

CAO

From: Mayor Richard Gould
Sent: September 1, 2025 5:20 PM
To: CAO
Subject: Newsletter for September
Attachments: Calvin TodaySept2025.pdf; Calvin TodaySept2025orig.docx

I have updated the newsletter to make it timely for September. I understand it has not been yet printed, so here it is attached.

My version of Word will not work on your computer so I have created a PDF file which should print perfectly. The first two pages should be colour, but the last two can be black and white. Please do not print pages 2 and 4 upside-down as this confuses people.

Thanks so much,
Richard.

RICHARD GOULD
MAYOR, CALVIN TOWNSHIP
Cell 705 623 1103

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Calvin Today

September 2025

The latest news, views, and announcements

INSIDE

Message from the Mayor

Our recent emergency. (page 1)

Fire Department Update

(page 2)

Economic Development and the Mattawa Museum

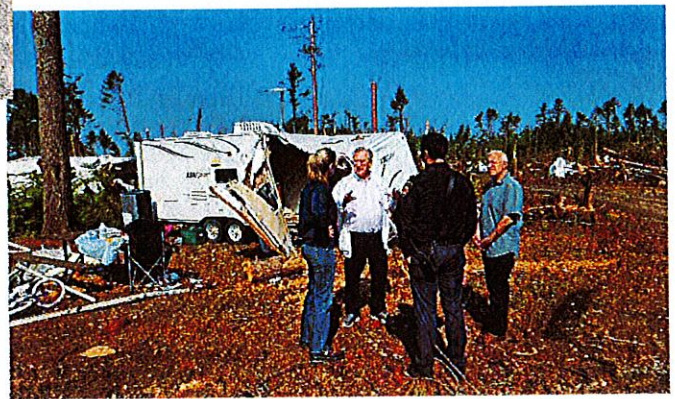
(Page 4)

JUNE 21, MAJOR STORM



ABOVE: ONE OF THE MANY CALVIN
ROADS WASHED OUT BY THE STORM
OF JUNE 21.

BELOW: MINISTER OF EMERGENCY PREPAREDNESS AND
RESPONSE JILL DUNLOP, MAYOR RICHARD GOULD, FIRE CHIEF
JORDAN WHALLEY AND MINISTER VIC FEDELL, REVIEW THE
DAMAGE IN CHAMPLAIN PARK IN JULY.



Message from the Mayor

-- by Richard Gould



It was a dark and stormy night, or at least that's how the story often starts. But that was the reality on June 21, when a massive storm ripped through the township, washing out roads and tossing trees to the ground. By 9:30 PM, the power was out, land lines had failed, and some cell service was out. Hurricane force winds and torrential rains pounded the area. The Calvin Fire Department was deployed to the park, responding to 911 calls about people injured and trapped in their campsites. The public works department began to survey the roads that were littered with fallen trees. The administration of the township began work to coordinate a rescue and determine the extent of the damage in the township. A state of emergency was declared and when it was learned that most, if not all, of the roads in the township were damaged by raging flood water, a shelter in place order was issued. Everyone from fire, public works and administration performed and people were rescued. **Most importantly, there were no fatalities! We are extremely proud of everyone!**

(continued on page 3)

Calvin Fire Department

It has been an eventful year for the Calvin Fire Department. They had lots of challenges and a new chief has been named. Jordan Whalley accepted the role and had his baptism by fire dealing with the emergency in Champlain Park. The Calvin Fire Department did a fabulous job during the rescue and as a result, lives were saved. By the end of the two-day sleepless ordeal everyone got home safely. Well done!

■ Jordan Whalley named Chief



The Calvin Fire Department was founded in 1976 and next year will celebrate its 50th anniversary.

Prior to 1976, residents depended on each other to help them when they had a fire. This often meant a bucket line from an open well and since most homes were log homes, unless the fire was caught very early, it had limited effect. And, there were often injuries and deaths. People who were untrained and ill-equipped tried to rescue livestock from burning barns with disastrous consequences.

In 1975 - 1976, Sandra Smyth and her partner, Derek, were living on old Suzanne's Road. She was an actor and still did some contract work in Toronto.

While she was away, her house had a chimney fire and, tragically, Derek died in the fire.

Sandra soon mustered the strength to work toward the establishment of the Calvin Volunteer Fire Department. Keith Whalley took up the cause and became the first Fire Chief.

Keith Whalley travelled to Chatham, Ontario where he picked up a twenty-year-old 1954 Chev Maple Leaf truck, which became the Fire Department's first pumper truck.

As a point of interest, Jordan Whalley is the grandson of Keith Whalley.

Here is a list of the Fire Chiefs of the Calvin Fire Department.

- Keith Whalley, June 14 1976 - 1980
- Denzil Curran, January 1981 -1983
- Ernie Pellerin, January 1984 – 1985
- Fred Maxwell, January 1986 -1992
- Kenneth Brewitt, September 1992 – 2016
- Dean Maxwell, 2019 – 2022
- Mariel Labreche, 2024 – 2025
- Jordan Whalley, 2025 – .

The fire department is working on public information, one of their mandates and they will be reaching out to residents to work on fire prevention. Check out their Facebook page by searching for Calvin Fire Department. There you will find updates and information on Emergency Preparedness. You can also find them on Instagram at [@calvin_fire_department](#). Here you will find some interesting pictures.

“We at the Calvin Fire Department would like to express our immense gratitude to the OPP, Mattawa Fire Department, CEMS, East Ferris Fire Department, Bonfield Fire Department, North Bay Fire Department, Ornge, West Nipissing Fire Department, Emergency Medical Services, Mutual Aid, Provincial Parks, MNRF, Anderson Trucking and Corky North. Calvin needed help and you answered the call.”

About a month before the storm, Council adopted Calvin's Emergency Management and Emergency Response Plan. This had been the result of many meetings and much work. After the plan was adopted, the Municipality's Emergency Control Group participated in a tabletop exercise which saw its members practice their roles and responsibilities in a simulated emergency scenario. The emergency that was presented was a tornado. Good choice!

Parts of the plan could not be used during the real-life event. The evacuation centre for residents is the Ecology Centre in Samuel de Champlain Park, and the park was at the epicenter of the storm, but the planning nevertheless helped everyone understand their roles and the needed course of action.

This emergency plan is available on the municipal website and we encourage all residents to take some time to familiarize themselves with it. Disasters happen and when they do, any preparation is helpful.

Most of the roads have been repaired, but many residents are still struggling with the removal of fallen trees.

Telecommunications was a great problem during the disaster. Cell phone service from Bell was restored in a couple of days and Bell dispatched a large crew to work on Bell land lines. Three weeks later, the land lines had been fixed and service was restored.

Bell is still promising to deliver high speed fibre to every home in Calvin by the end of this year, but December is coming soon. In the meantime, landlines have been restored and cell service is back to its somewhat problematic norm. We will have to wait until the end of the year to see if fibre internet is available in Calvin.

The long-term damage from the storm is extensive. The Samuel de Champlain Provincial Park will not

likely open this year. Not only are there thousands of trees tangled into a wild mess, but underground infrastructure was also damaged. There was talk about a partial opening this fall, but now that seems unlikely.

The Ecology Centre is also still closed, but there are hopes that it may partially open in the late fall and there will be some Christmas events planned for this year.

The Eau Claire Gorge is still closed as well. The road into the gorge was badly damaged and hopefully work will begin presently so that this facility can be re-opened. You may notice that signs directing people to the Gorge have been erected on Highway 17, but unfortunately, Graham's Road is still closed.

The current problem everyone is facing, is with funding the repairs. For Calvin, the Ecology Centre and the Gorge, repairs exceeded budgets by a large percentage. Organizations and Municipalities can apply for relief from the provincial government, but repairs have to be made first and paid for, before a claim can be submitted.

In Calvin, costs included the evacuation of the Samuel de Champlain and Algonquin Parks, and the many road repairs, including the Hackenbrook Bridge. Estimates of these costs is around a half a million dollars. It can take over a year to receive relief funding, so we will have to borrow the money.

We are having trouble arranging the financing because our financial statement now includes a commitment to Cassellholme of over 1 million dollars and we have no assets from Cassellholme. And even if we borrow the money, we still have to pay the interest

Our administration staff is working hard to come up with a good solution and our MPP, the Honourable Minister Vic Fedeli, Municipal Affairs and the Bank has been involved and is working with CAO Donna Maitland to arrive at a positive solution. It is a work in progress and our thanks go out to all involved.

Economic Development in Calvin Township is a priority

Economic Development is important. It makes products and services available to local residents. At one time there were numerous stores (Ruby's, Mulligans, John's, O'Hare's, etc), two gas stations (Ruby's and Wonderland), a couple of furniture manufacturers (Calvin Furniture and Waram Furniture) all of which have now closed. Thankfully a couple of businesses are still alive in the township, but going back in time there were many others. It may surprise you to learn that a hundred years ago there was a cheese factory in Calvin. Thanks to research done by Velma Spinks in Calvin Remembers, we learn that Simon Stein operated a cheese factory directly across the road from the current firehall (lot 16, conc 4) during the First World War (1914 – 1918) and continued operations until 1930. He then closed the business and turned the facility into a post office that he operated until 1950.



Simon Stein in 1918 with cheese factory in Calvin.

The municipality of Calvin has entered into an agreement with Mattawa, Papineau Cameron and Mattawan to work on economic development with the assistance of a government grant.

Municipality of Calvin is at the Mattawa Museum

The Municipality of Calvin has a display at the Mattawa Museum. It includes binoculars used by world renowned ornithologist and Pimisi Bay resident, Louise de Kiriline Lawrence; a bell from the Eau Claire train station and other items donated by residents. There is also a large display of pottery and a great video from Maxwell Pottery, an important business in Calvin.

In the display there are two maps of the original layout of Calvin township and its 100 acre lots. On one map, you can find the names of the first settler of each lot, and on the second map, you will find the year the lots were first settled. Copies of these maps can be purchased at the museum.



Calvin Display at the Museum

Caution! The current fire rating is still high. No one wants to live through a forest fire! Check our webpage for updates and also go to the MNRF interactive map at www.ontario.ca/page/forest-fires.

Sky Med filmed in the township from August 11 to the 14th.

New in Calvin: Calvin Connects! A new volunteer-led community events initiative to make life in Calvin more fun, connected, and meaningful. No special skills needed - just your time and enthusiasm. Be part of the team that makes it happen!

More details at facebook.com/CalvinConnectsCommunity
Everyone welcome!

Thank you to our landfill attendant, student Bradlee Bernard, who has left us to pursue post secondary studies. We wish him well.

We would also like to welcome Danielle Albright as the part-time administrative assistant, filling a role which was previously full time and which has been vacant since Oct 2024.

Remember, you can rent the Calvin Community Centre for a really reasonable price. Keep it in mind for your next birthday party, wedding reception, family reunion or any other event. Call Calvin township for details. 705 744 2700.

To honor the dedication of staff and fire personnel for their actions during the recent storm, an appreciation dinner was held in the recreation centre in late August. This event was 100 % funded by BDO, TransCanada Safety, and MIS Municipal Insurance Services. We thank them for the generous support.

In order to further advance our exit from the Cassellholme agreement, a delegation met with the Hon. Natalia Kusendova-Bashta, Minister of Long-Term Care at a conference in Ottawa. A report will be brought before council in September.

(sent by e-mail only)

Date: August 21, 2025

Re: Updates to Ministry of the Environment, Conservation and Parks' Compliance Policy – Potential for Low-Risk Incident Referrals to Municipalities

On June 4, 2025, the Government of Ontario [announced updates](#) to the Ministry of the Environment, Conservation and Parks' [compliance policy](#). A notice outlining the decision can be found [here](#). These changes will allow the ministry to focus on higher-risk events, such as spills that could harm human health, while referring low-risk incidents that do not impact human health or the environment, such as construction noise, via referral to more appropriate regulatory authorities, including municipalities. Further details on the new incident referral assessment process can be found in section 4.2 of the updated compliance policy.

The updates to the compliance policy will clarify roles and responsibilities between the ministry and municipalities to avoid duplication and reduce burden on the regulated community by simplifying compliance oversight for low-risk activities. These changes will strengthen collaboration between the ministry and municipalities, while also improving service for members of the public by clarifying which regulator is responsible for responding to an incident.

Listed below are types of complaints that the ministry will typically consider for referral to municipalities:

1. Odours - Reports of odours from restaurants, food preparation, construction/demolition/maintenance activities, vehicles, or residential sources.
2. Noise - Reports of noise from air conditioning and heating, vehicles, residences, pets, construction activities, music festivals and outdoor events.
3. Dust - Reports of general or road dust resulting from development or construction/demolition sites, stone cutting, or complaints of off-site dust generated from a neighbour's construction activities.
4. Waste - Reports of littering, abandoned vehicles, and small quantities of solid non-hazardous waste dumping.
5. Water – Reports of discharges to municipal sewers, oil leaking from vehicles to roadway/sewers, and problems with private ponds.

Please note: if a low-risk incident persists long term escalates to a community-level concern, or becomes linked to health impacts, the ministry will re-evaluate the risk and may take further action. Additionally, if a municipality lacks the capacity to carry out compliance and enforcement activities for a referred incident, the ministry may intervene if the risk level is deemed sufficiently high.

The ministry is planning further engagement with municipalities to support open

communication during this transition. More details will follow via future communications.

Should you have any questions or wish to discuss further, please feel free to contact me via email (vesna.alimpic@ontario.ca) or by phone (705-491-2781).

If you wish to discuss further, please feel free to contact me.

Sincerely,

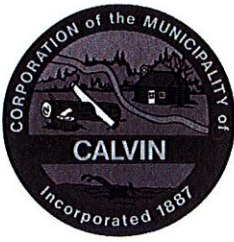
Vesna Alimpic

Supervisor (A)

North Bay Area Office

Ministry of the Environment, Conservation and Parks

Unit 16 & 17, 191 Booth Rd North Bay, Ontario P1A 4K3



MUNICIPALITY OF CALVIN

1355 PEDDLERS DRIVE, MATTAWA ON, P0H 1V0

Tel: (705) 744-2700 • Fax: (705) 744-0309

building@calvintownship.ca • www.calvintownship.ca

BUILDING REPORT

MONTH: August, 2025

1. NUMBER OF PERMITS ISSUED	2
2. TOTAL MONTHLY VALUE	\$20,000
3. TOTAL FEES COLLECTED	\$360
4. TOTAL BUILDING VALUE TO DATE	\$256,200
5. TOTAL FEES COLLECTED TO DATE	\$3,085

COMMENTS:

Permit: 11-2025 Type: Deck
12-2025 Garage

Value: \$5,000
\$15,000

Fee: \$155
\$205

SHANE CONRAD
CHIEF BUILDING OFFICIAL

Building Report

August 2025

August 01: Phone call from property owner at 623 Hwy 630

August 06: - Submitted July building report to MPAC, CMHC, StatsCan.

- Emails and phone calls.
- Researched assembly occupancies
- Submitted July building report to council.

August 08: - Call from Ecology Center

- Call from Paul Davis systems about Ecology Center.
- Call from the property owner at 166B Talon Lake Rd.

August 12: - Travelled to the Ecology Center and looked at damaged buildings.

August 13: - Emails and phone calls.

- Travelled to 427 Boundary Rd. for an inspection
- Plan review for purposed garage at 166B Talon Lake Rd.
- Travelled to 122 Brule Rd for an inspection.

August 18: - Call from designer about Ecology Center

- Call from Ecology Center
- Call from designer about purposed building at 8863 Hwy 17
- Call from insurance adjuster about Ecology Center

August 20: - Emails and phone calls.

- Travelled to 620 Galston Rd. for site visit.
- Drafted letter to property owner.
- Old Files.

August 21: - Travelled to Ecology Center for Q & A with Paul Davis Systems Rep and their designer.

August 25: - Call from designer about requirements at Ecology Center.

- Call from plumber doing work at 188 Homestead Rd.
- Call from property owner at 188 Homestead Rd. about electrical inspection.

August 27: - Emails & phone calls

- Plan review and issued permit 11-2025 for a deck.
- Plan review and issued permit 12-2025 for a garage.

August 29: - Call from property owner

Shane Conrad CBO

A handwritten signature in dark ink, appearing to read 'Shane Conrad', is written over the printed name.

8

ADMINISTRATIVE MATTERS



July 15, 2025

The Right Honourable Mark Carney
Prime Minister of Canada
80 Wellington Street
Ottawa, ON K1A 0A2
SENT BY EMAIL: PM@pm.gc.ca

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

Dear Prime Minister Carney and Premier Ford,

Subject: *A Nation-Building Case for a 2+1 Highway for enhanced east-west Canadian trade in Alignment with Prime Minister Carney's Five Criteria*

Purpose

This briefing presents a compelling case for federal investment in upgrading Northern Ontario's Highway 11 and Highway 17, utilizing **the proven 2+1 highway model**. Supported by evidence in infrastructure policy, safety, economic performance, and national security, the proposal aligns directly with the **five nation-building criteria** set out by Prime Minister Carney under the ***Building Canada Act***.

We propose a two-phase approach:

- **Phase 1**
 - Construct 2+1 on **Highway 11 segments from North Bay to Cochrane**
 - Construct 2+1 on **Highway 17 from Renfrew to Sudbury**
- **Phase 2**
 - Extend the 2+1 **configuration from Cochrane to Nipigon on Highway 11**
 - Construct the 2+1 **configuration from Thunder Bay to Kenora on Highway 11 and 17**
 - Construct 2+1 on **Highway 17 from Sault Ste. Marie to Sudbury**

This initiative is far more than a regional infrastructure upgrade—it is a nation-building investment. It will strengthen Canada's internal connectivity, improve transportation resilience, and contribute to long-term economic growth, safety, and sovereignty.

Background

With the **Building Canada Act** in place, the Government of Canada is proceeding with consultations with provinces, territories and Indigenous rights-holders to determine the initial list of national interest projects. This proposal presents a project deemed of national interest.

The **Building Canada Act** focuses on creating a unified Canadian economy that promotes enhanced trade between the east and west within Canada. It also focuses on the development of major nation-building projects that will likely involve the transportation of large industrial materials for building. With a vast land area and diverse geography, an efficient transportation network is crucial for connectivity and facilitating the movement of materials.

While air and rail form part of Canada's transportation network, highways and trucking are the backbone of Canada's transportation system, connecting major cities, towns and rural communities. Trucking companies and drivers rely on governments to ensure a well-connected transportation network, including highways, major routes, border crossings, and ports, for efficient and safe operations. In turn, knowing the most efficient and safe highways and routes helps truckers save time, fuel, and operational costs.

The Trans-Canada Highway itself—of which Highways 17 and 11 are a vital part—is the **longest continuous national highway in the world**, connecting all ten provinces and three territories. During the Great Depression, the federal government funded the highway's early development as a job-creation initiative and a strategic investment in national cohesion. Over \$19 million was allocated to the provinces to construct a continuous road, enabling Canadians to travel across the Dominion without entering the United States. That same nation-building spirit is now needed once again in Northern Ontario.

Proposal

Except for Newfoundland, Prince Edward Island, and Ontario, most of the routes used by truckers crossing Canada are four-lane highways. In Ontario, truckers heading east from Manitoba or west from Quebec can choose to cross the province via Highway 17, the Trans-Canada Highway, or Highway 11, and what is now known as the **Northern Trans-Canada Route**. Truckers travelling from Toronto to western Canada can choose to take either 1) Highway 69 to Highway 17, then join the **Northern Route** of Highway 11 via Sturgeon Falls and King's Highway 64, or 2) Highway 11 to North Bay, then the **Northern Route**. Almost all sections of Highways 17 and 11 between the Manitoba border and Renfrew in eastern Ontario are two lanes, except for ongoing highway twinning projects near Nipigon and west of Thunder Bay, as well as a small, complete section east of Sault Ste. Marie. A small section of twinning has also been completed at Arnprior.

With Ontario being Canada's busiest province for truck traffic, these vital highways, which are linked to much of the country's economic activity, need to be considered for continued expansion beyond their existing two-lane profile. From their early days, they have formed part of Canada's **critical national corridor**, from playing a foundational role in connecting Canada's frontier communities enable economic development and assert national

sovereignty across the North. Unfortunately, road safety and infrastructure conditions in northern Ontario are deteriorating, according to the Ontario Trucking Association. Their primary concern is the danger of passing other vehicles. In turn, the Truckers for Safer Highways association recently stated: “People and truckers are dying on these highways!” That is why the Federation of Northern Municipalities, an organization representing 110 cities, towns and municipalities. Has been a consistent and vocal advocate for the adoption of the 2+1 highway model in Northern Ontario. This cost-effective, safety-enhancing design has proven successful in many countries, including Sweden, Finland, and Australia. A 2+1 highway expands on a 2-lane road by implementing continuously alternating passing lanes and separates opposing directions of traffic with a crash-rated median barrier, resulting in safety outcomes that are equal to fully twinned highways.

The Government of Ontario is responding and has announced two pivotal initiatives that mark a turning point for Highway 11, offering a clear opportunity for federal collaboration. First, a **pilot project** is scheduled to commence in 2026 on a 2+1 highway segment between **North Bay and Temagami**. Second, the province committed to extending the 2+1 configuration further north, from **Temiskaming Shores to Cochrane**. These two segments lay the groundwork for a scalable, long-term corridor strategy—a shared infrastructure vision well-suited to a federal-provincial nation-building partnership that would see a phased approach to northern Ontario’s highway development:

Data from Statistics Canada (see Appendix A) highlights that a five-year average from 2013 to 2017, over **925,000 truck shipments** were made between Western Canada and the Toronto/Montreal region via two-lane highways in Northern Ontario. By comparison, **960,005** between Toronto and Montréal, **206,574** between Toronto and Hamilton and 96,607 between Toronto and Windsor — routes served by four-lane highways. Put simply, **there is as much transport traffic on Highway 17 and 11 as on the Highway 401 corridor**—but it is forced to spread over narrower, less safe roads.

Priority should be given to Highway 11, as it offers a **preferred westward route** for commercial carriers. Compared to Highway 17, it is less hilly reducing fuel consumption and is not subject to frequent closures caused by Lake Superior’s weather systems. In short, Highway 11 is more reliable and increasingly indispensable to national logistics and supply chains. Highway 11 will also be critical to the rapidly expanding mining and agriculture sectors in the north that depend on a safe and efficient transportation corridor.

Ministry of Transportation **Annual Average Daily Traffic (AADT)** volumes from 2021 confirm this importance:

- **Near Temiskaming Shores:** 7,800
- **Near Englehart:** 6,100
- **Between Kirkland Lake and Cochrane:** 3,200 to 5,500

These figures **meet or exceed international thresholds** for 2+1 highway justification. In fact, Ontario’s Ministry of Transportation and Swedish transport authorities both find 2+1 highways are effective and safe at volumes of up to **18,000–20,000 AADT**, which is well

above the current corridor levels of 3,200–7,800. This places Highway 11 within the model's ideal "sweet spot"—not only today, but for decades to come.

Moreover, these traffic counts were gathered during the COVID-19 pandemic, when private vehicle use was depressed. Actual normalized volumes are likely even higher. Despite this high usage and strategic importance, Highway 11 faces challenges stemming from decades of underinvestment. These include:

- **Substandard Road Geometry**
- **Insufficient passing opportunities**
- **Above-average collision and fatality rates**
- **Regular closures due to weather and accidents**

These weaknesses not only endanger lives but also **disrupt freight movement, delay goods, and increase costs** for industries that depend on timely delivery.

The **2+1 model, featuring a crash-rated median barrier and alternating passing lanes every few kilometres, significantly improves safety and traffic flow at a substantially reduced cost compared to** traditional four-lane twinning. This makes it the ideal design for long rural corridors with steady but moderate traffic, such as Highway 11.

Alignment with Prime Minister Carney's Five Nation-Building Criteria

1. Strengthen Canada's Autonomy, Resilience, and Security

- **Strategic Defence Logistics:** Highways 17 and 11 support access to key military and NORAD infrastructure, including CFB North Bay. It also offers critical redundancy should either highway become compromised.
- **Nuclear Waste Transport:** The Nuclear Waste Management Organization has identified these highways for the secure transport of used nuclear reactor rods to a planned long-term storage site in Northwestern Ontario. Enhanced road safety is essential.
- **Emergency and Climate Resilience:** These roads play a vital role in wildfire evacuations and emergency response functions that will only grow more urgent with climate change.
- **Critical Minerals Access:** As Canada builds out its critical minerals sector, Highways 17 and 11 are essential for transporting the tools, supplies, and workforce needed to unlock Northern resource potential.

2. Deliver Economic Benefits and Support Growth

- **Economic Resilience and Supply Chain Reliability**
Highways 17 and 11 are a lifeline for national industries such as mining, forestry, agriculture, and manufacturing. Collisions and closures in this corridor disrupt supply chains, delay shipments, and raise costs—undermining productivity and competitiveness. A safer, more reliable route will protect against these losses and help

sustain Canada's industrial and export performance, particularly as interprovincial trade barriers ease and east-west commercial traffic increases.

- **Workforce Access and Regional Efficiency**
Improved traffic flow enhances access for workers, goods, and services, strengthening regional economies and making it easier for businesses to attract and retain talent.
- **Job Creation and Indigenous Participation**
Construction and long-term maintenance will create employment opportunities, with strong potential for Indigenous training, contracting, and equity partnerships.
- **Tourism and Local Business Vitality**
As the primary transportation artery for dozens of rural communities, Highways 17 and 11 support tourism, retail, and service sectors. Safer, faster routes help keep these towns economically viable and socially connected.
- **High Return on Investment**
According to the Northern Policy Institute, the proposed 2+1 pilot for Highway 11 delivers a benefit-cost ratio of **1.0 at 20 years**, rising to **3.6 at 60 years**—clear evidence of enduring value.

3. High Likelihood of Successful Execution

- **Shovel-Ready Projects:** Ontario's North Bay–Temagami pilot is fully designed and poised to go to tender
- **Provincial Commitment Already Secured:** The province has also announced plans to extend the 2+1 model northward between Temiskaming Shores and Cochrane.
- **Proven Design Model:** The 2+1 design has achieved fatality reductions of up to 76% in countries like Sweden, Finland, and Australia. It offers a practical model for safe, efficient travel across long rural corridors. Ontario's projects benefit from this body of international evidence.
- **Faster Cheaper Delivery:** By leveraging existing roadbeds, 2+1 roads require less land acquisition and construction time, avoid significant delays from environmental permitting, and can be implemented in phases. Ontario's own pilot designs incorporate global best practices from around the world.
- **Expandable by Design:** 2+1 highways can be converted to 2+2 highways in the future when traffic volumes warrant it, making 2+1 roads a flexible and cost-efficient steppingstone, ideal for future-proofing national transportation infrastructure.

4. Advance the Interests of Indigenous Peoples

- **Early and Ongoing Engagement:** Highways 17 and 11 intersect the traditional territories of several Indigenous Nations. Their early and ongoing involvement ensures meaningful participation and long-term benefits.
- **Pathways to Economic Reconciliation:** Indigenous-led training, employment, and

- equity stakes can be prioritized into project delivery, creating generational value. With designs that are modular, the Proposal also supports phased contracting and development models.
- **Improved Safety for Remote Access:** Both Highways are a lifeline for many Indigenous communities, enabling access to healthcare, food, education, and evacuation routes. Safer highways are a matter of equity.

5. Contribute to Clean Growth and Climate Objectives

- **Lower Emissions from Freight:** Improved traffic flow reduces idling, braking, and congestion, directly cutting greenhouse gas emissions. Infrastructure for electric vehicle (EV) charging can be integrated into the design.
- **Sustainable Construction Practices:** Ontario's design process is already integrating lower-emission materials and recycled aggregates to help Canada reach its climate goals.
- **Reduced Environmental Footprint:** Compared to full twinning, 2+1 highways use less land, preserve wildlife corridors, and prevent overbuilding—balancing transportation needs with environmental stewardship.

Conclusion

Transforming the Trans-Canada's Highway 17 and its Highway 11 Northern Route into 2+1 corridors is not simply a matter of regional equity—it is a strategic investment in Canada's future. It safeguards our autonomy, strengthens our supply chains, advances reconciliation, and supports economic growth—while reinforcing the vital national bond between northern and southern Canada.

The Federation of Northern Ontario Municipalities believes this project reflects the values and vision of a confident, resilient country—one that invites its northern regions to be equal partners in prosperity.

We now call on the provincial and federal government to build a Trans-Canada Highway worthy of our national ambitions—modern, safe, autonomous, and truly coast-to-coast.

Sincerely,



Danny Whalen
President

cc'd pauline.rochefort@parl.gc.ca
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Appendix A

Number of Truck Shipments by Routes ^{Note 1}						# of lanes in Ontario
	2013	2014	2015	2016	2017	
Truck shipments to and from major destinations in western Canada to Toronto and Montreal	1,019,899	927,405	986,136	924,682	767,998	2 lanes northern Ontario / 4 lanes southern and eastern segments
					NOTE: 5 year average 2013 to 2017= 925,224	
Truck shipments to and from Toronto and Montreal	867,321	894,068	1,237,732	916,433	884,474	4+ lanes
					Note: 5 year average = 960,005	
Truck shipments to and from Toronto and Windsor	67,119	100,507	97,640	80,267	142,502	4+ lanes
					Note: 5 year average= 97,607	
Truck shipments to and from Toronto and Hamilton	181,567	191,839	186,954	332,986	139,044	4+ lanes
					Note: 5 year average= 206,514	

Note 1: Statistics Canada. [Table 23-10-0142-01 Origin and destination of transported commodities, Canadian Freight Analysis Framework](#) (see Appendix A). Shipments represent the aggregate number of shipments transported.



CORPORATION OF THE MUNICIPALITY OF CALVIN

1355 Peddlers Drive
RR #2
Mattawa, Ontario
POH1V0

Phone: 705-744-2700

Fax: 705-744-0309

Email:

mayor.gould@calvintownship.ca

August 19, 2025

The Right Honourable Mark Carney

Prime Minister of Canada
80 Wellington Street
Ottawa, ON K1A 0A2
Email: PM@pm.gc.ca

The Honourable Doug Ford

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

Cc: Federation of Northern Ontario Municipalities (FONOM) – fonom.info@gmail.com

Re: Support for Nation-Building 2+1 Highway Infrastructure in Northern Ontario

Dear Prime Minister Carney and Premier Ford,

On behalf of the Canadian Trucking Alliance, I am writing to express our strong support for the Federation of Northern Ontario Municipalities' proposal to expand Highways 11 and 17 in Northern Ontario using the **2+1 highway model**.

We believe this initiative aligns with national priorities related to economic resilience, transportation safety, Indigenous engagement, and climate-conscious infrastructure investment. A modern, safe, and efficient highway corridor through Northern Ontario is not only critical for regional development—it is essential for Canada's internal trade, supply chain continuity, and national cohesion.

The 2+1 highway approach offers a cost-effective, scalable, and environmentally responsible solution. We commend the Government of Ontario for launching a pilot segment between North Bay and Temagami, and we urge both levels of government to expand this model through a coordinated, nation-building strategy.

We respectfully encourage your governments to move forward with this project as a priority under the **Building Canada Act** framework.

Sincerely,

Richard Gould
Mayor
Corporation for the Municipality of Calvin
mayor.gould@calvintownship.ca

July 21, 2025

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

Dear Premier Ford:

It has now been four months since the Municipality of Tweed submitted two detailed proposals for your consideration, both aimed at addressing pressing challenges facing small rural and northern communities. Despite our sincere efforts and outreach, we have yet to receive an acknowledgment or response from your office, your ministers, our local MPP, or the leaders of the opposition parties. This silence is deeply disheartening.

Please know that the Municipality of Tweed is grateful for your commitment to investing billions to protect Ontarians as promised in this year's provincial election. We look forward to the opportunity to capitalize on those investments.

The first proposal, sent directly to your office on March 25, 2025, addressed the *Repatriation of OPP Costs for Small Rural and Northern Communities During this Period of Uncertainty*. Our proposal suggested a temporary repatriation of OPP policing costs as a meaningful way to demonstrate that this government understands and supports the needs of small municipalities.

The proposal included two important conditions: first, that OPP costs be repatriated to the province during this time of economic instability and global uncertainty triggered by U.S. policies; second, that the municipalities benefiting from this relief reinvest those savings directly into community infrastructure projects. In Tweed's case, the annual savings of \$1.2 million would allow us to undertake long-overdue infrastructure upgrades that we simply cannot afford under the current burden of provincial policing costs.

The second proposal, submitted March 27, 2025, focused on *Supporting Small Rural and Northern Ontario Housing Developers* and aligns with your government's own priority to reduce barriers to housing development. This proposal was presented to Minister Surma, AMO President Robin Jones, and MPP Ric Bresee at the 2025 ROMA Conference. During our January 19, 2025 ROMA delegation, Minister Surma expressed interest and committed to raising it with then-Minister of Municipal Affairs and Housing, Paul Calandra. We revisited the proposal with MPP Bresee during a March 13th meeting and have since

shared it with ROMA President Christa Lowry, Federal Minister of Housing and Infrastructure Minister Robertson, and Prime Minister Carney.

We have copied the leaders of Ontario's three main political parties on this letter, as we did when the proposals were originally submitted. We respectfully ask all parties—regardless of political affiliation to consider their merit and potential, and to speak to them in the Legislature. We are eager to work with any partner committed to helping rural and northern Ontario succeed.

Both proposals offered practical, shovel-ready ideas grounded in lived rural experience. And while we remain grateful for ongoing provincial support through the Ontario Municipal Partnership Fund (OMPF: \$2,058,700) and the Ontario Critical Infrastructure Fund (OCIF: \$340,000), it must be acknowledged that these funds are no longer sufficient to meet the growing financial and infrastructure burdens faced by communities like ours. To manage persistent shortfalls, Tweed Council has had to implement tax increases of 7.3% in 2023, 17.8% in 2024, and 15% in 2025. The burden this places on our residents is both significant and unsustainable.

Given that four months have passed without acknowledgment, I am resubmitting both proposals for renewed consideration. It is deeply concerning that when a small rural municipality—operating with limited resources and under significant financial strain—takes the initiative to present tangible and constructive solutions, those efforts are met with silence. We expect such outreach to be met with dialogue. The absence of even basic acknowledgment sends a troubling message: that rural and northern municipalities are to be seen but not heard. Furthermore, I have reached out to AMO and ROMA and unfortunately my faith in both organizations as effective advocates in this regard is waning.

As I have made clear to all parties, I remain more than willing to serve as an engaged and constructive member of any committee or working group convened to address the challenges before us. The situation is serious. Many of us are teetering on the brink. The time to act was yesterday.

I respectfully request your attention to this matter and look forward to your response.

Yours truly,

Don DeGenova
Mayor
Municipality of Tweed
255 Metcalf St.
Tweed ON K0K 3J0
mayor@tweed.ca
613-848-7113

cc. Minister Surma, Minister of Infrastructure

Minister Flack, Minister of Municipal Affairs and Housing
Minister Bethlenfalvy, Minister of Finance
Minister Thompson, Minister of Rural Affairs
MPP Ric Bresee

MPP M. Stiles, Leader of the NDP and Leader of the Opposition
Ms. B. Crombie, Leader of the Liberal Party
MPP M. Schreiner, Leader of the Green Party

Robin Jones, President, AMO
Christa Lowry, President, ROMA
Warden Bonnie Clark, Chair, Eastern Ontario Wardens Caucus
Bob Mullin, Warden Hastings County

A copy of this letter has also been sent to all rural and northern Ontario Mayors.

Proposal to Repatriate OPP Costs for Small Rural and Northern Communities During this Period of Uncertainty

July 21, 2025 (Originally submitted March 25, 2025)

As Mayor of the Municipality of Tweed, I am representative of many small rural and northern Ontario communities that face growing financial pressures. Even in the best of times, we operate with limited resources, and now, the threat of President Trump's tariffs only intensifies our financial stress. Municipalities with populations of 10,000 or less are particularly vulnerable. We grapple with the same issues as larger cities—housing shortages, food insecurity, homelessness, healthcare concerns, inflation, and an overwhelming infrastructure funding deficit—but with far fewer financial resources and staffing capabilities. Unlike urban centres, which have access to additional funding streams and economies of scale, small rural and northern communities struggle to provide essential services with minimal support. Moreover, we are disproportionately affected by extreme weather events, further straining our already fragile infrastructure and emergency response capabilities. Without immediate and targeted assistance, many of our communities risk falling into economic and social decline.

With that in mind, we propose a temporary solution that would demonstrate your government's support for small rural and northern Ontario. Premier Ford, has stated that securing a strong majority was essential to investing billions in response to the Trump tariffs. Repatriating OPP policing costs for small rural and northern communities during this period of economic uncertainty would be a swift and impactful show of support. This initiative would immediately benefit 330 municipalities at a cost of less than \$600 million. In the context of multi-billion-dollar expenditures, a \$600 million investment is a meaningful way to show small municipalities that they matter.

This initiative could be structured with two key conditions: it would remain in place while Ontario remains vulnerable to economic pressures, and the funds saved by municipalities would be reinvested into critical infrastructure projects. For example, such a measure for the Municipality of Tweed would free up approximately \$1.2 million, allowing us to address urgent infrastructure needs and support our local economy.

We need all levels of government to recognize that small rural and northern municipalities are extremely vulnerable and now more than ever we need governments so show that they stand with small municipalities. We look forward to discussing our proposal with you.

Don DeGenova
Mayor
Municipality of Tweed
255 Metcalf St.
Tweed ON K0K 3J0

mayor@tweed.ca
613-848-7113

Proposal to Support Small Rural and Northern Housing Developers

July 21, 2025 (Originally submitted March 27, 2025)

The Municipality of Tweed supports all efforts to remove barriers to housing development. To demonstrate our commitment, we have proactively revised our zoning bylaws to encourage housing densification and affordability. We now permit tiny homes (400–600 sq. ft.), smaller homes (900–1200 sq. ft.), mobile homes on rural lots, reduced lot sizes and setbacks, and fewer parking space requirements. Additionally, we do not impose development fees. These measures aim to diversify our housing stock, enhance affordability, and minimize environmental impact.

Our commitment to housing expansion is already delivering results. We are collaborating with builders to develop a 80-unit retirement community and a retirement home, complementing our existing 120-bed extended care facility. In 2024, the Municipality of Tweed led Hastings County in housing starts, issuing 122 building permits, including 38 new homes and a 25-unit geared-to-income apartment complex. Last year, we hosted a Developers Forum, where local developers presented subdivision plans that could bring over 600 new homes to our community within the next five years.

We made a \$4 million+ investment in our lagoon that will allow us to accommodate another 1500 homes. Our current well enhancements allow us to service an additional 750 homes. We are investigating future new water sources to allow us to reach our target of 1500 homes.

However, infrastructure costs for new subdivisions remain a significant barrier. Unlike large urban developers, small rural developers lack the financial backing of major investors and must independently finance subdivision infrastructure, making projects cost-prohibitive. There is a growing perception that federal and provincial housing investments are disproportionately focused on large urban centers, despite billions of dollars being allocated to housing initiatives.

Our proposal seeks financial assistance through interest-free loans for small rural and northern developers to cover infrastructure costs. These loans would be repaid as homes are sold, ensuring the government recoups its investment with the only cost being interest. Unlike current urban housing initiatives—where both principal and interest fall entirely on the province and federal government—this model ensures fiscal responsibility. Additionally, rather than the standard 25–30-year amortization period, our proposal anticipates repayment within five years, making it a practical and innovative solution to the housing crisis in small rural and northern communities.

The demand for housing in regions similar to ours remains strong. Seniors want to age in place, staying close to friends, family, and their established healthcare providers. When seniors relocate to urban centers, they leave behind a gap in healthcare continuity at a critical stage in their lives. Conversely, when seniors transition to retirement communities within rural areas, they free up existing housing stock for younger families. Additionally, the influx of urban retirees to rural communities has further driven demand which in turn increases the housing stock in those urban areas. Housing in small communities like Tweed can be built at a fraction of the cost compared to large urban centers, offering a cost-effective solution to Ontario's housing crisis. The Municipality of Tweed's absence of development fees provides yet another financial incentive for homebuyers and developers alike.

Premier Ford, we have answered your call for municipalities to facilitate housing growth. We urge you to give serious consideration to this proposal, recognizing Tweed as a model for how rural communities can be part of the solution to Ontario's housing crisis. We need all levels of government to recognize that small rural and northern municipalities are key to helping this country and province resolve our housing crisis. We look forward to discussing our proposal with you.

Don DeGenova
Mayor, Municipality of Tweed
255 Metcalf St.,
Tweed ON K0K 3J0

mayor@tweed.ca
613-848-7113



Calvin Fire Department 1238 Peddlers Dr Calvin
Township, Ontario 705-744-2291

8.3a

Submitted for Council Meeting: august 12 for the month of July

Department Volunteer Status

# Active Personnel		# Resignations since last report to Council	New applicant(s) (application attached for Council approval) Name(s):
15		0	0
Jordan Whalley	Chief		
Chayse Walls	Deputy Chief		
OJ Keown	Assistant Chief		
Steve Meecham	Captain		
Brandon Apps	Captain		
Jason Gienow	Lieutenant		
Codey Beaumont	FPO		
Tyler Wright	Safety Officer		
Liam Maxwell	Public Relations Officer		
Bill Moreton	Dispatch/Station Officer		
Andres Barahona	Firefighter		
Blair Grove	Engineer		
Les Whalley	Engineer		
Wayne Brown	Engineer		
Steve Walls	Engineer		

Incidents Attended –

The month of July CFD attended 4 calls in total 1- wild land fire 2 – hydro related calls 1-medical vsa

Department Training

Each Thursday night meetings from 7-9 consist of a brief meeting and then crews participate in a 2-hour training session on various topics related to Fire Fighter 1&2 with skills testing to evaluate their understanding of each skill.

Fire Chief completed updated Standard operating Guidelines for 2025, CFD members to follow SOGs while training and attending calls.

Course/Training Name	Who is required to complete (all, specific role etc.)	# of Active Volunteers who have completed	Comments re training plan this calendar year to meet requirements (method of delivery/where/when)
First Aid and CPR/ BLS	All firefighters are required to do recertification every 3 years	15	2 require recertification this year
Fire Fighter 1&2 skills training and testing	All firefighters are required by 2026	10	In-house training following the NFPA IFST manual, NFPA Skills sheets and vector solutions online training
AODA	All CFD members	15	Online work

Other Training Provided Since Last Report to Council

Specific Training Delivered	Delivery Date	Method of Delivery and Provider (i.e. Chief, FMO etc.)	Number of personnel who completed the training	Comments
Fire scene operations	July 3 2025 repeated 3 weeks	Training officer, Chief, Deputy Chief	13	Crews ran Basic Operations of a fire scene, pumping operations, moving with charged lines, porta tank and shuttling operations. Crews preformed water source set up procedures and used different locations throughout the township, forcing them to think outside the box, accessing different water sources and different ways of gaining access to water (pumping to tanker and or drafting)
Vector Solutions online Training	Open to Train on FF own time	Online via Vector solutions Training Portal	13	Crews continue to complete FF1 and 2 related modules furthering their education towards in-house testing on weekly skills training and testing nights

Meetings attended by Chief/Deputy Chief

Mutual Aid Meetings (running table – latest meeting first)

Meeting Date	Attended by or indicate "not attended"	Meeting Highlights	Actions Necessary, this Dept	Comments
None to date				n/a
				n/a
				n/a
				n/a

Other Meetings/Conferences Attended

Meeting Date	Meeting Name	Attended by:	Comments: such as purpose, benefit etc.
none			

Public Education/Outreach Plan -2025 -Fire Prevention

Event/Activity Name	Date to be completed	Lead (i.e. Chief, Deputy etc.)	Municipal Support Required Y/N If Y, name it	*Results: (once complete)
Fire Prevention packages	completed	FPO/chief	Y – Print outs	Packages will be delivered door to door via FPO and Chief in upcoming months
Summer “PR” events	monthly	FPO /Chief and fire crews	N	Crews will go to public parks/rec activities with popsicles and spray water from deck gun to interest public in fire services and educate public on Fire safety.
Facebook Updating	Monthly	PIO Liam Maxwell	N	Updating residents on Fire Safety, current situations/road closures.
Instagram	Weekly	Chief Jordan Whalley	N	Updating followers/residents on what the fire department is up to, training events, calls.

Reports Due to Various Ministries in 2025 (running table)

Report Name	Due to	*Due by date & Frequency	Status
Standard Incident Report OFM	OFM	March 30, 2025 Annual	Up to date
SIR reporting per call	OFM	Per call	Up to date



~~Submitted by Fire Chief~~

Jordan Whalley



I have received, reviewed and approve of this report submission

Donna Maitland, CAO

Date submitted to CAO: Aug 21/25



Monitoring Forest fires 2025

August 27, 2025,

Forest fire at Perch Lake 46.19939577108291, -78.62465640445255

3 hectares in size

13 kms to Calvin township

MNRF On scene August 27

September 4, 2025, Fire is now out.

September 03, 2025

Forrest fire Champlain Lake on north side (Mattawan)

0.8 hectares in size

4.36kms to Calvin township

Under Control Date Started: Sep 3, 2025 12:54 PM



836

Calvin Fire Department 1238 Peddlers Dr Calvin
Township, Ontario 705-744-2291

Submitted for Council Meeting: Submitted September 04 for the month of August

Department Volunteer Status

# Active Personnel		# Resignations since last report to Council	New applicant(s) (application attached for Council approval) Name(s):
15	Jordan Whalley Chayse Walls OJ Keown Steve Meecham Brandon Apps Jason Gienow Codey Beaumont Tyler Wright Liam Maxwell Bill Moreton Andres Barahona Blair Grove Les Whalley Wayne Brown Steve Walls	0	0

Incidents Attended –

The month of August Consisted of 6 calls in total. – 2- structure Fires 1- Bush fire 1- MVC 1- Rescue 1- Vehicle Fire

Department Training

Each Thursday night meetings from 7-9 consist of a brief meeting and then crews participate in a 2-hour training session on various topics related to Fire Fighter 1&2 with skills testing to evaluate their understanding of each skill.

Fire Chief completed an updated Health and Safety manual with fire department related SOG's and each member read and acknowledged the terms of the health and safety manual.

Course/Training Name	Who is required to complete (all, specific role etc.)	# of Active Volunteers who have completed	Comments re training plan this calendar year to meet requirements (method of delivery/where/when)
First Aid and CPR/ BLS	All firefighters are required to do recertification every 3 years	15	2 require recertification this year
Fire Fighter 1&2 skills training and testing	All firefighters are required by 2026	10	In-house training following the NFPA IFST manual, NFPA Skills sheets and vector solutions online training UPDATE -2 members completed 4 – are scheduled to complete by the end of september
AODA	All CFD members	15	Online work

Other Training Provided Since Last Report to Council

Specific Training Delivered	Delivery Date	Method of Delivery and Provider (i.e. Chief, FMO etc.)	Number of personnel who completed the training	Comments
Fire scene operations	August repeated training	Training officer, Chief, Deputy Chief	13	This month's focus was directed to ground ladders. Each CFD member proved their skills by testing with a 24ft ground ladder proper carry techniques, proper lifts and maneuvering up and on to a structure safely. Each member showed the proper halyard tie off and different knots for hoisting tools to a roof.
Vector Solutions online Training	Open to Train on FF own time	Online via Vector solutions Training Portal	13	Crews continue to complete FF1 and 2 related modules furthering their education towards in-house testing on weekly skills training and testing nights

Meetings attended by Chief/Deputy Chief

Mutual Aid Meetings (running table – latest meeting first)

Meeting Date	Attended by or indicate "not attended"	Meeting Highlights	Actions Necessary, this Dept	Comments
None for august				n/a
Mutual aid sept 24	Will attend	Equipment trade day	Chief, deputy	n/a
				n/a

Other Meetings/Conferences Attended


Meeting Date	Meeting Name	Attended by:	Comments: such as purpose, benefit etc.
none			
August 28 2025	Storm Appreciation dinner	Roads, staff, fire, rec, CEMC, council	Dinner to show appreciation for all involved in the storm


Public Education/Outreach Plan -2025 -Fire Prevention

Event/Activity Name	Date to be completed	Lead (i.e. Chief, Deputy etc.)	Municipal Support Required Y/N If Y, name it	*Results: (once complete)
Fire Prevention packages	completed	FPO/chief	Y – Print outs	Packages will be delivered door to door via FPO and Chief in upcoming months
Home Heating Safety	Sept-oct	Fire chief	n	Information updates on keeping home heating appliances maintained and safe, ready for the cold season quickly approaching
Facebook Updating	Monthly	PIO Liam Maxwell	N	Updating residents on Fire Safety, current situations/road closures.
Instagram	Weekly	Chief Jordan Whalley	N	Updating followers/residents on what the fire department is up to, training events, calls.

Reports Due to Various Ministries in 2025 (running table)

Report Name	Due to	*Due by date & Frequency	Status
Standard Incident Report OFM	OFM	March 30, 2025 Annual	Up to date
SIR reporting per call	OFM	Per call	Up to date
CAS MTO submissions	MTO	Per call	Up to date


Submitted by Fire Chief
Jordan Whalley


I have received, reviewed and approve of this report submission
Donna Maitland, CAO

Date submitted to CAO: Sept 4/25



8.4

52 Frank Street,
Strathroy ON N7G 2R4
Phone: 519-245-1070;
Fax: 519-245-6353

www.strathroy-caradoc.ca

August 7, 2025

To: All Ontario Municipalities, AMO

Moved: Councillor Frank Kennes

Seconded: Councillor Greg Willsie

THAT: Council send a letter of support for this resolution to AMO along with all the other entities that the original motion was circulated to, excluding all other municipalities.

Result: Carried

BE IT RESOLVED THAT:

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

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

AND WHEREAS failure to include 'ineligible' sources under the Ontario Regulation 391/21:Blue Box program is in essence a provincial tax on ineligible sources;

AND WHEREAS should a municipality continue to provide services to the 'ineligible' sources, the municipality will be required to oversee the collection, transportation, processing of the recycling, assuming 100% of the cost which amounts to yet another provincial municipal download;

NOW THEREFORE IT BE RESOLVED THAT the Municipality of Strathroy-Caradoc hereby request that the province amend Ontario Regulation 391/21:Blue Box so that producers are responsible for the end of-life management of recycling product from all sources;

AND FURTHER THAT Council hereby request the support of all Ontario Municipalities;

AND FURTHER THAT this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Todd McCarthy, Minister of the Environment, Conservation, and Parks, Mike Harris, Minister of Natural Resources and Forestry, Ric Bresse, Member of Provincial Parliament for Hastings-Lennox and Addington, Minister of Affairs and Housing, Rob Flack and all Ontario Municipalities

8.5

CAO report to Council – CAO31-2025–Application for funding – Fire Protection Grant FY 25-26

PURPOSE:

To provide Council with information about the opportunity to respond to a request for applications for funding to the 2025-26 Fire Protection Grant

BACKGROUND

The Ministry of the Solicitor General has opened applications for the 2025 Fire Protection Grant. Project objectives must be aligned with cancer prevention – equipment and supplies; cancer prevention -personal protective equipment; cancer prevent – minor infrastructure; minor infrastructure modernization – enhanced broadband and internet connectivity; lithium-ion incident response – equipment and supplies.

ACTION

In response to the call for applications in consultation with Fire Chief J. Whalley, an application for 7 bunker gear and 2 specialized lithium battery fire blankets will meet the program criteria and the fire department's needs. The Municipality's contribution to this project will be 1 bunker gear (funds approved in 2025 budget).

Recommendation to Council

-to accept the CAO report CAO31-2025 and to authorize the submission of an application for funding to the Fire Protection Grant FY 25-26 in the amount of \$23,727.00

 Donna Maitland, CAO August 14, 2025

CAO report to Council – CAO32-2025–Application for funding – TC Energy**PURPOSE:**

To provide Council with information about the opportunity to respond to a request for applications for funding to TC Energy.

BACKGROUND

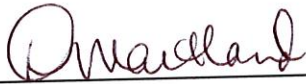
TC Energy has opened applications for the Build Strong Program. Build Strong supports initiatives that address First Responders: Equipping them with necessary resources, including for PPE.

ACTION

In response to the call for applications in consultation with Fire Chief J. Whalley, the purchase of 2 SCBAs, a much-needed item at the Fire Dept meets this grant's priorities and an application for such is eligible.

Recommendation to Council

-to accept the CAO report CAO32-2025 and to authorize the submission of an application for funding to the TC Energy in the amount of \$19,000.



Donna Maitland, CAO August 14, 2025

CAO

Mayors Report - Council Remuneration

From: Mayor Richard Gould
Sent: September 1, 2025 5:21 PM
To: CAO
Subject: Please add the following to your next agenda
Attachments: PayBackground.docx

Good Morning Donna,

I hope you have enjoyed your time away, although I know you still did too much work.

Please add the following to agenda for our meeting next Tuesday. I will also include it as a word file.

Mayor's report to Council

Background and Recommendations

By-law 2022-053 is a by-law to establish an annual Honorarium and remuneration for committees of council, local boards and for training and seminars and related expenses.

According to this by-law, it should be reviewed once every four years. Further to the O. Reg. 357/06: Limits On Honoraria For Members" - Ontario.ca, I am recommending the following changes:

Due to the difficulty faced by all small municipalities, and the financial difficulties that were brought to light by the recent state of emergency, I am suggesting an immediate 8% reduction in the Honoraria paid to the mayor, deputy mayor and councillors. This will make a small contribution toward a balanced budget in 2025.

I would also like to make a suggestion for the following changes in the by-law effective January 1 2026:

The by-law states that remuneration shall be adjusted annually in accordance with the Consumer Price Index. This is not sustainable and should be replaced with: an adjustment can only be made based on the performance of the township with relation to a balanced budget. The annual deficit or surplus is listed on line 2099 of schedule 10 of the Financial Information report. No upward adjustment of remuneration should be allowed if the amount on line 2099 shows a deficit. At the beginning of the year an upward adjustment may only be allowed, based on an industry standard metric (TBD), if and only if, line 2099 of the most recent FIR shows a surplus amount.

This will encourage proper budgeting and earlier financial reporting so the latest FIR is more current.

The current by law states that Schedule A and B can be amended by resolution. I would like to propose that the following amendments be made:

In the period of January 1 to June 30, there are 11 scheduled regular council meetings. In the period of July 1 to December 15 there are 9 scheduled regular council meetings. In addition, councillors are expected to attend budget meetings, special meetings, and committee meetings and councillors are expected to attend board meetings and other special meetings that have been approved by a resolution of council.

Starting in 2026, the honorarium paid to members of council should include 28 meetings per year – 14 in the first six months and 14 in the last six months. This would be an increase in the required number of meetings from the current 26 per year and these amounts should be reconciled every six months at the end of June and the end of December. The number of meetings cannot be carried forward or accumulated. Each councillor must attend 14

meetings in each six-month period. If they have not attended 14 meetings in any six-month period, the member will have their honorarium reduced by \$150 per meeting not attended. This shall be deducted in the month following the period. If a member is only a member for a portion of a six-month period, then a pro-rata calculation shall be used. (If they were only an active member of council for 3 months, then they must attend seven meetings.)

Additional meetings shall be paid at \$150 per meeting. Only meetings that are called by the mayor or approved by a resolution of council may be included. These would include board meetings where the councillor is appointed by council and meetings that are called to deal with additional topics that have been approved by a resolution of council.

If there are two meetings held on the same day at the same location, (for example a budget meeting following a council meeting) this shall only count as one meeting. Meetings must be held at different locations or on different days to be counted as separate meetings.

Where attendance at a board meeting is claimed as an additional meeting, but the board pays an amount to the attending member, Calvin shall only make up the difference up to \$150. (For example, if a board pays \$100 to each member for attending the board meeting, Calvin will top up the amount by \$50. If the board pays more than \$150, then no payment shall be made by Calvin.)

Finally, under travel expenses.

Travel expenses will no be longer allowed for meals, and gratuities for out-of-town meetings and conferences. Conferences usually supply meals of some sort and board meetings which are longer than four hours, usually provide food.

Travel expenses for the use of personal vehicles, as per the schedule, will continue to be reimbursed based on the mileage rate set by the council for the municipality, but the attended meeting must be a minimum of 20 km from the Calvin township office.

Respectfully submitted,

Mayor Gould.

Whereas it is necessary to review by-law 2022-053, being a by-law to establish remuneration for council, committees of council, and its local Boards to provide for reimbursement of expenses.

And whereas Calvin Township has learned that will have difficulty with finances in 2025 due to the addition of Casselholme costs and the costs of the recent state of emergency in June of this year.

And whereas Calvin Township can no longer sustain automatic consumer price-indexed pay increases.

Be it therefore resolved council considers a resolution that all council honorariums be immediately reduced from there current level by eight (8) percent.

Be it also resolved that council consider the proposed suggestions to alter by-law 2022-053 and to Schedules "A" and "B" in the mayor's report, and after an open discussion, pass a resolution at the next council meeting in September.

End of unit.

Thanks

Richard.

RICHARD GOULD
MAYOR, CALVIN TOWNSHIP
Cell 705 623 1103

Confidentiality Warning: This e-mail and all documents that may be attached, contains information intended solely for the use of the individual or entity named above. Publication or copying of this e-mail and attachments is strictly prohibited. If you have received this e-mail in error, please immediately notify me by return e-mail.

Executive Summary

The following provides a high-level overview of a matter of urgent significance concerning Castle Arms Non-Profit Apartment Corporation (“Castle Arms”) and the removal of municipal oversight from approximately \$25-30 million book value in publicly funded housing assets. The Board of Management for Cassellholme – Home for the Aged, has constituted a Committee (the “Committee”) to investigate the historical sequence of events and to determine the way the Castle Arms Board assumed control of operations under a reconstituted governance structure. This new structure excludes municipal representation and accountability to the nine member municipalities who originally held responsibility for the stewardship of Cassellholme and related public assets. Integrity and honesty, fundamental values in the governance of publicly funded organizations.

The Committee is concerned that these values, have not been observed in this process. The purpose of this report is to present the findings to the nine municipalities responsible for Cassellholme, to ensure transparency, accountability, and the protection of public interests.

On March 7, 1986, the Board of Management for Cassellholme – East Nipissing Home for the Aged (“Cassellholme”), gave direction to the then Administrator to create a separate legal entity in the form of a new public non-profit housing corporation. This new entity (Castle Arms) would be operated and governed by the same appointees as Cassellholme Board of Management. These mirrored boards provided governance for both Cassellholme and Castle Arms, ensuring municipal funding, accountability and democratic oversight. A staff report to North Bay City Council in May 2009 outlined funding for Castle Arms IV, which included \$2.86 million in Federal and Provincial funding and \$67,000 per year in municipal contributions over 30 years from the member municipalities. This amounts to approximately \$2 million in municipal funding with the City of North Bay contributing \$1.2 million of the total member municipal funding.

On October 28, 2021, the then CEO Jamie Lowery advised the Castle Arms Board of Management that due to amendments to the Ontario Not-for-Profit Corporation Act (ONCA), the Castle Arms Board and Cassellholme Board of Management could no longer have the same membership. Mr. Lowery further advised that there was a need for

governance “modernization” and that separate boards would be required within three years.

Between 2021 and 2022, a wave of municipal resignations on the Cassellholme Board of Management and the Castle Arms Board occurred due to concerns with how the organization was operating. Taking advantage of these exits, the bylaws of Castle Arms Board were strategically amended to remove municipal appointments. On April 27, 2022, Castle Arms officially amended its bylaws to reduce the Board to five members, removing municipal appointment provisions. As a result, control of assets overseen by Castle Arms, built with municipal, provincial, and federal funds, shifted from public stewardship to a self-appointed private board with no obligation to report to taxpayers or the municipalities responsible for Cassellholme.

Two months later, on June 6, 2022, *Bay Today* published an article stating that Jamie Lowery was running for City Council and had resigned from Cassellholme to avoid conflict. Subsequently, he became the Executive Director of Castle Arms, a position he was already operating in. Shortly after this, the Castle Arms Board of Directors passed a resolution to receive compensation:

“Moved by Sherry Culling and seconded by Allan Marquette that the Board approve compensations for the Castle Arms Directors and Officers, effective June 30, 2022.”

On December 13, 2022, John D’Agostino sent a legal letter to the City of North Bay’s Solicitor declaring that municipalities had no appointment authority. From 2023 onwards, Castle Arms continued to operate with no municipal representation.

On February 14, 2023, Councilor Tanya Vrebosch raised public concerns about a lack of transparency. During Castle Arms Board meeting on September 11, 2024, the minutes recorded a discussion about control of the organization. Larry Fuld was quoted as saying:

“The question becomes why does Peter Chirico want to control this organization? Why is Cassellholme so worried about how Castle Arms is running? Why do more people want to sit on this board, and what is the benefit to Castle Arms? Castle Arms is not willing to give up our assets to other politicians.”

Jamie Lowery was quoted as saying:

“It’s unreasonable for Cassellholme to ask for so much power at Castle Arms. The number one thing that has changed is that Peter Chirico is on the Cassellholme Board.”

In January 2025, a legal opinion received by the Cassellholme Board of Management confirmed that the ONCA contains no provision that would require the Cassellholme Board of Management and Castle Arms Board to be differently constituted. The justification for the change in the Board composition appears to have been baseless, yet public oversight has already been dismantled:

This governance shift happened over a four-year process, using ONCA legislation to obscure the reality of what was occurring. This is not simply a governance technicality; it represents a breach of public trust. As a result, the nine member municipalities responsible for Cassellholme lost their right to oversee assets they helped fund. There is no longer any requirement for Castle Arms Non-Profit Apartment Corporation to report to taxpayers or Municipal Councils. A transparency gap now exists, with many decisions made in-camera, the exclusion of municipal representatives, and an adversarial stance toward public partners. At present, \$25-30 million book value in housing facilities are under the control of a closed board, with no safeguards against misuse, mismanagement, or sale.

After viewing historical events dating back to the establishment of Castle Arms Non-Profit Apartment Corporation, along with meeting minutes, news articles, and correspondence, a full report inclusive of a chronological timeline has been prepared. Several red flags have been identified that cause great concern with how Castle Arms is operating, including:

- Misrepresentation of legal requirements.
- Mass coordinated resignations of municipal representatives.
- Legal counsel serving both sides during governance changes.
- Exclusionary behavior and secrecy.

Furthermore, in 2020, a Management Services Company, Castle Arms Senior Living Management Assistance Inc. (CAMS) was created as a shell company intended to serve as a shared service model for revenue generation. This entity continues to operate without financial transparency, while still generating revenue and mirrors the Castle Arms Board of Management.

The lack of transparency, honesty, and integrity demonstrated by key individuals throughout this process is deeply concerning. The overlapping relationships raise serious issues of conflict of interest and governance failure. Jamie Lowery, Executive Director of Castle Arms and concurrently a City of North Bay Councilor, reports to the Board of Management chaired by Larry Fuld, who also serves as Treasurer. Larry Fuld manages the membership, moderators, and content for VISION 2027, a public Facebook group known for publishing material about members of the City of North Bay Council.

These intertwined roles and personal affiliations raise questions regarding conflicts of interest, violations of fiduciary duty, and failures to uphold the fundamental principles of good governance. Such conflicts of interest, both real and perceived, undermine the legitimacy of Castle Arms' governance and place the stewardship of significant public assets at risk.

This, coupled with the conduct of Mark King, another City of North Bay Councilor and Board Member of Castle Arms, further illustrates the depth of concern. Councilor King circulated a confidential email on March 10, 2023, to a colleague stating "*John D'Agostino has advised the Ombudsman that he has no authority to investigate Castle Arms and/or Cassellholme.*"

This communication raises significant questions about confidentiality, the accuracy of legal advice being circulated among Board members, and the extent to which municipal officials may be complicit in undermining transparency and independent oversight.

Council must take immediate steps to restore democratic oversight. This means:

- Passing a resolution to pursue all legal and administrative remedies available.
- Rescinding motions or agreements made under false pretenses.
- Re-establishing Castle Arms Non-Profit Apartment Corporation governance to mirror Cassellholme's Board of Management as it was originally structured in 1986.

This is about more than governance, it is about protecting the integrity of publicly funded assets and ensuring that the organization, built with taxpayer dollars, remains accountable to the people it serves. We have a responsibility to act now to restore oversight and safeguard these critical housing resources for current and future residents.

This situation demands immediate action. Councils, with their respective municipalities, must pursue all available legal and administrative remedies to restore public oversight, including the reinstatement of Castle Arms Non-Profit Apartment Corporation's governance to its original 1986 structure. Regrettably, taxpayers have become the victims of these actions and will bear the consequences, if the resolution of these matters ultimately requires court intervention.

Cassellhome Board request to all member municipalities' Mayors, to bring the following motion forward at their first Council meeting in September.

Whereas on March 7, 1986, the Board of Management for Cassellholme – East Nipissing Home for the Aged (Cassellholme), a District Home, gave direction to create a separate legal entity in the form of a new public non-profit housing corporation. This new entity (Castle Arms) would be operated and governed by the same appointees as Cassellholme Board.

Whereas the assets of Castle Arms have been built through contributions from taxpayers at the federal, provincial, and municipal levels.

Whereas at a Castle Arms meeting held on October 28, 2021, the Chief Executive Officer advised the Castle Arms Board that, due to upcoming changes to the Ontario Not-for-Profit Corporations Act (ONCA), the Cassellholme and Castle Arms Boards could no longer have identical membership.

Whereas although the Castle Arms Board was advised that it had until October 2024 to implement the upcoming changes to the ONCA, at the subsequent meeting on November 25, 2021 - when 8 of the 9 municipalities had no representation due to a wave of resignations and a lack of public consultation - the Castle Arms Board directed the CEO to alter the composition of the Castle Arms Board.

Whereas in January 2025, Cassellholme obtained a solicitor-client privileged legal opinion stating in part that “neither ONCA nor the Fixing Long-Term Care Act contain any provisions that would require Boards of Management to have a different composition than Boards of Non-Profit Housing Corporations.”

Whereas the November 25, 2021 change to the composition of the Castle Arms Board was made in reliance on advice regarding the requirements of the ONCA;

Whereas the advice the former Castle Arms Board received appears to have been incorrect.

Whereas no changes to the former composition of the Castle Arms Board would have been made if not for the Boards's reliance on the incorrect advice;

Whereas the current Castle Arms Board has an obligation to the taxpayers of the nine (9)

member Municipalities to restore governance of the Castle Arms Board to representatives from its member Municipalities.

Therefore Be It Resolved that the Council of the Corporation of the Municipality of Calvin calls upon the other member Municipalities to join in pursuing all available legal and administrative remedies to restore democratic and public oversight of the Castle Arms Non-Profit Housing Corporation. This includes returning Castle Arms governance to its member Municipalities.

Further Be It Resolved that a committee, composed of the Mayors of the member Municipalities or their designates, along with Cassellholme Board representatives, be established to pursue these options.

And Further Be It Resolved that a copy of this motion be shared with the eight (8) other member Municipalities, the Cassellholme Board of Directors and Nipissing MPP Vic Fedeli



The Corporation of the
City of North Bay
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OFFICE OF THE CITY CLERK
Direct Line: (705) 474-0626, ext. 2510
Fax Line: (705) 495-4353
E-mail: karen.mcisaac@northbay.ca

September 3, 2025

Cassellholme-East Nipissing Board of Management
400 Olive Street
North Bay, ON P1B 6J4
Attn: Angie Punnett

Dear Ms Punnett:

This is Resolution No. 2025-296(a)&(b) which was passed by Council at its Regular Meeting held Tuesday, September 2, 2025.

Resolution No. 2025-296(a)&(b):

"Whereas on March 7, 1986, the Board of Management for Cassellholme – East Nipissing Home for the Aged (Cassellholme), a District Home, gave direction to create a separate legal entity in the form of a new public non-profit housing corporation. This new entity (Castle Arms) would be operated and governed by the same appointees as Cassellholme Board.

Whereas the assets of Castle Arms have been built through contributions from taxpayers at the federal, provincial, and municipal levels.

Whereas at a Castle Arms meeting held on October 28, 2021, the Chief Executive Officer advised the Castle Arms Board that, due to upcoming changes to the Ontario Not-for-Profit Corporations Act (ONCA), the Cassellholme and Castle Arms Boards could no longer have identical membership.

Whereas although the Castle Arms Board was advised that it had until October 2024 to implement the upcoming changes to the ONCA, at the subsequent meeting on November 25, 2021 - when 8 of the 9 municipalities had no representation due to a wave of resignations and a lack of public consultation - the Castle Arms Board directed the CEO to alter the composition of the Castle Arms Board.

Whereas in January 2025, Cassellholme obtained a solicitor-client privileged legal opinion stating in part that "neither ONCA nor the Fixing Long-Term Care Act contain any provisions that would require Boards of Management to have a different composition than Boards of Non-Profit Housing Corporations."

Whereas the November 25, 2021 change to the composition of the Castle Arms Board was made in reliance on advice regarding the requirements of the ONCA;

Whereas the advice the former Castle Arms Board received appears to have been incorrect.

Whereas no changes to the former composition of the Castle Arms Board would have been made if not for the Boards's reliance on the incorrect advice;

Whereas the current Castle Arms Board has an obligation to the taxpayers of the nine (9) member Municipalities to restore governance of the Castle Arms Board to representatives from its member Municipalities.

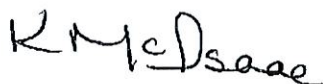
Therefore Be It Resolved that the first option is to use a third-party mediator at the cost of the Municipalities to work in the best interest of the tenants of Castle Arms and that the results be shared at a public meeting.

Further Be It Resolved that failure to find a resolution that the Council of the City of North Bay calls upon the other member Municipalities to join in pursuing all available legal and administrative remedies to restore democratic and public oversight of the Castle Arms Non-Profit Housing Corporation. This includes returning Castle Arms governance to its member Municipalities.

Further Be It Resolved that a committee, composed of the Mayors of the member Municipalities or their designates, along with Casselholme Board representatives, be established to pursue these options.

And Further Be It Resolved that a copy of this motion be shared with the eight (8) other member Municipalities, the Casselholme Board of Directors and Nipissing MPP Vic Fedeli."

Yours truly,



Karen McIsaac
City Clerk

KM/ck

cc: Nipissing MPP, Victor Fedeli
Town of Mattawa
Municipality of Calvin
Municipality of East Ferris
Municipality of Mattawan
Township of Bonfield
Township of Chisholm
Township of Papineau Cameron
Township of South Algonquin

THE CORPORATION OF THE MUNICIPALITY OF CALVIN BY-LAW NUMBER 2025-38

BEING A BY-LAW TO APPOINT JOINT COMMUNITY EMERGENCY MANAGEMENT COORDINATORS (CEMC) AND THEIR ALTERNATES FOR THE CORPORATION OF THE MUNICIPALITY OF CALVIN

WHEREAS subsection 10(1) of Ontario Regulation 380/04 under the Emergency Management and Civil Protection Act requires that every municipality shall designate an employee of the municipality, or a member of council, as its CEMC and alternate CEMC;

AND WHEREAS, on May 5, 2025 Council for the Corporation of the Municipality of Council hired Jordan Whalley to undertake the role of Fire Chief/Community Emergency Management Coordinator/By Law Officer;

AND WHEREAS the Fire Chief was previously assigned to the Alternate CEMC role;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Municipality of Calvin enacts as follows:

1. That Jordan Whalley be formally designated by By-Law as CEMC;
2. That Donna Maitland, CAO be hereby designated as the Alternate CEMC for the Municipality of Calvin;
3. That as per his Employment Contract enacted on April 14, 2025 with an effective date of May 5, 2025, in his capacity as CEMC, Jordan Whalley shall be responsible for the development, implementation and maintenance of the joint emergency management program of the Municipality of Calvin in accordance with the Emergency Management and Civil Protection Act, R.S.O. 1990, Ch. E. 9, and the regulations passed thereunder;
4. That all previous By-laws appointing a CEMC or alternate CEMC be hereby repealed;
5. That this By-law shall come into full force and effect immediately upon its passing and signing thereof.

September 09, 2025

Mayor Richard Gould

CAO/Clerk/Treasurer Donna Maitland.

CAO report to Council CAO33-2025– Municipal Restructuring to Unorganized Territory**PURPOSE:**

Provided to Council for information purposes

BACKGROUND

The Chief Administrative Officer received information from a ratepayer, who expressed concern regarding a social media post involving a sitting member of Council. The post suggested that residents of Calvin should investigate the process by which the Municipality could become “unorganized.”

RESULT

Earlier this fiscal year, when similar public statements were circulating, the Chief Administrative Officer contacted the Ministry of Municipal Affairs and Housing to confirm whether such a restructuring was possible. The Ministry confirmed that the Municipal Act does not permit a municipality to transition to an “unorganized” status.

For future reference, a written response was requested and provided by the Ministry. The Ministry confirmed that “current legislative and regulatory frameworks do not permit restructuring that would result in territory becoming unorganized and/or an increase in the number of local municipalities.” This authority is outlined in Section 173 of the Municipal Act, 2001 and Ontario Regulation 216/96.

RECOMMENDATION TO COUNCIL

To receive this report as information.



Donna Maitland, CAO Sept. 03/2025.



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THE MUNICIPALITY OF CALVIN
REPORT TO COUNCIL
PUBLIC WORKS DEPARTMENT

To: Mayor and Council
Subject: Installing Weather Station-North Bay Mattawa Conservation Authority
Author: Ann Carr, Public Works Superintendent
Date: September 09, 2025
Report No.: PWS-2025-18

Purpose:

To provide Council information regarding the installation of a weather station funded by the North Bay Mattawa Conservation Authority.

Background:

During the storm on June 21st, 2025, there was no ability to extract exact weather information for that day without a weather station being located within the Municipality. The North Bay Mattawa Conservation Authority would like to place a weather station at the Municipal Office for their use as well as providing the same use of information to the Public Works Department.

Financials:

The Public Works Superintendent has investigated the ability to have a weather station with live data, and the cost would be anywhere from \$5,000.00 to \$13,000.00 for the weather station with an additional subscription fee to abstract live data. NBMCA has interest in the weather data that can be provided to them and have offered to place the weather station free of charge. The weather station will be installed at the Municipal Office and can be tracked in real time through a website. The weather station will be using municipal internet.

Recommendation:

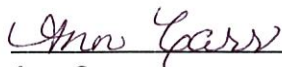
WHEREAS, North Bay Mattawa Conservation Authority has asked to install a weather station in the municipality for the purpose of extracting live weather data;

AND FURTHERMORE, that the closest weather station is in either North Bay or Mattawa, which does not reflect the weather that may be occurring in the municipality of Calvin,

AND FURTHERMORE, the Municipality will have the same access to the weather station which is a great benefit to the Public Works Department,

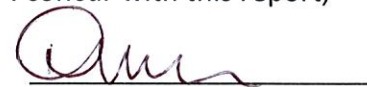
HEREBY IT BE RESOLVED that the Council approves of this motion.

Respectfully yours,



Ann Carr
Public Works Superintendent

I concur with this report,



Donna Maitland
CAO, Clerk Treasurer

The downburst that hit our area in June has highlighted the lack of precipitation data available to us for the flood forecast and warning (and low water) programs. I have proposed to our board that we install personal weather stations across the watershed, located at municipal offices, works yards, fire halls, etc. wherever the data would be most valuable to municipal staff while creating a network of stations across the watershed. These stations would be similar to a typical wireless indoor/outdoor thermometer, but the outdoor sensor array has a rain gauge, wind vane, and humidity sensor in addition to temperature. There would be an indoor console display that connects to the facility's Wi-Fi and transmit the data to a website where that information would be publicly and remotely accessible (<https://www.wunderground.com/wundermap>). Email alerts can be set up so that NBMCA flood duty officer and CEMC are notified when customized thresholds for rainfall intensity or accumulation are exceeded. I am open to suggestions for best locations that would have limited vandalism risk while also benefitting your staff.

These stations would only require a post to mount upon, and somewhere for the indoor console to plug in and connect to a Wi-Fi network. We'd like to work with the Township of Calvin and the other municipalities to make climate and weather data more accessible, especially to emergency response staff. I look forward to working with you and Calvin to make this network a reality.



From:
 Angela Mills (she/her)
 Water Resources Specialist
 North Bay-Mattawa Conservation Authority



THE MUNICIPALITY OF CALVIN

REPORT TO COUNCIL PUBLIC WORKS DEPARTMENT

To: Mayor and Council
Subject: Public Works Superintendent's Report
Author: Ann Carr, Public Works Superintendent
Date: September 09, 2025
Report No.: PWS-2025-20

Purpose:

To update Council of the operations of the Public Works, Landfill and Recreational Departments.

Public Works:

- Winter Sand to be delivered.
- The summer consisted of storm repairs, while maintaining the roads. Hackenbroke Bridge is the last repair as we await the cement blocks to be made and delivered.
- Working on Asset Management. Looking forward to the Road Needs Study to complete the condition assessment of the roads and to include the new average daily traffic count into the study. By-Law 2016-020 will need to be repealed to change the information regarding the road classifications.
- Rented an excavator for the month of September using funding. Ditching has commenced on Adams Road.
- Freightliner and International tandem trucks have been certified. New certification process (MTO regulations) has increased the cost of the safety. Both trucks had minor defects that were repaired.
- Replenished gravel stock back to pre-storm volumes.

Landfill:

- Our student is now off to college. His efforts at the landfill will be missed. We wish him well.
- Amendments to the contract with the province regarding commercial recycling are being worked on. A full report to Council will be presented once the changes have been provided from Circular Materials Ontario. It looks favourable that they permit commercial recycling.

Recreation:

- Sky Med film productions had the community center and area busy while they were here filming.
- Renovated the change room outhouses. Looks great and easier to maintain cleanliness of the washrooms.
- Routine maintenance of the grounds for the ball diamond, municipal community center, cemetery and fire hall.

Recommendation:

WHEREAS, the Public Works Superintendent has provided a report for Council,
AND FURTHERMORE, Council accepts the report as provided.

Respectfully yours,


Ann Carr
Public Works Superintendent

I concur with this report,


Donna Maitland
CAO, Clerk Treasurer