinations of raw material, components and sub assemblies etc., the logistics of manufacturing)
- transportation requirements of work in progress, in and out for secondary processing
- describe the locations of production relative to origins of input
- description of transportation requirements for processing/production
- transportation needs for labour/employment
- secondary services and support required by the industry or its production facilities, which may also have their own transportation needs

Economic Overview of Industry/Sector

This section deals with broader sector/industry trends that have implications to the North. The overview should include but not be limited to:

Agenda Item # 8.1

- description of future trend of the economic sector/industry and the impact to Northern Ontario
- description of strategic influences on the economic sector/industry e.g. technology, innovation, climate change, legislation, policy, business structural changes and describe the impact to Northern Ontario
- factors that may apply a downward/upward pressure on total demand
- dependency of Canadian markets
- dependency of US markets
- dependency of global markets, impact of globalization markets
- discussion that will help to develop an understanding of global significance or relevance of the commodity or product. Describe other geographic areas where the commodity or product is produced
- historical trends of the economic sector/industry
- supply/demand – provincially, nationally, continentally, and globally
- processing capacities in Northern Ontario and Ontario at large
- description of conditions that are required to make a geographic area/location suitable for processing – i.e. how does the economic sector/industry determine where processing or refining facilities should be located

Trade Flow Overview of Industry

The overview should include but not be limited to:

- shipment patterns, current and future flows into, from and throughout Northern Ontario and describe issues related to transportation, include relevant measures of a mode's activity such as tonnage transported or operational volume (e.g. truck volume or trips)
- major customers and their locations
- identification of current transportation and logistics issues in Northern Ontario
- competitive advantage of modes
- transportation costs related to cost of product
- value added warehousing activities at some distance from marine terminals – supply chain logistics
- just-in-time delivery applications

Required information for the tourism sector/industry

Building on the Ontario Tourism Competitiveness Study and the Ontario Tourism Infrastructure Research Study, MTO with help from MNDM and MOI will rely on the development of an expert paper on the tourism industry that can relate transportation infrastructure investment with economic development with a focus on tourism. This exercise will identify what transportation infrastructure or transportation service improvements provide best return for tourism economic development in Northern Ontario.

The overview should include but not be limited to:

- a description of current and previous visitation patterns, and tourism-related air/rail/marine/highway traffic through review of previous reports and studies

Agenda Item # 8.1

- a description of key gateways, communities, border ports of entry, attractions and accommodation inventories
- provide an overview of the trends, strengths and threats facing the North's tourism sector
- describe the transportation infrastructure system that supports tourism today throughout Northern Ontario and who the main users are
- describe the transportation requirements for existing tourism and potential tourism opportunities
- describe the current state of, strengths, and gaps in Northern Ontario's tourism related infrastructure
- describe what/where new transportation infrastructure investments and/or rehabilitation should be made to receive best return on economic development in the tourism industry in Northern Ontario
- identification of necessary improvements in transportation hubs, where passengers transfer from one form of transportation to another, and infrastructure to build tourism and handle increases in tourist visits to the North
- identification of where tourism demand maybe constrained by the lack of available transportation services or transportation infrastructure by mode
- identification of key gateway/centres for travel and provide advice on how to resolve barriers to easier travel from those gateways and centres to tourism attractions
- description of tourism potential in Northern Ontario
- description of the main barriers to tourism in Northern Ontario i.e. federal Coasting Trading Act, tightened security, passport rules
- provide advice on how to improve tourism economic development in Northern Ontario
- description of potential new tourism attractions or initiatives, especially those with a transportation theme (e.g. rail excursions).
- assessment of local/regional way-finding needs relating to transportation, beyond existing TODS/LOGO programs, including GPS-based approaches
- identification of key regulatory or transportation policy impediments that hinder tourism development
- identification of partnership opportunities between government, the tourism industry and other stakeholders such as municipal government to support the development and ongoing maintenance of transportation infrastructure supporting the tourism sector
- border crossing data/trends

Study Governance and Meetings

This study will be managed on a day to day basis by MTO staff. There will be two teams that will oversee this study. A project team will review draft material throughout the study. A broader Steering Committee made up of Directors from various ministries will oversee and provide guidance throughout the study.

Consultation

Agenda Item # 8.1

This part is comparable to an academic or research study. Information gathering will be in the form of interviews of specific companies, industries and associations. Baseline data can be sourced and referenced from existing datasets.

The consultant will be required to work with the MTO, MNDM to determine which First Nations may be affected and confirm the findings through the Ontario Ministry of Aboriginal Affairs and/or Aboriginal and Northern Affairs Canada.

There will be a workshop to present and facilitate discussion of findings of this initiative.

Since this study will be an input to the development of the Northern Ontario Multimodal Transportation Strategy, the results of this study will be made available to the public through Ontario's Environmental Registry (EBR) process.

Draft

Northern Ontario Multimodal Transportation Strategy – Part 2

Passenger Vehicle and Commercial Vehicle Survey (Summary version of Request for Proposal)

The goal of this assignment is to provide passenger vehicle origin-destination and commercial vehicle data to plan for the movement of people and goods in Northern Ontario.

PROJECT SCOPE AND STRUCTURE:

This initiative serves many purposes. The commercial vehicle survey and the passenger vehicle survey provide critical information for provincial planning and policy initiatives.

This initiative is divided into three (3) components:

1. Component A – Passenger Vehicle Survey
2. Component B – Commercial Vehicle Survey
3. Component C – Traffic Counts

Component A – Passenger Vehicle Survey

The focus of Component A “Passenger Vehicle Origin-Destination Survey” consists of driver interview survey stations at the four (4) international border crossings and four (4) licence plate trace with mail back questionnaire survey locations along provincial highways. All survey sites were surveyed on a weekday and on a Sunday timeframe. Surveying was completed in Fall 2011.

Both the driver interview and licence plate mail back passenger vehicle surveys are designed to collect data related to auto trip origin, destination, purpose, length, and frequency at specific locations throughout the study area. The general survey locations have been selected by the MTO study team for their strategic positioning to capture various travel movements.

Component B – Commercial Vehicle Origin-Destination Survey Overview

The Commercial Vehicle Survey was conducted at 37 directional roadside locations including international border crossings (Rainy River, Fort Frances, Pigeon River, Sault Ste Marie) in Ontario. The roadside locations include permanent Truck Inspection Stations (TIS), lay-by's without shelter on provincial highways and other roadside locations. The survey data collected is extremely comprehensive and includes details regarding: vehicle profile; commodity information; carrier information; trip information; driver information; and weights and measures. Surveying was completed in Fall 2011.

Component C – Traffic Counts – applied to both Passenger Component A and Commercial Vehicle Component B

Traffic counts and recording of vehicle classifications are required at each survey site. This provides information on the total traffic and trucks for each survey location. The traffic counts enable the survey data to expand to represent the total truck traffic during the survey period for each location and direction.

The Passenger Vehicle Survey project will produce a Summary Report and an Executive Summary. The Summary Report will include travel profiles / trends / flows using expanded survey data. The Commercial Vehicle Report will describe truck traffic characteristics with respect to trip origins and destinations, commodities moved, empty vehicle movements, trip characteristics, growth profiles, and any unique trip characteristics related to the region.

Northern Ontario Multimodal Transportation Strategy – Part 3

Strategic Overview of Transportation System

Background and Context

The Northern Ontario Multimodal Transportation Strategy will provide the Province with strategic directions, policy overviews and technical information for future planning/environmental assessment studies, provincial plans, policy, programs and investment priorities. This strategy will outline transportation needs for the movement of people and goods in the north over the next 25 years. The ministry envisages an integrated, multi-modal approach to developing the strategy that addresses provincial policy objectives and considers all transportation system options (air, rail, marine, highway, intercity bus etc.). A multi-modal transportation strategy will be developed that is consistent with provincial policy directions in support of the regional economy, quality of life in urban and rural communities, sustainability, and that takes into account the natural environment and potential implications of climate change. Strategies will be developed to respond to the unique logistics issues of the Far North communities. The study will include municipal, Aboriginal, public and private stakeholders and public consultation.

A multi-disciplinary consultant team will be required to undertake transportation needs-based planning as well as a strategic policy-based planning approach.

Study Purpose

The purpose of this study is to provide the ministry with a long-term, broad vision of the transportation system in Northern Ontario, including the identification of further transportation improvements/studies that will be required. The northern multimodal transportation strategy will:

- Assess current and future transportation system needs, issues and options
- Provide a long term perspective on movement of people and goods
- Assess the linkages of northern communities, major markets, resource development areas
- Recommend transportation strategies, projects and policy/programs to improve the transportation system in Northern Ontario and respond to climate change implications
- Provide technical information that will guide the development of a coordinated transportation investment plan for Northern Ontario

Agenda Item # 8.1

- Promote integrated land use and transportation planning in support of the Northern Ontario Growth Plan

Although the study will emphasize the transportation needs in Northern Ontario, it will also consider other government objectives such as support for economic growth, fiscal and asset management, safety and user needs, the natural environmental and sustainability.

Study Area

As previously mentioned, the study area is defined in the Places to Grow Act, 2005 Ontario Regulation 416/05 Growth Plan Areas. The study area will include the following geographic areas; Algoma, Cochrane, Kenora, Manitoulin, Nipissing, Parry Sound, Rainy River, Sudbury, Thunder Bay, Temiskaming.

Consideration must be given to the impacts and influence of the neighbouring areas, such as the Province of Manitoba and Quebec and the States of Michigan and Minnesota, on the study area and to address transborder issues and concerns. The major corridors between northern Ontario and these jurisdictions will be looked at in relation to the study purposes.

Policy analysis of other geographic areas that are similar to northern Ontario that have remote airports, winter roads, remote communities will be undertaken.

Approach and Infrastructure - Network Scope

This study will use readily available information and information contained in previous studies where appropriate. Many provincial studies contain relevant data, information and recommendations however, this information needs to be extracted, illustrated, mapped out or summarized in a manner that highlights and profiles specific issues and details of Northern Ontario. The study will incorporate the findings of Part 1 – Economic Sector and Part 2 – Commercial Vehicle and Passenger Surveys.

This is a multimodal study that will focus on both passenger and freight movements and examine the network infrastructure and services/operations of air, rail, marine, road and intermodal. In addition to provincial highways, this study will also examine access roads, winter roads and local roads boards in terms of their functions, implications in relation to the provincial highway network and how they meet the directions in the Growth Plan i.e., linking communities and economic development. The study should identify opportunities, priority needs and/or areas for further study regarding the feasibility of any expansion of winter roads or any new permanent roads.

The air mode will include the examination of both the infrastructure and service levels of municipal and remote northern airports in relation to the connection of communities and market places as identified in the Growth Plan.

The assessment of both the marine and rail modes will include both passengers and goods and will review the current and future needs, issues and opportunities. Both the rail and marine modes play an important role in connecting northern Ontario to the global markets. The Northern Ontario ferries play an important role in connecting communities.

Highway Forecasting Methodology

A variety of highway forecast methodologies will be reviewed. MTO has developed a corporate strategic level forecasting tool to generate provincial highway forecasts (AADT and design hour volume). This tool incorporates ministry standard (Highway Capacity Manual 2000) Level of Service estimation procedures for freeways, multi-lane highways and two lane highways. It does not calculate signalized/non signalized intersection delay. MTO will provide forecasts from this tool for provincial facilities in the study area. These forecasts will be used as a benchmark and will be reviewed and/or enhanced with additional information as necessary and will be used to generate seasonal travel demand forecasts for the study area.

Environmental Planning

This study is not an environmental assessment to address the specifics of a proposed transportation project and its impacts. This study will instead provide the strategic network planning context for recommended future possible EA/planning studies, programs or other actions.

Study Tasks/Activities

The ministry's consultant will carry out a range of planning activities starting with the high level review of relevant provincial and municipal policy and establishing transportation goals and objectives for the study.

1. Policy Overview – to provide policy context for the study. Tasks include:

- Review and describe relevant government policies and plans e.g., Growth Plan, Provincial Policy Statement, Far North Act, and other provincial directions (tourism, climate change, infrastructure investment, etc.) and their planning implications for the study area.
- Review and describe relevant municipal agency policies and plans e.g. master transportation studies and Official Plans
- Review funding policies for all modes of transportation and infrastructure e.g. winter roads, municipal airports, remote airports, Local Roads Boards, ferries, resource roads and describe the implications for the study
- Review and describe significant transportation, economic or other studies relevant to study area.

Goals and Objectives - develop appropriate transportation goals/objectives/criteria using strategic policy objectives, system performance and operational measures such as;

- Support to industry, tourism, mining, forestry and agriculture
- Support to provincial and municipal policy/plans
- Transportation system efficiency, reliability, accessibility, safety, modal choice
- Modal integration, intermodalism, multi-modal balance

2. Existing and Future Study Area Profile

At the district and the following specific locations; North Bay, Sudbury, Elliott Lake, Sault Ste. Marie, Temiskaming Shores, Timmins, Kapuskasing, Moosonee, Greenstone, Thunder Bay, Sioux Lookout, Dryden, Fort Frances, Kenora, and Far North Communities describe and identify existing conditions and past trends in the study area to obtain a clear understanding of the study area. This will include study area characteristics in relation to existing and future land use, demographic, transportation services, mobility and accessibility, economic and environmental features as outlined below. Using available information:

- Provide a profile of community land use, growth areas, non-growth areas, in Northern Ontario. Include both Near North Communities and Far North Communities
- Provide a regional overview of existing and future conditions encompassing demographics (population, labour force, age cohorts etc.)
- Provide a regional analysis of challenges and opportunities related to mobility and accessibility including costs associated with travel
- Provide a regional overview of current and future economics, (employment-labour force, industry, agriculture, tourism, etc.) and social factors (education, income, migration) that influence travel demand and modal transportation needs.
- Illustrate major educational and health care institutions, describe function of the institute, i.e., major cancer treatment centre, specialized educational training programs. To the extent possible identify, describe and analyze trip patterns to these institutes and modal options available for travel.
- Provide an overview of major natural environmental features, environmental trends such as climate change that constrain transportation and/or present future transportation impacts.

3. Existing Transportation System Analysis and Overview

This section will identify and assess the existing transportation system at a broad regional scale. This section serves two purposes;

- To describe, illustrate and map the transportation system network
- To describe the linkages to key activities (urban centres, northern communities, economic nodes, transportation terminals, national parks, major education and health facilities, resources areas and borders etc.)

Using existing data and information;

- Review and assess relevant transportation studies and information from other sources.
- Describe and map the existing transportation system including all modes, facilities and operations that service the study area including, rail, intermodal, air, marine, transit, border crossings, provincial highways (including intercity travel), connecting links for both the movement of goods and people.
- Describe and map, current intra-provincial, inter-provincial and international trade flows
- Describe and map, current intra-provincial, inter-provincial passenger flows
- Describe current traffic profiles, including volume (e.g. twenty-foot equivalent units (TEUs)), values and counts

Agenda Item # 8.1

- Describe ferry service in Northern Ontario
- Describe current transportation system capacity and performance, including both efficiencies and inefficiencies (e.g. bottlenecks or delay points, or operational deficiencies)
- Identify major current or announced infrastructure changes to the transportation system, the potential impact on capacity and performance, as well as resulting issues, challenges or opportunities
- Identify and assess current highway function (i.e. level of service) and capacity deficiencies, safety, traffic operation or other issues
- Describe and analyze trip patterns (to the extent possible) for people and goods movement.
- Describe the activities, volumes and purpose/role of Access Roads, Winter Roads, Local Roads Boards and First Nations Roads and describe the implications in relation to the provincial highway network.
- Describe logistic flows of inventory/supplies to Near North and Far North (i.e. describe how Shoppers Drug Mart in Dryden receives inventory, where do Far North communities receive their goods from)
- Discuss costs associated with transportation in Northern Ontario for people and goods
- Describe seasonal fluctuations in trip volumes and patterns.
- Identify and describe the current modal options and corridor roles (i.e. continuity/connectivity; accessibility/ mobility, provincial/municipal, commuter, commercial, tourism)
- Provide highway segment analysis of existing conditions
- Provide an overview of MTO's ITS applications (traveller information, weather information systems etc)
- Provide an overview of MTO's asset management plan for the study area
- Identify and describe rest stops in study area
- Environmental scan re other jurisdictions policy/program initiatives relating to transportation (eg Quebec/Ontario Continental Gateway, Manitoba connections to mid west US and Gulf Coast, Centre Port Winnipeg)

5. Future Transportation Demand

Develop appropriate methodology for forecasting, analyzing and assessing all transportation modes /infrastructure needs and options

Forecast future (2021 and 2031) year travel demand for all future base case and other scenarios/options with consideration of commuter, tourist/recreation and freight markets for weekday and weekend/seasonal travel

Identify and assess forecasted future modal options and corridor roles (i.e., continuity /connectivity, accessibility/mobility, provincial/municipal.)

Identify and assess transportation system including, connecting links, future highway function (i.e. level of service) and capacity deficiencies, safety, traffic operation or other issues

Consider implication of findings with respect to MTO highway classification systems, functional, access control/management, asset management, National Highway System, Trans Canada Highway and future corridor potential.

Transportation Needs Assessment

Identify and describe future transportation needs, issues and opportunities for all transportation modes.

Identify committed and possible future transportation infrastructure and service improvements, highway access management

Assess transportation network level concepts/options/scenarios/strategies based on policy context

Recommend multimodal and multi-jurisdictional:

- transportation network improvement strategies
- service level improvement strategies
- operational improvement strategies
- logistic and supply chain management improvement strategies to both near North and Far North communities
- safety improvement strategies
- strategies to meet the challenges of climate change
- harmonization of regulations and policies (ie vehicle weights and dimensions, speed limiters, enforcement)

Consultation and Meetings

Recognizing the vast geographic study area and the widespread population the consultant shall propose a creative consultation program, stakeholder workshops, and public consultation events. Innovative approaches and content will be proposed for stakeholder and public engagement. The events will be appropriately staged over the course of the study and be completed before finalization of final draft reports. The consultant will be required to plan, design implement and facilitate all events. It is recommended that a professional facilitator support the consultation program and consideration should be given to the unique needs and issues related to the First Nations communities in the study area.

MTO will post an EBR notice at a study milestone(s) to be determined by the consultant's work program, to inform the public about the project and to solicit public input. A notice will also be placed on EBR at the end of the assignment for public comment on the final draft report(s).

In terms of the general municipal, district, public, and aboriginal consultation the intent of this study is to have a two staged approach. The first stage is intended to introduce the study and engage these groups in information sharing and preliminary input. It is expected that the consultants will have material prepared in a relevant and appropriate manner to solicit participation, to gain reaction and input into the study. The second stage of consultation is intended to include a review of draft final material.

Agenda Item # 8.1

The proposed consultation activities include additional events or meetings that maybe required as issues, opportunities and priorities become identified throughout the study process.

First Nations and Métis Engagement Plan

MTO will engage with First Nations and Métis throughout this study process. A consultant, retained by this ministry, will work directly with First Nations and Métis partners. The consultant will further define and implement the Engagement Processes that were developed by MTO with the First Nations Advisory Committee and the Métis Advisory Committee. Results of these engagements may be shared with the Ministry of Aboriginal Affairs and/or Aboriginal and Northern Affairs Canada.

Study Organization /Administration

The study will be conducted by an inter-ministry functional team, made up of members from MTO's Transportation Planning Branch, Investment Strategies Branch, Program Management Branch Northwestern Region and Northeastern Region, Ministry of Northern Development Mines, Ministry of Natural Resources, Ministry of Municipal Affairs and Housing, Ministry of Economic Development and Trade, Ministry of Infrastructure, Ministry of Tourism and Culture. Other ministries will be invited to participate and provide input as appropriate.

On a day to day basis the study will be managed by a designated person from MTO and with support from a designated person from MNDM.

Senior guidance and directions will be obtained from a Directors Level Steering Committee comprised of MTO, MNDM, MNR, MMAH, MEDT and MOI.

External advisory committees (private sector, public sector, First Nations) will be established to ensure comprehensive consultation and multidisciplinary perspectives.

French and Native Language Translation

MTO assumes responsibility for all translations. MTO will work with the consultant to determine what products need to be translated into what languages.

Agenda Item # 9.1



Kathy Lawson/Frances
20/03/2012 11:17 AM

To
cc
bcc
Subject AMO breaking news re provincial budget 2012-2013



<communicate@amo.on.ca>
14/03/2012 04:56 PM

To <town@fort-frances.com>
cc
Subject AMO breaking news re provincial budget 2012-2013

TO THE IMMEDIATE ATTENTION OF THE CLERK AND COUNCIL

March 14, 2012

A Few Early Signals Related To Provincial Budget 2012-2013

The provincial budget date has not been announced but speculation on a provincial date continues to swirl. The federal budget is being tabled March 29th which is somewhat later than previous years.

Below is what the Province has signaled already about the upcoming Budget:

- The Provincial-Municipal Fiscal and Service Delivery Review Agreement (the Upload Agreement between Ontario-AMO-Toronto) will not be altered as recommended by the Commission. The Premier recently re-committed to the ongoing upload of Ontario Works Benefits and court security costs to 2018.
- The government's commitment for a new, permanent fund for roads and bridges will not happen in the 2012 budget.
- It remains committed to its 10 year Infrastructure Plan which included provincial, municipal, universities, schools and hospitals infrastructure (note prior to the election and the Drummond Report, this Infrastructure Plan proposed \$35 billion over 3 years).
- The Province will be looking to increase its revenue by:
 - "... increasing driver and vehicle license fees to ensure safe roads and bridges are there for future generations, as recommended in the Drummond Report."
 - Increasing OLG gaming revenues through new gaming means. This modernization will end OLG payments to race track owners on March 31, 2013 which means several municipalities may lose their portion of slot proceeds.

Agenda Item # 9.1

- Full day kindergarten program will not be rolled back as proposed by the Commission.
- The Province has indicated that it will not act on the Commission's recommendation to charge parking fees at GO Transit parking lots.

AMO is continuing to advance its membership's interests through a variety of formal and informal ways. Watch for a Breaking News on Monday that highlights our Pre-Budget Submission.

AMO Contact: Pat Vanini, AMO Executive Director, email: pvanini@amo.on.ca, (416) 971-9856 ext. 316

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

DISCLAIMER These are final versions of AMO documents. AMO assumes no responsibility for any discrepancies that may have been transmitted with the electronic version. The printed versions of the documents stand as the official record.

Agenda Item # 9.1



<communicate@amo.on.ca>
15/03/2012 05:14 PM

To <klawson@fort-frances.com>
cc
bcc
Subject What is the art of the possible in the post 2012 provincial budget era?

AMO Urban Symposium Program Update
Event dates: April 19 & 20, 2012
Event location: Thompson Hotel, Toronto

Join urban visionaries from Ontario and beyond at the Thompson Hotel in Toronto on April 19 & 20, 2012. AMO's fifth annual Urban Symposium provides a forum for sharing new ideas and strategies that build better communities. As Ontario continues to urbanize, growing cities and towns are facing issues and challenges that they have never encountered before.

Our conference theme, "The Art of the Possible" focuses on the opportunities such challenges present and provides helpful guideposts to navigate an urban future.

Program Highlights included in the attached are:

- *What is the art of the possible in the post 2012 provincial budget era?:* **John Tory**, Chair, Greater Toronto CivicAction Alliance
- *At Issue with Chantal Hébert: Is there a Federal Urban Agenda?:* **Chantal Hébert**, Toronto Star columnist and CBC's The National "At Issue" commentator

Additional topics on the agenda include:

- *Toronto's King West Neighbourhood* : A case study and walking tour of renewal led by local urban luminaries, moderated by **Rob Spanier**, Senior Vice President, LiveWorkLearnPlay
- *Retooling Community Sustainably for the 21st Century* : **Dr. Avi Friedman**, Professor, School of Architecture, McGill University
- *With Respect to Old Age: Why New Thinking is Needed for Older Adults:* **Dr. Samir K. Sinha**, Director of Geriatrics, Mount Sinai Hospital
- *In the Minefield: A Global Economic Tour:* **Sonya Gulati**, Economist, TD Economics, TD Bank

Find out more on sessions and more in the attached PDF or visit www.amo.on.ca for a full program at a glance and register today!

Can't attend? Please feel free to forward this e-mail to someone who may be interested in the 2012 AMO Urban Symposium.

...

Agenda Item # 9.1

Attachments (1): Program at a Glance and Registration Form (PDF format)

If you are unable to open the attachment please contact events@amo.on.ca or visit www.amo.on.ca and



click on the Urban graphic on the left side bar. registrationform.pdf Budget_Flyer_for_web.pdf

Agenda Item # 9.1



2012 AMO Urban Symposium Registration Form

April 19 & 20, 2012

Thompson Hotel, Toronto, Ontario.

PLEASE PRINT IN BLOCK LETTERS

First Name: _____ Last Name: _____

Title or Function: _____

Municipality/Organization: _____

Address: _____

City: _____ Province: _____ Postal Code: _____

Tel: _____ Fax: _____ E-mail: _____

REGISTRATION FEES (does not include hotel accommodation)

	Full Registration includes Dinner on April 19	Amount
AMO Member	\$450.00	_____
Provincial/Federal Government and Non-Members	\$550.00	_____
	add 13% HST \$	_____
	TOTAL DUE \$	_____

PAYMENT METHOD

<input type="checkbox"/> Cheque Payable to: Association of Municipalities of Ontario 200 University Avenue, Suite 801 Toronto, Ont., M5H 3C6	<input type="checkbox"/> MasterCard <input type="checkbox"/> Visa
	Card Number: _____
	Name on Card: _____
	Expiry Date: _____
	Signature: _____
Refund Policy: Cancellations must be made in writing and received by AMO no later than March 16, 2012. An administration fee of \$75.00 plus 13% HST (\$84.75) will apply. Cancellations received after March 16, 2012 will not be refunded.	

PLEASE SEND COMPLETED REGISTRATION FORM TO:

Association of Municipalities of Ontario
200 University Avenue, Suite 801,
Toronto, ON., M5H 3C6
Fax: 416.971.6191

The official venue and hotel for the Urban Symposium is the Thompson Hotel located at 550 Wellington Street West, Toronto, ON M5V 2V4. The AMO room rate is \$219.00 per night for a King Superior room. Reservations can be made by contacting the hotel directly at 416.640.7778.

AMO collects, uses and discloses the information requested to promote the interests of the municipal sector. It may also be shared with selected third parties to generate operating revenues for AMO. Under the Federal Personal Information Protection and Electronic Documents Act (PIPEDA) some of the information may constitute personal information. By filling out this form you agree that all personal information provided by you on the form may be collected, used and disclosed by AMO for all purposes described above. Please note as an attendee at the conference your likeness may be used in promotional materials and on our website for subsequent events. Image note: black and white images on flyer are courtesy of the City of Toronto archives, series 1465, colour images are courtesy of Images Ontario (OTMPC)





2012 AMO Urban Symposium

The Art of the Possible

April 19 & 20 | Thompson Hotel, Toronto

Is there a Federal Urban Agenda?



What should municipal leaders, Ontarians, and Canadians expect from the Conservative majority government?

Chantal Hébert convenes her own Urban Symposium "At Issue" panel to answer your top questions about national politics. Joining us within weeks of the 2012 Federal Budget, Chantal's address promises to be a lively and insightful discussion about the road ahead.

Her journalism career started in Toronto covering Queen's Park during the Davis era and has since included covering Parliament Hill for many newspapers including The Ottawa Citizen, the National Post, Le Devoir and La Presse. Well respected for her direct approach, Chantal delivered the 2008 Michener Lecture at Queen's University and is the recipient of several prestigious awards including an honorary degree from Bishop's University.

What is the art of the possible in the post 2012 provincial budget era?



As Chair of the Greater Toronto CivicAction Alliance, **John Tory** has a history of convening civic leaders to tackle tough issues. Come hear his perspectives on the changing Ontario political environment and the new realities marked by the Don Drummond Report and the 2012 Provincial Budget. Tory will also address the importance of building collective leadership beyond municipal boundaries. As a former principal secretary to Premier Bill Davis, Toronto mayoral candidate, Member of the Order of Ontario, and talk show host - Mr. Tory will offer a municipal prescription to achieving the art of the possible in a new era.

Space is limited at the AMO Urban Symposium to 125 delegates and is filling fast.

Don't hesitate register today!

Visit www.amo.on.ca for a full Symposium program.

The official venue and hotel for the Urban Symposium is the Thompson Hotel located at 550 Wellington Street West, Toronto, ON M5V 2V4. The AMO room rate is \$219.00 per night for a King Superior room. Reservations can be made by contacting the hotel directly at 416.640.7778.

Also on the program:

Dr. Samir Sinha makes a house call with respect to old age: why new thinking is needed for older adults



King West a case study in renewal. See how the neighbourhood was revitalized and what steps were taken to make it what it is today.



Dr. Avi Freidman, discusses blue prints for change on retooling community sustainably for the 21st Century.



Mayor Larry Morrissey, Rockford, Illinois look at the steps involved to achieve a more enjoyable and well-used municipal space.



Agenda Item # 9.1



<communicate@amo.on.ca>
19/03/2012 04:43 PM

To <ravis@fort-frances.com>
cc
bcc
Subject AMO breaking news re 2012 AMO pre-budget submission

TO THE IMMEDIATE ATTENTION OF THE CLERK AND COUNCIL

March 19, 2012

AMO's 2012 Pre-Budget Submission Urges, "Let's Get This Right"

Today the Association of Municipalities of Ontario provided its [2012 Pre-Budget Submission](#) to Finance Minister Dwight Duncan, Municipal Affairs Minister Kathleen Wynne, and members of the Ontario Legislature's Standing Committee on Finance and Economic Affairs.

Key highlights of the submission are below.

The submission notes that the fiscal challenges of today are shared federally, provincially, and municipally. Municipalities are committed to working with the provincial government to find ways to deliver services more efficiently as suggested by the Drummond Report. This includes provincial policy development that is evidence-based, that minimizes operational costs, and maximizes the outcomes for those we serve.

For the 2012 Provincial Budget the submission emphasizes:

Policy consultation - Municipal governments are open to having discussions on program change and delivery. Getting that change right means talking with municipalities before pen is put to paper on design.

No downloading - At the recent OGRA/ROMA conference Premier McGuinty recommitted to no new downloading, a commitment that was initially made at the AMO Annual Conference. Transferring responsibilities to another order of government without resources can, as Don Drummond notes, "often shift the burden to those assuming the service."

Other issues:

Equalization – The importance of municipal equalization through the Ontario Municipal Partnership Fund (OMPF) should not be lost. The OMPF is what helps many small rural and northern municipalities fund base services to Ontarians in communities with limited assessment. The test of reasonableness, transparency, and equity are the hallmarks of good intergovernmental fiscal relations. They must govern any discussions related to the OMPF.

Policing Costs - Municipalities spend in excess of \$3.5 billion annually to fund a wide

Agenda Item # 9.1

array of activities that has grown well beyond the core police function of law enforcement. The submission asks - what alternatives exist regarding core and non-core policing functions? Can we build an arbitration system which includes an independent, neutral tribunal that uses objective criteria in determining awards?

Pensions - Municipal governments are challenged with growing pension costs that are becoming increasingly unsustainable for municipal property taxpayers. The province can demonstrate some valuable leadership on this front.

Infrastructure - AMO awaits the delivery of a new permanent fund for roads and bridges repair in the remainder of the government's mandate. It is hoped that the final report of the roads and bridges review will help to guide this new permanent fund.

The submission concludes that the fiscal challenges of today will require new thinking, new ideas, and a commitment to open and candid consultation with municipalities.

AMO encourages municipalities to echo similar themes in their pre-budget submissions and correspondence with the provincial government. The provincial budget will be delivered on Tuesday, March 27, 2012. An AMO Breaking News will be released on that day containing budget highlights for municipalities.

AMO Contact: Matthew Wilson, Senior Policy Advisor, email: mwilson@amo.on.ca, (416) 971-9856 ext. 323

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

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Agenda Item # 9.1



Let's Get This Right

The 2012 AMO Pre-Budget Submission

March 19, 2012

Association of
Municipalities
of Ontario

200 University Avenue, Suite 801
Toronto, ON M5H 3C6 Canada
Tel: 416-971-9856 Fax: 416-971-6191
email: amo@amo.on.ca
website: www.amo.on.ca

Introduction

Ontario municipal governments understand the fiscal challenges faced by the provincial government at this time. Municipal governments have their own fiscal challenges too. Many parts of Ontario are facing stalled or declining growth. Closed factories and shuttered sawmills limit property tax revenues. Municipal infrastructure investments, which matched the economic stimulus contributions of the provincial and federal government, came at the cost of higher municipal debt loads. The fiscal challenges of today are shared federally, provincially, and municipally.

The Drummond Report highlighted these fiscal issues. It also made specific recommendations to the Government of Ontario and beyond, on what can be done to overcome these challenges. Municipalities are committed to working with the provincial government to find ways to deliver services more efficiently to meet taxpayer expectations. The single taxpayer that all governments serve expects aligned priorities and outcomes within reasonable fiscal limits.

Municipal governments understand the message of the Drummond Report. Indeed, many of the key themes of his recommendations echo longstanding municipal advocacy efforts to find ways to make cost-shared programs and public services work better. This includes provincial policy development that is evidence-based, that minimizes operational costs, and maximizes the outcomes for those we serve.

Key Themes

Ontarians expect their governments to work together. It is the destination that counts the most to them, not the journey. What the provincial government does with the Drummond's recommendations will be determined in the 2012 and future budgets. To that end, the Association of Municipalities of Ontario offers the following advice centred on the following two themes for the 2012 Provincial Budget and beyond:

Policy consultation:

Municipal governments are open to having discussions on program change and delivery. Getting that change right means talking with municipalities before pen is put to paper on design. Involving municipal expertise can only help to build better policy. Involving municipalities includes getting a better understanding of regional, northern, and rural perspectives. Consultation that informs policy development results in successful policy outcomes. Policy that takes into account the diversity of municipalities across the province is all the better for it.

Agenda Item # 9.1

Let's Get This Right

No downloading:

At the recent OGRA/ROMA conference Premier McGuinty recommitted to no new downloading, a commitment that was initially made at the AMO Annual Conference. Transferring responsibilities to another order of government without resources can, as Don Drummond notes, "often shift the burden to those assuming the service." At a different time in similar fiscal circumstances, this resulted in the ratcheting up of municipal property taxes to the point where Ontarians paid the highest property taxes in the country. Some ten years later, Ontarians still do. Only with the recent uploading of social assistance programs has the pressure for greater property tax dollars begun to marginally wane while capital program investments are managed.

Those property tax dollars deliver a lot to Ontarians. Nine cents of every tax dollar is stretched an incredible distance. They deliver the municipal infrastructure and service investments that contribute to the long-term success of Ontario's economy.

- Municipal services include roads, bridges, and transit. They move goods to market and people to work.
- Municipal services comprise water and wastewater treatment. Water feeds factories and the thirst of Ontarians.
- Municipal services include parks, recreation, and dollars to build and renovate hospitals. They provide community health and contribute to well-being.
- Municipal services include the delivery of electricity through local distribution companies. Power that is reliable, safe, and affordable is vital to our economy.
- Municipal services provide shelter to those with limited means. They bring people to the workforce and offer the safety of a compassionate society.

For all of these reasons, the Premier's renewed commitment to the upload agreement demonstrates a principled approach. It is one which recognizes that the property tax base is the wrong tax base to fund income redistribution programs, and other programs, such as court security. This year alone it has relived municipalities of \$1.8 billion in annual operating costs for social assistance and court security. These funds have been redirected to core municipal services and infrastructure investments. Ontario is better for it.

The Importance of Equalization

Despite these positive developments, and the province's fiscal condition, the importance of municipal equalization through the Ontario Municipal Partnership Fund (OMPF) should not be lost. The OMPF, which replaced the Community Reinvestment Fund (CRF) in 2005, is the Province's main transfer payment to municipalities. Its objectives are to: assist municipalities with their social program costs; support areas

Agenda Item # 9.1

Let's Get This Right

with limited property assessment; address challenges faced by northern and rural communities; and respond to policing costs in rural communities. It is what helps many small rural and northern municipalities fund base services to Ontarians in communities with limited assessment.

Equalization is an important feature of Canada – nationally and provincially. The Drummond report highlights its purpose in the federation:

“The Equalization program constitutionally mandates the federal government to ensure that provinces have the ability to “provide reasonably comparable levels of public services at reasonably comparable levels of taxation.” Provinces unable to raise revenues at the national average standard are provided with payments funded through federal taxation.”

The province itself knows this in terms of federal-provincial fiscal relations. Starting in 2009-10, Ontario became a recipient of federal equalization transfers for the first time in the program’s history.

If federal-provincial equalization is important, the same can be said of the OMPF to provincial-municipal relations. In many northern communities, without the OMPF, property taxes rates would need to be 2.5 times higher than they currently are to sustain existing services. The same is true of eastern Ontario where tax rates would need to be 1.5 times higher without the OMPF. Such property tax increases on this magnitude clearly fall outside the definition of “comparable levels of public services at reasonably comparable levels of taxation.” The test of reasonableness, transparency, and equity are the hallmarks of good intergovernmental fiscal relations. They must govern any discussions related to the OMPF.

Working Together

Municipal governments can benefit from some provincial ‘fixes’ to other longstanding issues. For example, AMO is encouraged that a dialogue with the province is about to commence on ways to improve the administration of justice with better *Provincial Offences Act* fine collection. AMO is also encouraged that a dialogue with the province is commencing regarding joint and several liability. Improvements in this area are needed to stop the practice of municipalities being named the “deep pocketed” insurers of last resort and for settlement amounts that far exceed the legal finding of municipal responsibility.

Where We Need to Work Together Still

Another longstanding issue is the *Development Charges Act*. The Act currently undermines the sustainability of municipal infrastructure by undercharging property developers for the true municipal costs of servicing that land. In 2007, provincial and municipal representatives met on this issue and produced a report which highlighted the importance of development charges. It noted, "Development charges help ensure that the capital costs of providing services to new growth are paid by those who will benefit from it." It also identified, "four provisions in the Act that appeared to be most inconsistent with the growth pays for growth principle."

The first of these provisions deals with municipal services which are "ineligible services" for which development charges cannot be collected. This includes the acquisition of park land, the building of cultural facilities, or helping to fund the community share of hospital capital projects. The second is the so-called "10% discount" which is applied before a municipality calculates the total cost of some services when setting rates. This includes transit, libraries, social housing, and child care facilities for which full costs are not applied. Before 1989 there was no such discount. The same issue exists with service level calculations based on historical trends as opposed to future trends. And finally, the way in which provincial capital grants are netted-out of development charge calculations remains entirely unreasonable. [A full copy of the report is available on AMO's Provincial-Municipal Fiscal and Service Delivery Review webpage.](#)

The Drummond Report also spoke to the issue of full cost pricing for water. There are municipalities that have taken action so that the costs, including lifecycle costs are based on a user fee basis. AMO has been at work in preparing a comprehensive research report on this issue. What we do know from communities which have already reached this mark, is the transition to full cost pricing takes time. It must be measured. If the province feels that regulating full cost pricing is needed, then early pre-consultation with AMO is critical.

Of all the services a municipality provides, none is more expensive than policing. Municipalities spend in excess of \$3.5 billion annually on a wide array of activities that has grown well beyond the core police function of law enforcement. Sixteen years ago that total cost was \$1.5 billion. This growth is unsustainable. It is time to rethink how we deliver policing. What alternatives exist regarding core and non-core policing functions? Are there cheaper alternatives to delivering court security? Are there alternatives to dealing with community safety education, crime prevention, and assisting the victims of crime? What improvements can be made to the accountability of municipal policing contracts with the Ontario Provincial Police? Can we build an arbitration system which includes an independent, neutral tribunal that uses objective

Let's Get This Right

criteria in determining awards? It would help to achieve a system that is more efficient, transparent, and accountable. Above all else, measuring the municipal ability to pay and fiscal conditions has to mean something to those footing the bill. Fruitful discussions on these topics are well overdue – solutions are needed sooner rather than later.

Similarly when we look to the municipal delivery of ambulance services - we need to find process improvements so that hospital emergency rooms are not filled with paramedics waiting to drop off patients. We need to ensure provincially dispatched municipal ambulances are exactly where they need to be, as quickly as possible, all of the time.

Specific Drummond Recommendations

Efficiency gains like the ones above can be achieved not just in the delivery of emergency services but also with the electricity regulatory process. Utility consolidation may enhance the delivery of conservation and smart grid policy goals, but should be examined on a case by case basis in terms of producing cost savings. But we must also recognize that there are municipal local distribution company customers that do not want Hydro One given its poor reputation for service. Improving energy pricing and streamlining the regulatory process have greater efficiency potential. Reducing the number of entities to be regulated, the amount of regulation itself, and focusing only on those entities that are not meeting regulatory requirements will provide considerable cost reductions that would be passed onto ratepayers.

One of the matters that the Drummond Report highlighted generally was the amount of oversight reporting required but without useful analysis. One municipality tallied the reports it provides to the province on a yearly basis. It submits the following to provincial ministries: 96 monthly reports, 100 quarterly reports, 6 semi-annual reports, and 68 annual reports. This is total of 270 reports annually plus an additional 16 audited statements, not including the annual Financial Information Return.

As Drummond wrote, *"we often noted inconsistent objectives and uncoordinated activities among these governments. The result is less-than-optimal overall public service to the people of Ontario. In some cases, we can identify fairly straightforward ways in which all governments can better co-ordinate their activities."* From AMO's perspective, there is plenty of room to simplify reporting requirements while maintaining accountability and better coordinate these activities in straightforward ways. The regulatory and reporting pendulum must return to the middle.

Let's Get This Right

The Drummond Report has identified other areas where improvements to the delivery of services can be made. While local delivery of ODSP, OW benefits, and employment services may make sense, we need to have a discussion on what this could look like and the conditions upon which municipal governments would be interested in delivering these services. These ideas have arisen through two provincial commission reports – The Lankin-Sheikh Report and the Drummond Report.

The Drummond Report looked at pension plans at the province, noting that the contribution rates for the province as an employer is a big challenge to the province's fiscal condition today and in the future. For municipal governments, we are similarly challenged with growing pension costs which are becoming increasingly unsustainable for municipal property taxpayers. The OMERS pension contribution rate for both employers and employees is currently over 20%. The trajectory appears to continue to grow unless the OMERS Sponsors Corporation takes on some benefit changes on a go forward basis. The province can demonstrate some valuable leadership on this front that may in turn help other employers in broader public sector pension plans.

Infrastructure

When we look to infrastructure, the Premier recently indicated that a previous pledge to deliver a dedicated new permanent fund for rural and northern road and bridge infrastructure would not be delivered in 2012.

AMO awaits the delivery of a new permanent fund in the remainder of the government's mandate. Why? Because people who work and live in rural and northern Ontario are in as great a need for adequate transportation as people who live in urban areas. Hospitals, treatment facilities, home care, and child care - these are just as valuable to rural dwellers as urban dwellers.

We believe that the final report of the roads and bridges review will help to guide this new permanent fund. In the meantime, AMO holds out hope that the government's infrastructure plan, released prior to the last election, will begin to be implemented in the 2012 Budget and that some municipal infrastructure across the province will benefit from that plan, particularly when considering the disruption a bridge closed for safety could mean to a community.

AMO supports the provincial goal of infrastructure asset management plans as part of infrastructure financing but there is a need to recognize the varying capacity of smaller communities to put these plans in place. Some capacity building assistance would help municipalities develop asset plans and be better positioned for any future

Let's Get This Right

funding programs, either provincially or with the federal long term infrastructure plan anticipated for 2013.

Conclusion

In conclusion, municipalities offer these three final thoughts:

- First and foremost, municipalities are open to having discussions on coordinating activities that deliver a clear benefit to the Ontario taxpayer and the municipal taxpayer.
- Second, the diversity of municipalities in Ontario must not simply inform policy development; policy development at the province must respect it and it must be evident in policy outcomes.
- And finally, to paraphrase Albert Einstein, "problems cannot be solved within the mindset that created them." We cannot afford to be provincial in our approach. To solve these challenges requires new thinking, new ideas, and a commitment to open and candid consultation with municipalities.

Agenda Item # 9.2



"AMO Communications"
<Communicate@amo.on.ca>

15/03/2012 09:01 AM

Please respond to
AMOWatchFileTeam@amo.on.ca

To klawson@fort-frances.com

cc

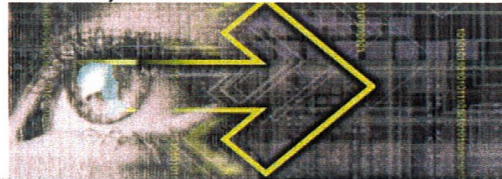
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Subject AMO Watch File - March 15, 2012

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Watch File



March 15, 2012

In This Issue

- It's easier than ever to apply for an AMO Gas Tax Award.
- Urban Symposium Program at a Glance now available.
- How to stretch every municipal dollar using investments.
- Leverage LAS & AMO's leadership and valuable programs to save your municipality money.
- AMO Annual Conference offers exclusive and unique programming for Companions.
- AMO presents two municipal learning workshops this April and May.
- Resolution from the Town of Penetanguishene.
- Career opportunity with AMO.
- *Links to full text articles below.*

Federal Matters

Apply for an AMO Gas Tax Project Award or Capacity Building Award using the new, simplified application process. In addition to bragging rights, winners will receive their award on the main stage of the 2012 AMO Annual Conference.

Eye on AMO/LAS Events

Join urban visionaries from Ontario and beyond at the Thompson Hotel, Toronto, April 19-20th, as they discuss the urban landscape, share new ideas and strategies to build better communities.

LAS and MFOA are offering Investment Basics Seminars to help staff and elected officials enhance their understanding of available investment options for their municipal organizations, as well as infrastructure planning and cash flow forecasting considerations. Space at each session is limited so register early.

What value do LAS/AMO programs offer for municipalities? Attend a no-cost information session to learn about key issues in municipal risk management, managing group benefit cost trends, our cost-saving aggregation programs, and the Canada's Gas Tax Fund including some exceptional municipal projects.

Why travel alone? The AMO Conference Companion's Program provides an opportunity for your companion to explore the Ottawa area and still attend social functions with you.

AMO reminds you to add What Lies Ahead in 2012 and Meetings to Meet Your Needs to your calendar for April and May. Don't delay - space is limited. Register today!

The Municipal Wire

The Town of Penetanguishene resolution calls on the Province of Ontario to include an increase to the

Agenda Item # 9.2

payments in lieu of taxes for heads and beds in the provincial budget now being prepared.

Career/Employment Opportunities

Senior Policy Advisor - Planning/Environment - AMO. The ideal candidate excels in strategic policy research and analysis, is proactive in issue identification and problem solving, has demonstrated advocacy and government relations skills, combined with an advanced understanding of the current public policy and political environment. Strong knowledge of the provincial/municipal planning legislative/policy regime is essential. Please apply in confidence by noon, March 30 by email to: hr@amo.on.ca.

AMO Contacts

AMO Watch File Team

Conferences/Events

Policy and Funding Programs

LAS Local Authority Services Limited

MEPCO Municipal Employer Pension Centre of Ontario

OMKN Ontario Municipal Knowledge Network

Media Inquiries Tel: 416.729.5425

Municipal Wire, Career/Employment and Council Resolution Distributions

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.



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Agenda Item # 9.3



"OGRA"
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16/03/2012 02:23 PM

To "ravis@fort-frances.com" <ravis@fort-frances.com>
cc
bcc
Subject Presentations from the 2012 ROMA/OGRA Combined
Conference Are Now Online!

Presentations from the 2012 ROMA/OGRA Combined Conference Presentations Are
Now Online!

Go to www.combinedconference.org to view!



Home Program Virtual Kit Bag Housing General Info

Thank You Presenters

Thank you to those who volunteered their time and expertise as a Speaker at the 2012 ROMA/OGRA Combined Conference.

Please Note: Each Workshop and Speaker are listed and OGRA will continue to update this list as presentations become available.

Key Note Presentations will be available next week.

Workshops & Info Rooms

Workshops for Monday, February 27th

- o 70% Landfill Diversion Targets: Hype or Reality?
- o Citizen Engagement 2.0: Towards More Representative Local Government
- o Keys to Successful Municipal AFP/P3 Projects
- o Now in Season: Ontario's Local Food Revolution
- o Partners on Main Street - Your Local BIA and You

Workshops for Tuesday, February 28th

- o Building Bicycle Friendly Communities in Ontario
- o Climate Change and Infrastructure
- o Interministry Community Economic Development
- o Major Overhaul or Minor Tune-Up: Which Does Your Council Meeting Need?
- o Reducing the Infrastructure Gap Via Asset Management
- o When Disaster Strikes: Municipal Emergency Management
- o Working with Our Neighbours: Municipalities and First Nations Land Claims
- o Indicators for Community Attractiveness to Newcomers
- o Innovation in Municipal Infrastructure Management
- o Minimize Road Salt and Improve Source Water Quality: Can We Do Both?
- o Socially and Environmentally Responsible Aggregate
- o Surety Bonds
- o The ABCs of Late Season Paving
- o The Northern and Rural Lens: Towards a Better Understanding of Ontario's Rural and Northern Municipalities

Information Rooms

- o Monday, February 27th
 - AODA (Info Room)
 - LAS Solar PV Program (Info Room)
- o Tuesday, February 28th
 - OGRA Member Services (Info Room)

Presentations

*** Presentation currently unavailable for upload**

Monday February 27th

70 % Landfill Diversion Targets: Hype or Reality

- o Craig Bartlett
- o Gord Miller
- o Lyle Clarke

Citizen Engagement 2.0: Towards More Representative Local Government

- o Alejandra Bravo*
- o Alex Goss*
- o David Wolfe*

Keys to Successful Municipal AFP/P3 Projects

- o Steve Rohacek
- o Stephen Lidington

Now in Season: Ontario's Local Food Revolution

- o Brendan Johnson*
- o Rebecca LeHeup
- o Don Mills*
- o Denise Zaborowski*

Partners on Main Street - You Local BIA and You

- o John Kiru and Kay Matthews
- o Doug Penrice
- o Doug Ritchie

Tuesday February 27th

Building Bicycle Friendly Communities in Ontario

- o Eleanor McMahon*
- o Bob Percy
- o Shawn Everitt
- o Chris Baird

Climate Change and Infrastructure

- o Nicola Crawhall*
- o Glenn McGillivray*
- o Paul Grenier *
- o Steve Parish*

Collaboration and Cooperation: New Approches to Community Regional Economic Development

- o Trissia McAllister*
- o Mahmood Nanji
- o Trudy Parsons

Major Overhaul or Minor Tune-Up: Which Does Your Council Meeting Need?

- o Fred Dean and Nigel Bellchamber*

Reducing the Infrastructure Gap via Asset Management

- o Janice Charles
- o Chris Giannikos
- o John Murray
- o Joe Tiernay

When Disaster Strikes: Municipal Emergency Management

- o Helen Collins
- o Joseph Moore
- o Delbert Shewfelt
- o Ray Tout
- o Joanne Vanderheyden

Working with Our Neighbours: Municipalities and First Nations Land Claims

- o Lonny Bomberly and Phil Monture
- o Doug Carr

Can You Dig It? Socially and Environmentally Responsible Aggregate

- o Michael Fenn*
- o Lorne Johnson*
- o Moreen Miller*
- o Penny Richardson*
- o Mike Schreiner*

Indicators for Community Attractiveness to Newcomers

- o Amanda Dibbitts and Norman Ragetlie
- o Magdy ElDakiky

Innovation in Municipal Infrastructure Management

- o John Bowles
- o Dr. Pouria Ghods

Minimize Road Salt and Improve Source Water Quality: Can We Do Both?

- o Lynn Dollin*
- o Eric Hodgins
- o Martin Keller*

Surety Risk Tools: Managing Risk and Improving Decision Making

- o Neville Harriman and Hector D. Lavigne
- o Steve Ness

The ABCs of Late Season Paving

- o A.W. (Sandy) Brown*
- o Mark Eby
- o Gary Moore and Chris Traini
- o Dr. James Smith

The Northern and Rural Lens: Towards a Better Understanding of Ontario's Rural and Northern Municipalities

- o Bill Vrebosch*
- o Chris White*

...

Agenda Item # 9.3

Program

Page 3 of 3



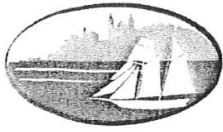
2013 ROMA/OGRA Combined Conference:
February 24 - 27, 2013

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<http://www.combinedconference.org/about.html>

20/03/2012

Agenda Item # 9.4



Town of/Ville de Penetanguishene

March 8, 2012

Dalton McGuinty, Premier
Legislative Building, Queen's Park
Toronto, Ontario
M7A 1A1

Dear Premier McGuinty:

Re: Payment in Lieu of Taxes for Heads and Beds

The Town of Penetanguishene at their Regular Council meeting of February 29th, 2012, approved the following motion:

Whereas in 1970 the rate of provincial payments in lieu of taxes for universities was arbitrarily set at \$25 per full time student; and

Whereas in 1973 that was doubled to \$50 per student and the payment was expanded to include hospitals and provincial correctional institutions; and

Whereas in 1987 that rate was increased by 50%, still without apparent justification, to \$75 per student and bed; and

Whereas that rate has remained constant since that time despite the fact that inflation would in 2012 require an almost doubling the payment (\$146); and

Whereas at least sixty-five communities have called for an increase in payments; and

Whereas heads of universities are supporting that call; and

Whereas Premier McGuinty has looked to the municipalities of the province to be the economic engine of Ontario; and

Whereas the payments in lieu of taxes do not meet the actual costs of municipalities to provide the necessary services for the various institutions, thus placing an unfair tax burden on their property tax payers, thereby jeopardizing a municipality's ability to meet infrastructure demands, and consequently weakening their ability to act as economic engines;

10 rue Robert St. West ouest, P.O. C.P. Box 5009
Penetanguishene, ON L9M 2G2



Tel: 705.549.7453 Fax: 705.549.3743
www.penetanguishene.ca

Agenda Item # 9.4

Therefore be it resolved that the Town of Penetanguishene calls on the government of the Province of Ontario to include in the budget now being prepared an increase to the payments in lieu of taxes; and

Further be it resolved that the Town of Penetanguishene calls on the Province of Ontario to meet with the host municipalities for the purpose of reviewing the basis for payments in lieu of taxes, and determining a stable foundation going forward for those payments that meets associated costs prior to the 2013 budget cycle; and

Further be it resolved that copies of this motion be sent to: the Premier Dalton McGuinty; the Honourable Dwight Duncan, Minister of Finance; Garfield Dunlop, MPP for Simcoe North; all Ontario municipalities with any of hospitals, post secondary institutions or provincial correctional institutions; the Ontario Small Urban Municipalities (OSUM); the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), the Association of Municipal Tax Collectors of Ontario (AMTCO) and the Association of Municipalities of Ontario (AMO).

The City of Kingston and other municipalities met with the Minister at the AMO conference in 2011. The Town has also requested on several occasions meetings with the Ministry of Finance to discuss this issue. To date, no progress has been made and the Town is hopeful that you as Premier will be able to ensure that the municipalities are compensated fairly for the services provided to these institutions.

Should you have any questions or concerns regarding this matter, please do not hesitate to contact me.

Yours truly,



Gerry Marshall
Mayor

- c. The Honourable Dwight Duncan, Minister of Finance
Garfield Dunlop, MPP (Simcoe North)
AMCTO
AMTCO
AMO
OSUM
All Municipalities in Ontario

DISCLAIMER: This material is provided under contract as a paid service by the originating organization and does not necessarily reflect the view or positions of the Association of Municipalities of Ontario (AMO), its subsidiary companies, officers, directors or agents.



March 14, 2012

Premier Dalton McGuinty
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Dear Premier McGuinty,

Re: Council Resolution regarding Report No. CS-2012-0012 dated January 23, 2012, regarding Exemption from Taxation – Royal Canadian Legion; File No. F22/TA.

Please be advised that Council for the Town of Halton Hills at its meeting of Tuesday, March 6, 2012, adopted the following Recommendation:

Recommendation No. GC-2012-0028 (Resolution No. 2012-0065)

THAT Report No. CS-2012-0012 dated January 23, 2012, regarding the Exemption from Taxation – Royal Canadian Legion be received;

AND FURTHER THAT Staff be authorized to prepare a by-law exempting the lands and buildings of the Royal Canadian Legion Branches 120 and 197 from local taxes for a period of ten years commencing in 2012.

AND FURTHER THAT Staff request the Region of Halton to pass a similar by-law exempting the Royal Canadian Legion Branches in Halton Hills from regional taxes.

AND FURTHER THAT the Council for the Town of Halton Hills requests the Province to exempt all Legion Halls in Ontario from Property Tax Rolls within the Province of Ontario;

AND FURTHER THAT the Province contribute back to affected municipalities a Payment in Lieu of Taxes (PILT) for their Legion Halls that are eligible for a tax exemption;

AND FURTHER THAT a copy of this resolution be forwarded to the Premier of Ontario, Minister of Finance, Ted Arnett MPP, and all Ontario municipalities for their support.

...2

1 Halton Hills Drive, Halton Hills, Ontario L7G 5G2

Tel: 905-873-2601 Toll Free: 1-877-712-2205 Fax: 905-873-2347 Web: www.haltonhills.ca

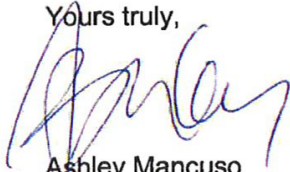
Agenda Item # 9.5

March 14, 2012
Page 2 of 2

A copy of By-Law No. 2012-0020 is attached for your information.

If you have any questions, please do not hesitate to contact Wendy O'Donnell, Manager of Finance at (905) 873-2601 ext. 2240.

Yours truly,



Ashley Mancuso
Council and Committee Services Coordinator

- c. The Honourable Dwight Duncan, Minister of Finance
Ted Arnott, MPP, Wellington-Halton Hills
MPAC
Ms. Louise Cooke, Region of Halton
All Ontario Municipalities
Wendy O'Donnell, Manager of Finance

Agenda Item # 9.5



BY-LAW NO. 2012-0020

A By-law to exempt the Royal Canadian Legion Branch 120 and 197 from Municipal taxation.

WHEREAS Section 6.1 of the Assessment Act, R.S.O. 1990 Chapter A.31, permits the municipality to pass a by-law to exempt from taxes for its purposes any real property actually used and occupied as a memorial home, clubhouse or athletic grounds by person who served in the armed forces of His or Her Majesty or an ally of His or Her Majesty in any war; and

AND WHEREAS Council wishes to provide such tax exemption.


AND WHEREAS on March 6, 2012, Council for the Town of Halton Hills approved Report No. CS-2012-0012, dated January 23, 2012, in which certain recommendations were made relating to Exemption from Taxation – Royal Canadian Legion.

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. That for the years 2012 to 2021 inclusive, the portion of the land and buildings owned and occupied by the Royal Canadian Legion, Branch 120 situated at 127 Mill Street, Georgetown Plan 27, Part Lots 4, 47, 48 and Branch 197 situated at 15 Wright Avenue, Acton, described as Plan M140 Block B to Block H, in the Town of Halton Hills, is hereby exempt from municipal taxation.

BY-LAW read and passed by the Council for the Town of Halton Hills this 6th day of March, 2012.


MAYOR – Rick Bonnette


TOWN CLERK – Suzanne Jones

Agenda Item # 9.6

The attached motion was passed by the Council of the Corporation of the Township of Havelock-Belmont-Methuen on the 5th day of March, 2012. Council respectfully requests the consideration and support of all Municipal Councils in the Province of Ontario.

Thank you for your consideration.

Lynn Clark, Deputy Clerk
Township of Havelock-Belmont-Methuen
T (705) 778-2308



F (705) 778-5248 Ont Wildlife Damage Compensation Program.pdf



THE CORPORATION OF THE TOWNSHIP OF HAVELOCK-BELMONT-METHUEN

www.havelockbelmontmethuen.on.ca

PO Box 10, 1 Ottawa St. E,
Havelock, Ontario K0L 1Z0

Phone: 705-778-2308
Toll Free: 1-877-767-2795
Fax: 705-778-5248

Email:
havbelmet@hbmtp.ca

Ontario Wildlife Damage Compensation Program

The following motion concerning the Ontario Wildlife Damage Compensation Program was duly passed by the Council of the Corporation of the Township of Havelock-Belmont-Methuen at its regular meeting held the 5th day of March, 2012. Council respectfully requests the consideration and support of the following motion from all Municipal Councils in the Province of Ontario:

Whereas predation of livestock by Wildlife is a recognized problem in Ontario as evidenced by the need for the Ontario Wildlife Damage Compensation Program; and

Whereas the purpose of the Ontario Wildlife Damage Compensation Program is to provide financial assistance to producers whose livestock, poultry or honey bees have been injured or killed as a result of Wildlife; and

Whereas one of the recent changes to the eligibility requirements under the Ontario Wildlife Damage Compensation Program is that all applicants must have a valid Farm Business Registration Number (FBR); and

Whereas the change in eligibility requiring a valid FBR is very unfair for those who do not meet the eligibility criteria, such as hobby farmers that do not meet the criteria for a FBR number, those that raise their own meat to support their families, or those that have animals as pets or for pleasure, are now deemed ineligible for reimbursement under the program;

NOW THEREFORE BE IT RESOLVED that the Minister of Agriculture, Food and Rural Affairs is asked to reconsider the eligibility requirement that all applicants must have a valid Farm Business Registration Number, with the intent to enable financial assistance similar to the previous program to a wider array of livestock producers whose livestock have been injured or killed as a result of Wildlife; and

FURTHER that a copy of this resolution be circulated to the Minister of Agriculture, Food and Rural Affairs; MPP Jeff Leal; the Association of Municipalities of Ontario; and all the municipalities in Ontario to request their support.

Lynn Clark, AMCT
Deputy Clerk

FROM THE OFFICE OF

- Mayor: Ron Gerow
- CAO: Linda Reed
- Clerk: Glenn Girven
- Fire Chief: Ray Haines
Fax: 705-778-3415
- Treasurer/Tax Collector:
Valerie Nesbitt
- Superintendent of Works
Boyd Hill
- CBO/Building Department:
Travis Torns
- Planning Assistant/By-Law
Enforcement Officer:
Andrea Loyst
- Economic Development
Officer
Brian Grattan

*A caring community, bridging past and present;
working together, making dreams come true.*

...

Agenda Item # 9.7



Kathy Lawson/Frances
21/03/2012 03:46 PM

To
cc
bcc
Subject BRIDGELIFE 2012 CONFERENCE & EXPO - Ottawa
Canada, April 10-12, 2012



"Northwestern Ontario
Municipal Association"
<admin@noma.on.ca>
20/03/2012 09:11 AM

To "Northwestern Ontario Municipal Association"
<admin@noma.on.ca>
cc
Subject FW: BRIDGELIFE 2012 CONFERENCE & EXPO - Ottawa
Canada, April 10-12, 2012

For the attention of Clerk and Council:

Please see attached information which may be of interest to your municipality.

Thank you

Charla Robinson
Executive Director
e. admin@noma.on.ca

Northwestern Ontario Municipal Association
P.O. Box 10308
Thunder Bay, ON P7B 6T8
t. 807.683.6662

www.noma.on.ca

AGM & Conference: April 25-27 in Kenora, ON
It's OK to print this e-mail. Paper is made from a renewable resource.
Please choose paper sourced from independently certified sustainable forests
and recycle.

-----Original Message-----

From: Ralston MacDonnell [mailto:ralston@macdonnell.com]
Sent: March 20, 2012 10:04 AM
To: admin@noma.on.ca
Subject: BRIDGELIFE 2012 CONFERENCE & EXPO - Ottawa Canada, April 10-12, 2012

Charla;

Thank you for taking the time to discuss the upcoming conference with me
today. As a follow up, I am sending along information regarding BRIDGELIFE
2012.

BRIDGELIFE 2012 is being presented at the Ottawa Convention Centre at the
time of the TAC Spring Meetings (Transportation Association of Canada). It is
an industry led event. It is intended to fill a gap where infrastructure asset

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Agenda Item # 9.7

managers, owners, designers and their team get to learn from each other's experiences in a series of hands on presentations relating to how new technology is being used to contribute to bridge life extension.

The conference and expo is intended to position bridge owners and those responsible for bridge design and operations with current information about new technologies and key areas of best practice for bridge life extension.

The BRIDGELIFE program is based on the belief that maximum useful life of a bridge can be achieved by understanding the life cycle of activity from design to decommissioning, the tools that are available at each stage and how our peers deal with these issues.

The website is www.bridgelife.ca.

Please feel free to circulate this information to your members as there is a specific recognition of the challenges facing small and medium sized organizations that own bridges.

Kind regards,

Ralston

Ralston MacDonnell M.Eng, P.Eng, FEIC
Chair
Bridgelife 2012

R

Suite 1100
1505 Barrington Street
Halifax, Nova Scotia
Canada
B3J 3K5

Office 902.425.3980 x 226
Mobile 902.456.0494
Fax 902.423.7593
www.macdonnell.com



pic65117.jpg BRIDGELIFE 2012 Delegate Registration Form.pdf

BRIDGELIFE™ 2012

Extending the USEFUL LIFE of BRIDGES

April 10th – 12th, 2012 | Ottawa Convention Centre, Canada

PROGRAM HIGHLIGHTS

Presentations covering the owners view on	Best Practice Sessions
STRATEGIC ASSET MANAGEMENT RISK MANAGEMENT	<u>MONITORING:</u> <ul style="list-style-type: none">- SENSORS- INSTRUMENTS- MONITORING SERVICES
MONITORING STRATEGIES TECHNOLOGIES IN NEW PROJECTS	<u>MANAGEMENT:</u> <ul style="list-style-type: none">- SOFTWARE- BRIDGE MANAGEMENT SYSTEMS- ASSET MANAGEMENT SYSTEMS
INSPECTION APPROACHES NEW MATERIAL/PRODUCT DEPLOYMENT	<u>MATERIALS:</u> <ul style="list-style-type: none">- REBAR- WRAPS- CONSTRUCTION MATERIALS

PANEL DISCUSSION: INNOVATION – FROM RESEARCH TO IMPLEMENTATION

REGISTER NOW and SAVE !

www.bridgeline.ca



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AECOM

V-ROD



Association
Canadienne
du Ciment

GKM Consultants

AslanFRP



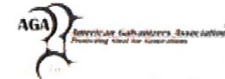
exp.



CSA
STANDARDS



SALIT SPECIALTY REBAR



SIMCO
Technologies Inc.

FOR ADDITIONAL INFORMATION PLEASE CONTACT:

e. triches@macdonnell.com | p. 902.425.3980 | w. bridgeline.ca

MACDONNELL

Feb 24, 2012



BRIDGELIFE™ 2012

EXTENDING THE USEFUL LIFE OF BRIDGES

DELEGATE REGISTRATION FORM

Delegate registration includes full access to the BRIDGELIFE expo, all conference seminars and workshops.

The delegate registration also includes breakfast, lunch, energy breaks, cocktail & networking reception and dinner on day one AND breakfast, lunch and energy breaks on day two. Delegate registration forms must be completed for **each** individual delegate.

Please submit your registration form via fax at 902.423.7593 or email at triches@macdonnell.com. Confirmation forms will be issued once full registration is received.

CONTACT NAME (as it will appear on your name tag)

TITLE (as it will appear on your name tag)

ORGANIZATION

ADDRESS

CITY

PROVINCE/STATE

POSTAL / ZIP CODE

BUSINESS PHONE

FAX

MOBILE PHONE

EMAIL

BRIDGELIFE™ DINNER

☐ Yes, I will be attending the BRIDGELIFE™ dinner, included in my delegate fee, on WEDNESDAY APRIL 11th, 2012

PAYMENT INFORMATION

Delegate Registration Fee \$950.00 MINUS EARLY REGISTRATION DISCOUNT IF APPLICABLE

Subtotal= _____ + HST (15%) _____ = Total Payment \$ _____.

Total payment \$ _____ [] Visa or [] Master Card [] AMEX

_____/_____/_____/_____/_____/_____/_____/_____/_____/_____/_____/_____/_____/_____/_____/_____- / ____/____/_____
Credit Card Number Expiration Date

Name of Cardholder: _____ Cardholder's Signature: _____

Date of signature: _____

Card owner agrees to pay total in accordance with agreement governing use of such card | Charge backs and declined transactions may be subject to an additional handling fee | CANCELLATION POLICY: Cancellations must be confirmed in writing by November 01, 2011. Questions regarding credit card payments can be sent to triches@macdonnell.com | A 10 percent cancellation fee will be applied. | GST Registrations # R18239691 | Applications must be accompanied with the correct deposits to be processed | Applications are subject to the approval of BRIDGELIFE™ and are processed on a first come first serve basis | Only contracts signed by both parent and paid in full will be recognized and considered valid.

Agenda Item # 10.1

REPORT

TOWN OF FORT FRANCES EXECUTIVE COMMITTEE

SESSION # 20
February 21, 2012

A meeting of the Community Services Executive was held in the 52 Meeting Room at the Memorial Sports Centre on Monday February 21, 2012 at 11:00 am.

PRESENT: John Albanese, Andrew Hallikas, Paul Ryan, George A. Bell Manager of Community Services

Call to Order 11:00 am

Adoption of minutes – January 3, 2012 – as presented

1. Disclosure of pecuniary interest - none
2. Items discussed as per the following agenda.



AGENDA

In-Camera – moved and seconded, Paul Ryan, John Albanese that the committee meet in-camera to discuss a personal matter about an identifiable individual, including a local board.

NEW BUSINESS

1. Library Board Appointment – recommended to council

Public Session resume at 11:08 am

2. Community Sustainability Plan Steering Committee Makeup – recommended
3. Trillium Grant Application- Sunny Cove Camp Renovations- recommended

ITEMS REFERRED FROM PREVIOUS MEETING

1. none

ITEMS REFERRED FROM COUNCIL

1. Union Gas Utility Services “Helping Hand” Project Proposal – recommended
2. Rainy River OPP Business Plan Request for Input – recommended to be received by council.

NON AGENDA

INFORMATION

None

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Agenda Item # 10.1

ADJOURNMENT

Meeting adjourned 11:27 am

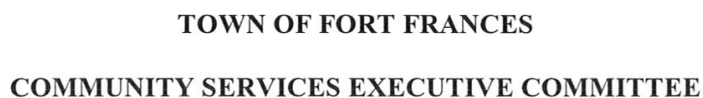
Next Meeting is scheduled on March 5, 2012 at 11:00 am in the 52 Canadians Rm at the MSC

If there are recommendations on any of the agenda items they are brought to council in a report prepared by the division manager.

There being no further matters before this committee at this time this meeting was closed.

Manager/Secretary

Chairperson




Resolution No

Dated Feb 21/12

THAT this meeting of the Community Services Executive Committee now meet in-camera in order to address a matter pertaining to:

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> | security of the property of the municipality or local board; |
| <input checked="" type="checkbox"/> | personal matters about an identifiable individual, including municipal or local board employees; |
| <input type="checkbox"/> | a proposed or pending acquisition of land for municipal or local board purposes or disposal of land no longer needed for municipal purposes; |
| <input type="checkbox"/> | labour relations or employee negotiations; |
| <input type="checkbox"/> | litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; |
| <input type="checkbox"/> | the receiving of advice that is subject to solicitor/client privilege, including communications necessary for that purpose; |
| <input type="checkbox"/> | a matter in respect of which a council, board, committee or other body has authorized a meeting to be closed under another Act; |
| <input type="checkbox"/> | the subject matter relates to the consideration of a request under the <u>Municipal Freedom of Information and Protection of Privacy Act</u> |



Community Services Executive Committee

Agenda Item # 10.2



OF #29 - Minutes

OPERATIONS & FACILITIES EXECUTIVE COMMITTEE

REPORT

MARCH 7, 2012

A meeting of the Operations & Facilities Executive Committee was held on Wednesday, March 7, 2012 at 7:30 a.m.

PRESENT: Rick Wiedenhoeft
Paul Ryan
Roy Avis
Doug Brown

REGRETS: Mark McCaig
Ken Perry

GUESTS:

1. Called to order at 7:34 a.m.
2. Non-agenda items which, because of urgency, cannot be referred to subsequent meeting, identified to be considered later in the meeting.

Oakwood Road – Detour Route

Agenda Item # 10.2

3. Disclosure of pecuniary interest and general nature thereof - none.
4. Approve Minutes from February 22nd, 2012 Operations & Facilities Executive Committee Meeting.

Minutes approved from February 22, 2012 Operations and Facilities Executive Committee Meeting.
5. TENDERS/CAPITAL/DEVELOPMENT/ENGINEERING SERVICES
 - Review of the Draft Canadian Railway-Roadway Grade Crossing Standards dated January 10, 2012

The administration report and attached information was reviewed. The Operations and Facilities Executive Committee recommends the following:

1. That the draft copy of the Canadian Railway-Roadway Grade Crossing Standards and associated policy were reviewed in regards to wait times at public grade crossings and train operations where the proposed policy requirements as outlined on page 13 of the Railway-Roadway Grade Crossings (RRGC) policy will satisfy the needs of the community.
2. That once the draft copy of the Canadian Railway-Roadway Grade Crossings Standards (CRRGCS) and draft copy of the Railway-Roadway Grade Crossings (RRGC) Policy Document becomes law that the Town will meet these standards in accordance with the timelines outlined in the Standards.
3. That the Town's website will be up-dated to show how to properly report train operations that do not adhere to these standards once the draft (CRRGCS) & RRGC policy becomes law.

The administration report will be revised to include these recommendations. The revised report will be forwarded to Council for approval.

Agenda Item # 10.2

6. WATER

Water Treatment Plant

Water Distribution System

- 2011 Annual Report Town's Drinking Water System DWS # 220000978 – Large Municipal Residential & DWS # 260060762 – Small Municipal Non-Residential System – Sunny Cove Camp Well Supply

The administration report was reviewed and will be forwarded to Council for information only. No action required.

7. SEWER

Sewage Treatment Plant

8. TRANSPORTATION

Traffic Safety Advisory Committee

9. WASTE MANAGEMENT

- 2012 Tonnage @ Landfill Site as of February 29, 2012

The monthly statistics were reviewed and will be forwarded to Council as information only. No action required.

10. AIRPORT

- Monthly Statistics – February 2012

The two spreadsheets for February 2012 were reviewed. Councillor Ryan would like a running total comparison for aviation fuel between 2012 and 2011 and not 2011 and 2010 as indicated on the fuel spreadsheet. The Operations and Facilities Manager will make the revisions to the final spreadsheet. The revised spreadsheets will be forwarded to Council for information only.

Agenda Item # 10.2

11. PARKS & CEMETERIES
12. INFORMATION REPORTS
13. NON-AGENDA ITEMS

Oakwood Road – Detour Route

The Operations and Facilities Manager handed out an administrative report on the above mentioned subject matter. The report was reviewed and will be forwarded to Council for approval.

There being no further matters before this committee at this time; this meeting was adjourned at: 8:35 a.m.



Chairman
Operations & Facilities Executive
Committee



Manager of Operations & Facilities

March 7th O&F Executive Meeting Minutes-sch

Agenda Item # 10.3

Sherry George/Frances
20/03/2012 10:50 AM

robff49@yahoo.ca, jkstitchnsew@hotmail.com,
To dballard@fortfrances.com, rurlroot@xplornet.com,
thestand@jam21.net
cc George Bell/Frances@Frances, Kathy
Lawson/Frances@Frances
bcc
Subject Museum Minutes from Meeting March 19

FORT FRANCES MUSEUM ADVISORY COMMITTEE

Meeting: March 19, 2012, 4:15 p.m.

Present: Bruce Caldwell ✓ Robert Schulz ✓ Judy Kielczewski ✓ Debbie Ballard ✓ Beth Caldwell ✓

Committee Secretary: Sherry George ✓ Guests:

Minutes from last meeting, Feb 21: adopted as is.

Museum Report: February visitors: 383 (102 in 2011); Current Exhibits: *The Ukrainian Connection & Our Founding Families* ; Coming in May/June: *Vaudeville in Canada, Voices of the Town* .
July/Aug: Will cover the various anniversaries taking place this year: War of 1812, Allan Cup, Customs, Queen's Jubilee, Oberholtzer & Magee canoe trip north, sinking of Titanic. Children's activities during March break saw little interest from public. Cancelled all but Friday.

New Business:

1. Training in Winnipeg Mar 23 & 24: Museums & the Community
2. Museum server has been approved. D.Allan will put in place.
3. L.Hamilton wants to coordinate changing out exhibit items in permanent gallery. Same themes, just different items from collection. At the same time, we will move the meeting area to left side of room, so that we have access to the kitchen for children's activities & receptions.

Old Business:

1. 'Friends of the Museum'
 - a. Garage sale in spring.
 - b. Wine & cheese gala for fall.
2. Genealogy group met Mar 1; Moving meeting to an evening time slot in order to grow membership. Still 1st Thursday of the month, but now 6:30 p.m.
4. Have been approved for conservation funding. In process of arranging for cleaning, framing and appraising the Morrisseau. Will take the piece into Winnipeg.
5. Membership flyers have gone out in March's utility bills. Donations are coming in.
6. Pulling for Peace: possible to get the Golden Helmets here for July 2. Bruce has followed up with Teresa Hazel.

Correspondence: none

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Agenda Item # 10.3

Ontario Arts Council: 2011 final report has been sent.

Follow-up: *Recommendations to be made to Executive Committee of Community Services...*

Meeting adjourned at 5:15 p.m.

Next meeting: Mon Apr 16 at 4:15 p.m.

Copies forwarded to K.Lawson for Council, G.Bell for Exec. Committee, original filed H:/Administration/Council/Advisory Committee Minutes.

Sherry George
Fort Frances Museum
259 Scott Street
Fort Frances, ON P9A 1G8
807 274-7891
fax: 274-4103