

COUNCIL INFORMATION PACKAGE

March 21, 2025

City of Cambridge Correspondence

*includes City of Cambridge memos and meeting minutes

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Date: 03/21/2025 **Internal Memo #: IM25-005(CD)**

To: Mayor and Council

Circulated to: Hardy Bromberg, Deputy City Manager, Bob Bjerke, Chief Planner and Neil Lacey, Manager of Realty Services

Department: Community Development

Division: Planning

From: J. Matthew Blevins, MCIP, RPP, Senior Planner
Reurbanization

Subject: Municipal Land Disposition Process to Prioritize
Affordable Housing – HAF Initiative No. 1

Comments

The City is committed to establishing affordable housing units. Through initiative one of the Housing Accelerator Fund (HAF) staff have developed a governance model to prioritize the establishment of affordable housing units when considering the disposition of municipally owned lands. The attached flow chart (see Appendix A) integrates with the City's existing land disposition process to ensure that the suitability of the land for affordable units before a determination is made as to future use of the lands and/or how they are disposed of.

This governance structure complements the existing land disposal process and does not replace it. This structure may be considered for future updates to the land disposal by-law but does not need to be included in the by-law at this time with the exception of the proposed discounted land purchase price as a ratio of affordable units. This would require Council approval before it could be implemented.

This memorandum is being shared with Council to provide an update on the work being done to facilitate the construction of affordable units on municipally owned lands. This process is separate from the ongoing work for the City owned lands at 25 Chalmers Street South and 597 Grand Ridge Drive and is intended to provide a long-term solution to prioritize affordable housing when considering the disposal of City owned lands.

Background

Realty Services are responsible for the negotiation of any sales of City lands under the authority granted in By-Law No. 74-95. Notice to the public of proposed municipal property sale is to be published in the Administration Committee/Council agenda(s) and other methods

if deemed appropriate. No property sale shall be presented to Council without support of property valuation. Under the Municipal Act, 2001, it stipulates that the City must, by by-law or resolution, declare the land to be surplus before disposal can proceed. Realty Services has authority up to \$50,000 to complete all aspects of real property transactions involving the City of Cambridge. Any real property transaction, which either: requires expenditure or will create revenue in excess of \$50,000 will require a report and approval by Council.

City of Cambridge Next Steps

Staff will use the attached process, going forward, to evaluate municipal lands intended to be deemed surplus and disposed of to prioritize affordable housing. Through upcoming policy review processes, such as the Affordable Housing Strategy and Official Plan review, staff will bring forward additional policy instruments to support this process and ensure that Council has the opportunity to provide direction and approval regarding policy directives while ensuring that the process remains flexible. Staff will maintain the ability to identify and select the most appropriate methods of identifying and recommending the disposal of land within a changing market with Council retaining the final approval to authorize staff to dispose of land.

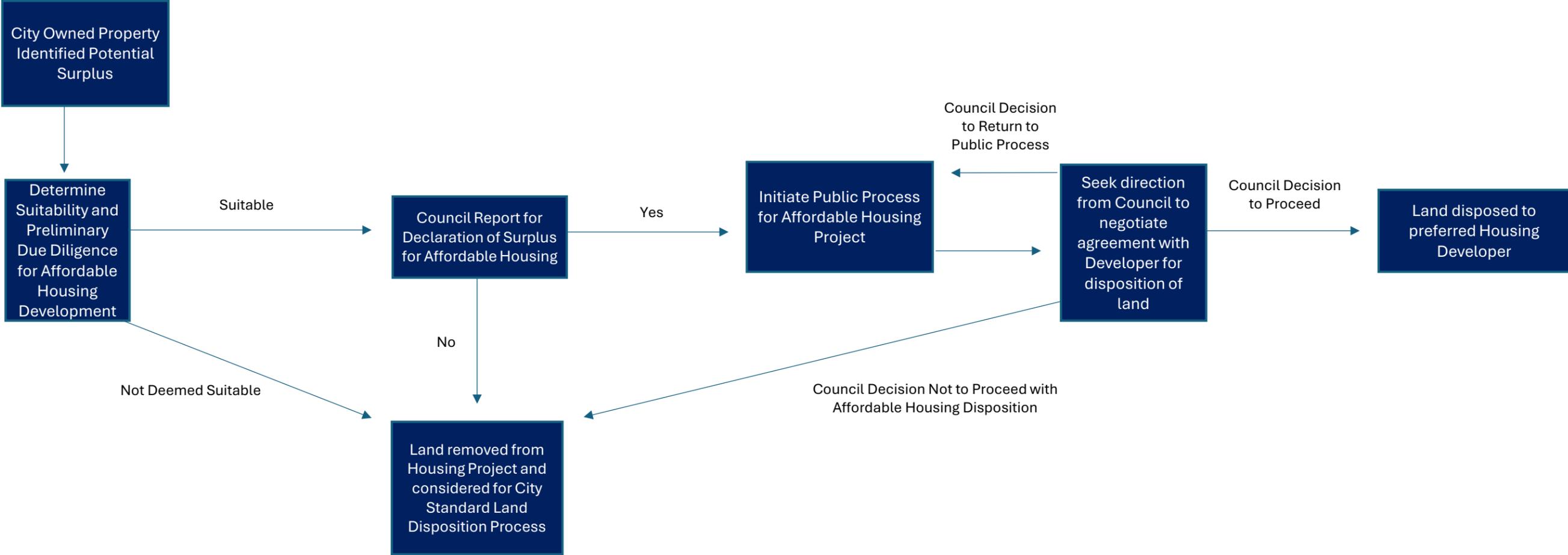
Attachments

Appendix A – Proposed Land Disposal Process

Approvals:

- Manager/Supervisor Deputy City Manager City Manager

Land Disposal Process With Affordable Housing Priority



16. Other Business

16.1 Member Motion - Councillor Cilevitz - Motion to Request the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

Moved by: Councillor Cilevitz
Seconded by: Councillor DiPaola

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

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

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

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

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

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

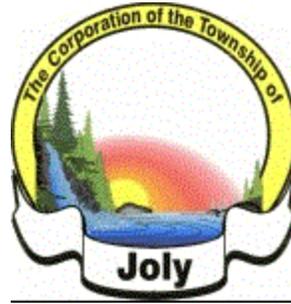
Now Therefore Be It Resolved:

a) That Richmond Hill Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities;

For Your Information and Any Action Deemed Necessary

- b) That Richmond Hill Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities;
- c) That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure and program delivery needs;
- d) That this initiative be in addition to the efforts made by OBCM and AMO in addressing the funding shortfall of municipalities in a targeted and individualized manner to ensure funding sources are sustainable for all services provided by municipalities including mental health and homelessness.
- e) That copies of this resolution be forwarded to Prime Minister of Canada and local Members of Parliament (MPs), and to the Premier of Ontario, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing and Members of Provincial Parliament (MPPs) following the Provincial Election on February 27, 2025
- f) That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Carried Unanimously

**TOWNSHIP OF JOLY**

P.O. Box 519 , Sundridge , Ontario , P0A 1Z0
Tel: 705-384-5428

March 11, 2025

RESOLUTION

Resolution # 2025-0077

Agenda Item # 5.1 Blood Collection - No paid Plasma

Moved By : Bill Black

Seconded By : Tom Bryson

NOW THEREFORE BE IT RESOLVED THAT:

Council for the Corporation of the Township of Joly hereby, supports Member Motion Item 23.1 by Toronto and the City of Hamilton Public Health Committee Report 24-005 (June 3, 2024).

WHEREAS Council for the Corporation of the Township of Joly expresses its opposition to the operation of private for-profit blood collection companies.

AND FURTHER Direct the Clerk to forward this resolution to Canadian Blood Services, federal, provincial and territorial Ministers of Health, Grifols Pharmaceuticals, and all Ontario Municipalities and request that they support only voluntary blood and plasma collection, where donors do not receive payment for their blood or plasma.

Carried

**Original Copy Signed
Mayor
Township of Joly**

March 12, 2025

VIA EMAIL

The Hon. Doug Ford
Legislative Building
Queen's Park
Toronto ON M7A 1A1
premier@ontario.ca

Dear Premier Ford

Re: Motion to Request Landlord Tenant Reforms

At its Regular Meeting of Council held on Tuesday, March 4, 2025, the Town of Bradford West Gwillimbury Council approved the following resolution:

Resolution 2025-79
Moved: Councillor Giordano
Seconded: Councillor Dykie

WHEREAS Ontario has expanded the accessory dwelling unit (ADU) framework to address the housing supply crisis, which includes the need to balance the interests of both tenants and small-scale landlords;

WHEREAS small-scale landlords may face financial strain when tenants withhold rent in bad faith, and delayed dispute resolution systems can result in undue hardship for landlords, while also affecting tenants' security and well-being;

WHEREAS it is crucial to support the development of legal ADUs and secondary rentals while ensuring tenants' rights are respected and upheld;

WHEREAS proposed reforms could include:

- Accelerating dispute resolution for ADUs and secondary rentals at the Landlord and Tenant Board (LTB) within 30 days, ensuring fairness for both tenants and landlords
- Introducing mediation services to resolve disputes quickly and amicably, reducing reliance on lengthy hearings
- Providing both landlords and tenants with enhanced tools for clear communication, such as standardized rental agreements and better screening practices

- Strengthening protections for tenants against unfair eviction while enforcing stricter penalties for tenants withholding rent in bad faith
- Ensuring law enforcement access to properties only under appropriate circumstances, respecting tenants' rights while supporting landlords in the resolution of unpaid rent issues
- Establishing a hardship relief fund for landlords impacted by unpaid rent, while ensuring tenants are also supported in cases of financial distress
- Offering free or low-cost legal assistance to both landlords and tenants to navigate disputes fairly.

NOW THEREFORE BE IT RESOLVED that the Town of Bradford West Gwillimbury Council requests the provincial government to look at ways to implement these balanced reforms that protect both small-scale landlords and tenants, ensuring fairness in the rental market; and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to Premier Doug Ford, our local Member of Provincial Parliament, President of the Association of Municipalities of Ontario, Minister of Municipal Affairs and Housing, Attorney General, and all Ontario municipalities to support the creation of balanced protections for both landlords and tenants

CARRIED.

Thank you for your consideration of this request.

Regards,



Tara Reynolds
Clerk, Town of Bradford West Gwillimbury
(905) 775-5366 Ext 1104
treynolds@townofbwg.com

CC: President of Association of Municipalities of Ontario, Robin Jones - resolutions@amo.on.ca
Hon. Paul Calandra, Minister of Municipal Affairs and Housing - minister.mah@ontario.ca
Hon. Doug Downey, Attorney General - attorneygeneral@ontario.ca
All Ontario Municipalities

MUNICIPALITY



OF ASSIGINACK

BOX 238, MANITOWANING, ONT., P0P 1N0
(705) 859-3196 or 1-800-540-0179

Tuesday, March 18, 2025, 7:00 pm

- a) Agenda Item 6. G) Request for Support – Municipality of Durham to Ban the
Nazi Swastika

#055-03-2025 J. Hooper – R. Maguire

BE IT RESOLVED THAT we support the Region of Durham regarding the B’Nai Brith’s call to the Government of Canada to pass legislation banning, with certain exceptions the public display of Nazi symbols and iconology.

Carried

Certified True Copy

A handwritten signature in cursive script, appearing to read 'Stasia Carr'. The signature is written in black ink on a white background.

Stasia Carr

Clerk

March 18, 2025

The Honourable Doug Ford
Premier of Ontario
Via Email: premier@ontario.ca

The Honourable Prabmeet Sarkaria,
Minister of Transportation
Via Email: minister.mto@ontario.ca

Re: Driver Training and Examinations Auditor General Report

Please be advised the Council of the Municipality of Chatham-Kent, at its regular meeting held on March 17, 2025 supported the attached resolution, Appendix A, regarding the above noted matter from the City of Brampton.

Sincerely,

Judy Smith Digitally signed by Judy Smith
Date: 2025.03.18 16:14:39
-04'00'

Judy Smith, CMO
Director Municipal Governance/Clerk

C
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Young Drivers of Canada
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February 20, 2025

Sent by email**See Distribution List on page 5****Re: Driver Training and Examinations Auditor General Report**

The following recommendation of the Committee of Council Meeting of January 15, 2025 was approved by Council on January 22, 2025, pursuant to Council Resolution C027-2025:

CW009-2025**Whereas:**

- It is a relief that Premier Ford was unharmed in the accident on the 401 in Pickering involving a reckless driver (age 18) from Oshawa on January 8, 2025 (Source: <https://toronto.ctvnews.ca/ontario-premier-doug-ford-uninjured-in-highway-401-collision-says-his-office-1.7168982>)
- In addition to tragic loss of life and injury, vehicle collisions cause higher auto-insurance rates, unwanted congestion, lost productivity, and significant costs associated with emergency response (police, fire, paramedics, hospital emergency rooms and healthcare);
- According to the OPP, there were more car collision-related deaths (**568**) on Ontario highways in 2023 than in any year since 2007, making it **the deadliest year in over 15 years** and "...it's so critically important that we understand the rules of the road and we share the road safely, responsibly and understand the consequences for making a bad decision can be deadly." (Source: <https://www.cbc.ca/news/canada/toronto/opp-number-fatalities-last-year-deadly-year-1.7204528>);
- That same year 26,425 were injured in vehicle collisions according to the MTO Preliminary 2023 Ontario Road Safety Annual Report (Source: <https://www.ontario.ca/files/2024-07/mto-orsar-preliminary2023-en.pdf>)
- As of Thanksgiving 2024, the OPP notes that **296** drivers, passengers, pedestrians and cyclists died in car collisions, and the vast majority of those road incidents were preventable and attributed to poor and careless actions and behaviours (Source: <https://barrie.ctvnews.ca/nearly-300-people-missing-from-thanksgiving-tables-opp-1.7070787>), one-fifth involving a transport truck (as at July 2024 Source: <https://www.baytoday.ca/local-news/one-fifth-of-fatal-collisions-in-2024-involve-transport-trucks-9177343>)

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- 2024 is the most dangerous year for pedestrians and cyclists who have been particularly at risk this year, with fatalities in these two road user classes up 100 per cent and 82 per cent respectively over this time last year (Source: <https://www.mondaq.com/canada/rail-road-cycling/1565790/how-2024-has-quickly-become-the-deadliest-year-for-cyclists-and-pedestrians>);
- By far, the most common type of conviction of the Highway Traffic Act (HTA) and cause for fatalities was speeding, representing 60.4% of all HTA convictions (Source: <https://www.g1.ca/driving-statistics/>);
- Peel Region had 25 fatalities due to car collisions - 13 in Brampton and 12 in Mississauga;
- The most dangerous places to drive in Ontario are Brantford (0.7/5), Kingston (0.7/5), Burlington (0.8/5) and Brampton (1.1/5), which impacts road safety and insurance affordability for everyone in these communities (Source: <https://www.newswire.ca/news-releases/top-10-safest-and-most-dangerous-cities-to-drive-in-ontario-in-2024-889054846.html>);
- From January to September 2024 the following traffic violation charges have been made by Peel Police:
 - 632 careless driving charges (345 in Brampton, a 25% increase compared to Jan-Sep 2023)
 - 559 cellphone use while driving charges (125 in Brampton, a 29% increase compared to Jan-Sep 2023)
 - 6,367 speeding charges (830 in Brampton, a 117% increase compared to Jan-Sep 2023)
 - 1,992 “Fail to Stop” at a stop sign charges (874 in Brampton, a 74% increase compared to Jan-Sep 2023);
- To mitigate speeding drivers, The City of Brampton has made historic investments in ASE cameras, an ASE processing centre, speed bumps, road diets, lower speed limits, police enforcement and other traffic calming measures, however like all municipalities, lacks jurisdiction over driver training and examinations, an area requiring urgent reform under the Provincial Government;
- Under the HTA, the Ministry of Transportation (Ministry) is responsible for protecting the public by restricting the privilege of driving to those who demonstrate that they have the necessary knowledge, skills and experience to drive safely;

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- Ensuring that drivers receive appropriate and effective training and testing before they get a driver's licence is a crucial step in keeping Ontario's roads safe;
- The Auditor General (AG) conducted a value for money audit (AG Report) which includes 18 recommendations (***summary attached to this motion***) for the Provincial Government Ministry, published in December 2023 and concludes by highlighting:

“Our audit concluded that the Ministry of Transportation did not have effective evidence-based driver examination programs to evaluate and test novice drivers thoroughly and consistently. The Ministry did not provide effective oversight of novice driver training and driver examination service providers to ensure desired service outcomes with due regard to economy. Ministry oversight of driving schools and instructors was limited. It does not regulate driver training services outside of the optional Beginner Driver Education program, curbing its ability to identify and/or deter substandard training practices within the industry. In addition, the Ministry's monitoring programs were not designed to proactively identify drivers with repeat suspensions or high-risk medical conditions, impeding the effectiveness of these programs to maximize road safety in Ontario. (Source Page 4:

https://www.auditor.on.ca/en/content/annualreports/arreports/en23/AR_drivertraining_en23.pdf);

- In March 2024, CBC Marketplace broke an investigative story “Driving schools selling shortcuts to insurance discounts and faster road tests” where schools submit false information to government saying drivers completed 40 hours of training, consistent with concerning findings in the AG Report (Source: <https://www.cbc.ca/news/business/marketplace-driving-schools-education-fee-1.7134557>); and
- The provincial government has not provided a substantial update on any action taken regarding the recommendations in the AG Report to improve driver training and examination for safer drivers and improve safety on our roads.

Therefore be it resolved that:

1. The City Brampton endorse the Auditor General Value-for-Money Audit Driver Training and Examination Report (AG Report) - its findings and 18 recommendations to ensure that we have safe and qualified drivers on our roads; and
2. The City of Brampton share this motion and endorsement with the Premier, Minister of Transportation, all local MPPs, and the leaders of the official opposition and third party; and

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3. The City of Brampton request a formal update from the provincial government and meeting with the Minister of Transportation regarding any action taken to date based on the recommendations described in the AG Report, particularly those that prioritize improved driver training and examination for safer drivers on our roads; and
4. The City of Brampton forward this motion and attachment to any cities or towns listed in the AG Report and the top dangerous cities in Ontario, encouraging them to pass a similar motion; and CC them in the follow-up correspondence to the province; and
5. The City of Brampton forward this motion, attachment, and follow-up correspondence to the Region of Peel, Peel Police, the Association of Municipalities of Ontario (AMO), Driving Instructors Association, and Young Drivers of Canada.
6. Staff report back with data to identify road safety hotspots with the intention to use the data strategically with Peel Police to improve Brampton's status as a safe city to drive.
7. Staff report back on bylaw enforcement tactics regarding driving instructors as referenced on page 22 of the AG Report: "In some municipalities, such as Brampton, municipal bylaw officers patrolled test routes and issued fines to driving instructors who lingered around exam routes".

A summary of recommendations in the Auditor General Value-for-Money Audit Driver Training and Examination Report is attached.

By copy of this correspondence to Robert Higgs, Director, Enforcement and By-law Services, Legislative Services, and Shane Loftus, Director, Road Maintenance and Operations, Public Works and Engineering, they are requested to carry out the directions outlined in clauses 6 and 7. Item **RM 5/2025** has been added to the Referred Matters List for the report requested.

Yours truly,

Sonya Pacheco

Sonya Pacheco
Legislative Coordinator, City Clerk's Office
Tel: 905-874-2178
sonya.pacheco@brampton.ca

(CW – 7.2)

MOTION: SAFER DRIVERS = SAFER ROADS, a call for the Provincial Government to act**Moved by: Santos****ATTACHMENT: Summary of recommendations published by the Auditor General Value – “Value-for-Money Audit: Driver Training and Examination” December 2023***NOTE: The following list of recommendations have been copied directly from the report.***Issue and Recommendations (Pg16-38)**https://www.auditor.on.ca/en/content/annualreports/arreports/en23/AR_drivertraining_en23.pdf:**4.1 Driver Examinations****4.1.1 Novice Drivers from Urban Areas Who Took Road Tests at Rural or Suburban Drive Test Centres Were Involved in More Collisions**

1. So that driver examinations effectively assess whether novice drivers are sufficiently prepared to drive safely on Ontario’s roads, we recommend that the Ministry of Transportation:
 - assess the impact on road safety of novice drivers from urban areas taking their road tests at rural and suburban DriveTest Centres; and
 - based on that assessment, identify and put in place reasonable restrictions that prohibit urban novice drivers from taking their road test at a DriveTest Centre outside of where they live, work or study.

4.1.2 Ministry Reduced the Requirements for the G (Highway) Road Test Without a Full Review and Formal Evaluation of Road Safety Impacts

2. To understand the full impact of the reduced G (highway) road test and make evidence-based decisions about the reduced test, we recommend that the Ministry of Transportation:
 - conduct a thorough policy analysis of the impact of the reduced G (highway) road test, including the impact related to drivers from countries with no reciprocal driver’s licence exchange agreement with Ontario;
 - track and compare the collision rates of drivers who pass the reduced G (highway) road test to those who passed the full G (highway) road test over a sufficient period of time to determine if it increases road safety risk; and
 - based on these analyses, determine whether it is appropriate to continue to use the reduced G (highway) road test.

4.1.3 Novice Drivers Can Repeat the Knowledge Test as Many Times as Necessary in One Sitting to Pass

3. To encourage novice drivers to study the rules of the road more effectively prior to attempting the G1 knowledge test, we recommend that the Ministry of Transportation review best practices in other jurisdictions, such as Quebec and British Columbia, and determine whether it should introduce a wait period before an individual can retake the test or limit the number of tests that can be taken in a single day.

4.2 Driver Training**4.2.1 Drivers Allowed to Shorten Their G1 Supervised Driving Period Were Involved in More Collisions**

4. So that novice drivers are better prepared to drive safely on Ontario’s roads, we recommend that the Ministry of Transportation:
 - review and identify opportunities to enhance the effectiveness of the Beginner Driver Education program (program) for novice drivers, including the sufficiency of the existing minimum number of driving practice hours;
 - based on leading practices in other jurisdictions, reassess the time discount provision that allows novice drivers to shorten the supervised driving period after the completion of the program;

Continued 4 of 7

MOTION: SAFER DRIVERS = SAFER ROADS, a call for the Provincial Government to act**Moved by: Santos**

- based on its review of these areas, implement necessary changes to improve the program; and subsequent to making changes to the program, determine whether all novice drivers should be required to complete the program.

4.2.2 Ministry Provided Limited Guidance Regarding Necessary Driving Practices for New Drivers Compared to Other Jurisdictions

5. So that novice drivers are well prepared to drive safely on Ontario roads, and to protect the integrity of the Ministry's driver examination process, we recommend that the Ministry of Transportation:
- review the types of driver training services available in the marketplace (including the practice of route training) and assess their impact on novice drivers and on the integrity of the driver examination process;
 - based on that assessment, propose regulatory changes to prohibit driver training services that compromise the Ministry's ability to assess the driving skills of novice drivers through the Ministry examination process; and
 - implement monitoring and enforcement tools to deter prohibited driver training services.

*4.2.3 Unregulated Driver Training Services May Undermine the Integrity of Driver Examinations**4.2.4 Weak Oversight of Beginner Driver Education Driving Schools*

6. To strengthen the oversight of driving schools, we recommend that the Ministry of Transportation:
- develop and implement a formal policy to require timely on-site follow-ups at driving schools where audits identified either serious or a high number of compliance violations to assess if the violations have been resolved;
 - develop and implement a strategy for routinely conducting cost-effective mystery shops on driving schools that it identifies as high-risk; and
 - regularly document and assess progress reported through follow-ups with driving schools to direct the Ministry's future oversight and enforcement actions.

4.3 Graduated Licensing System May Not Adequately Prepare Less-Experienced Drivers from Other Countries to Drive in Ontario

7. To better prepare novice drivers from other countries for driving in Ontario, we recommend that the Ministry of Transportation:
- research whether drivers from other countries have unique challenges that may contribute to their involvement in a higher proportion of collisions;
 - reassess the impact of waiving the 12-month wait period between the G1 (knowledge) and G2 (city) road test; and
 - based on the results of Ministry research and reassessment, make necessary changes to the training and examination programs.

4.4 Monitoring High-Risk Licensed Drivers*4.4.1 Ministry Rarely Requires Drivers with Repeat Driving Suspensions to Take Retraining Courses*

8. To encourage road safety and provide early remedial measures for drivers with a history of repeat driving offences and suspensions, we recommend that the Ministry of Transportation:
- routinely identify drivers with a record of repeat driving offences and suspensions who Ministry data indicates are at increased likelihood to cause a collision; and
 - expand the criteria for requiring drivers to complete remediation and retraining to include these drivers.

Continued 5 of 7

MOTION: SAFER DRIVERS = SAFER ROADS, a call for the Provincial Government to act**Moved by: Santos**

4.4.2 Elderly Drivers' Ability to Drive Safely Not Effectively Assessed

9. To enhance road safety for the growing number of elderly drivers, we recommend the Ministry of Transportation review and adopt best practices from other jurisdictions, such as:

- re-examining elderly drivers' driving skills; and
- requiring regular medical assessments for all Drivers 80 and older.

4.4.3 Reporting of Drivers Who May Be Medically Unfit to Drive Could Be Improved

10. For more complete and timely identification, assessment and suspension of drivers with high medical risks, we recommend that the Ministry of Transportation periodically conduct educational and outreach initiatives to increase awareness among doctors, nurses and optometrists to report patients for medical assessment.

4.4.4 Supporting Evidence for Ministry's Medical Suspension Decisions Not Always Complete

11. To help ensure that decisions to suspend driver's licences are based on all medically relevant information, and that the suspension decisions are consistent and adequately supported, we recommend that the Ministry of Transportation:

- redesign the forms doctors use to provide condition-specific medical information to the Ministry to include all necessary information, such as test or treatment results;
- require medical assessors to consistently document their rationale for decisions related to complex driving suspensions and reinstatements; and
- implement a quality-assurance process to routinely review the completeness and appropriateness of medical assessments.

4.5 Driver Examination Services Contract Management and Oversight*4.5.1 Ministry's Contract Administration Was Ineffective, and Failed to Improve Driver Examination Services for Ontarians*

12. To better motivate the service provider to improve service rather than incur penalties, and to hold the service provider accountable for contract deliverables, we recommend that the Ministry of Transportation:

- design and implement performance measures that incorporate effective penalties for performance failures, including delays in contract deliverables;
- collect an upfront contingency deposit for performance penalties based on historical records; and
- design and implement incentives (in addition to penalties) to promote compliance and appropriate responses from the service provider.

13. To promote effective contract management and relations between the Ministry of Transportation and its service provider, and to avoid undermining the contractual position of the Ministry, we recommend that the Ministry ensure that communications with contractors use appropriate contract channels.

4.5.2 Ministry's Compliance Audits of Driver Examination Services Were Inconsistent and Incomplete

14. To better monitor and report on the driver examination service provider's compliance and performance, we recommend that the Ministry of Transportation strengthen its audit function by implementing a program of risk-based audits to examine all key operational processes of driver examination services, including road tests.

Continued 6 of 7

MOTION: SAFER DRIVERS = SAFER ROADS, a call for the Provincial Government to act**Moved by: Santos**

4.5.3 Ministry Paid Additional Funds to Maintain Service Levels That Were the Responsibility of the Service Provider

15. To provide for better accountability of funds provided to third parties for driver examination services to Ontarians, we recommend that the Ministry of Transportation:

- administer contracts such that risks and costs are allocated between the parties in accordance with contractual terms; and
- conduct thorough reviews on all relief, subsidization or reimbursement requests from service providers and render decisions that are consistent with the Ministry's contractual obligations.

4.5.4 Ministry Awarded New Contract to the Service Provider Despite Poor Performance and Issues of Concern

16. To provide for more effective oversight of driver examination service providers, and to provide Ontarians with better quality of service, we recommend that the Ministry of Transportation:

- ensure adequate lead time to comply with government policies on procurement when contracting with a service provider;
- consider past performance in negotiating future contracts;
- compare its experience relative to other Canadian provinces to identify best practices in structuring driver examination services; and
- use independent research to immediately evaluate the costs and benefits of various options for an examination service delivery partnership.

4.6 Ministry Overrode Its Own Proof of Identification Requirements When Issuing Driver's Licences

17. To better prevent fraud and identify theft, we recommend that the Ministry of Transportation:

- develop internal guidelines and formal procedures to evaluate and document the extenuating circumstances for ID escalations;
- educate Serco and ServiceOntario staff on these guidelines and procedures; and
- put in place a process to monitor that these guidelines and procedures are followed.

4.7 Ministry Did Not Incorporate Key Safety Data When Determining the Effectiveness of Its Road Safety Programs

18. To measure the effectiveness of its driver training and examination programs on a timely basis, we recommend that the Ministry of Transportation:

- expand the use of business intelligence tools to conduct additional analytics that leverage data from related information systems, linking driver information to the driver examination, collisions and driver medical databases;
- establish a comprehensive set of road safety indicators, including those related to collision rates, based on the objectives of its driver training and examination programs; and
- monitor its driver training and examination programs using these indicators, and report on the results annually.



THE TOWNSHIP OF
WOOLWICH

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PLANNING/ENGINEERING/BUILDING FAX 519-669-4669
FINANCE/RECREATION/FACILITIES FAX 519-669-9348

By Email

March 19, 2025

The Hon. Doug Ford, Premier of Ontario

Dear Premier Ford:

RE: Resolution Passed by Woolwich Township Council – Aggregate Extraction Property Class for 2025 Taxation Year

This letter is to inform you that the Council of the Township of Woolwich ratified the following resolution at their meeting held on March 18, 2025:

That the Council of the Township of Woolwich, regarding correspondence from the Township of North Dumfries titled Resolution – Aggregate Extraction Property Class for 2025 Taxation Year:

- 1. Support the Township of North Dumfries resolution which raises concerns and outlines the implications associated with the implementation of the new property tax sub-class that was established in December 2024 by the Province related to the aggregate sector; and***
- 2. That this resolution be sent to the Hon. Doug Ford, Premier of Ontario, Member of Provincial Parliament Mike Harris, the Region of Waterloo, and member municipalities.***

Township of North Dumfries Resolution:

“THAT the Mayor be directed to prepare and submit correspondence to the Top Aggregate Producing Municipalities of Ontario (TAPMO), Association of Municipalities of Ontario (AMO), Minister of Finance, the Minister of Natural Resources and the Premier of Ontario raising concerns and outlining the implications associated with the implementation of the new property tax sub-class that was established in December 2024 by the Province related to the aggregate sector;

AND THAT the Area Municipalities of Waterloo Region, the Region of Waterloo and MPP Brian Riddell be copied on the correspondence.”

Should you have any questions, please contact Tanya Bettridge, Council & Committee Support Specialist, by email at tbettridge@woolwich.ca or by phone at 519-669-6004.

Yours truly,



Jeff Smith
Municipal Clerk
Corporate Services
Township of Woolwich

cc:

Mike Harris, Member of Provincial Parliament for Kitchener—Conestoga
Region of Waterloo
City of Cambridge
City of Kitchener
City of Waterloo
Township of North Dumfries
Township of Wellesley
Township of Wilmot

March 4, 2025

email: KStevenson@ptbocounty.ca

Keri Stevenson
Director of Legislative Services/Clerk
The County of Peterborough
470 Water Street
Peterborough, ON
K9H 3M3

Re: Support Resolution – U.S. Tariffs on Canada/Purchasing Policies

Dear Ms. Stevenson,

Please be advised that at its meeting held the 25th day of February 2025 the Council of the Township of Selwyn passed the following resolution:

Resolution No. 2025 – 033 – Support Resolution – U.S. Tariffs on Canada/Purchasing Policies

Councillor John Boyko – Councillor Brian Henry –

That the Township of Selwyn supports the County of Peterborough's Resolution No. 19-2025 which urges the federal and provincial governments to take all necessary actions to protect Ontario's interests in trade negotiations with the U.S. and investigate purchasing policies; and that this motion be copied to those included in the County's motion.

Carried.

I trust you find this in order. Please do not hesitate to contact the Selwyn Township Office if you have any questions.

Sincerely,

Megin Hunter
Office Assistant / Reception

Encl.

cc: The Right Hon. Justin Trudeau, Prime Minister of Canada
The Hon. Doug Ford, Premier of Ontario
The Hon. Melanie Joly, Minister of Foreign Affairs
The Hon. Vic Fedeli, Minister of Economic Development, Job Creation and Trade

The Hon. Nate Erskine-Smith, Minister of Housing, Infrastructure and Communities

The Hon. Paul Calandra, Minister of Municipal Affairs and Housing

Rebecca Bligh, President, FCM and Councillor, City of Vancouver

Robin Jones, President, AMO and Mayor of Westport

Bonnie Clark, Chair, Eastern Ontario Wardens' Caucus

Jeff Leal, Chair, Eastern Ontario Leadership Council

John Beddows, Chair, Eastern Ontario Mayors' Caucus

All provincial and territorial Premiers

All local MPs and MPPs

All Ontario Municipalities for their support

MUNICIPALITY



OF ASSIGINACK

**BOX 238, MANITOWANING, ONT., P0P 1N0
(705) 859-3196 or 1-800-540-0179**

Tuesday, March 18, 2025, 7:00 pm

Agenda Item 6. J) Request for Support – US Tariffs, Buy Local

058-03-2025

R. Maguire – J. Hooper

BE IT RESOLVED THAT the Township of Assiginack, in response to foreign countries recent actions on tariffs to Canada, Council supports the Provincial and Federal Governments call to action of a “Canadian Business First” policy;

AND THAT Council recognizes there may be circumstances where this may not be possible;

AND THAT in situations where Canadian goods are not available staff, our suppliers, and those held in contract with the Township will source from countries that do not have tariffs applied to Canada.

Carried



374028 6TH LINE • AMARANTH ON • L9W 0M6

March 5, 2025

ALL ONTARIO MUNICIPALITIES

Re: Resolution regarding “Buy Local and Canadian”

At its regular meeting of Council held on March 5, 2025, the Township of Amaranth Council passed the following resolution:

Resolution #: 10

Moved by: B. Metzger

Seconded by: G. Little

BE IT RESOLVED THAT:

All Township residents be encouraged to “Buy Local and Canadian”;

That a “Buy Local and Buy Canadian” approach for municipal procurement be implemented where feasible and in line with best value principles;

That staff be directed to review current procurement practices and identify opportunities to enhance local purchasing in response to recent U.S. tariffs and economic pressures; and

That staff be directed to prohibit procurement of U.S. goods and services where possible; and

That staff be directed to report back on any opportunities found to modify procurement policies and practices to support “Buy Local and Buy Canadian” where practical.

CARRIED

Please do not hesitate to contact the office if you require any further information on this matter.

Yours truly,

Nicole Martin, Dipl. M.A.
CAO/Clerk

C: AMO

2025 Special Events Schedule

Date	Time	Event Name	Estimated Attendance	Confirmed Location	Event Type	Event Organizer
2/15/2025	11am – 2pm	Mayor's Winter Levee	800-1000	Bowman Room, Civic Square – City Hall	Public, Free	City of Cambridge