

Committee of the Whole

October 22, 2026

10:00 a.m.

Council Chambers - Grey County Administration Building

	Pages
1. Call to Order	
2. Declaration of Interest	
3. Business Arising from Minutes	
4. Delegations	
4.a Stephen Barclay - Entrance Permit Refusal on Grey Road 1	5
5. Determination of Items Requiring Separate Discussion	
6. Consent Agenda	
That the following Consent Agenda items be received; and	
That staff be authorized to take the actions necessary to give effect to the recommendations in the staff reports; and	
That the correspondence be supported or received for information as recommended in the consent agenda.	
6.a Ministry of Energy and Mines - Update on the Provincially Funded Broadband Expansion	31
That the correspondence from the Ministry of Energy and Mines regarding an update on the provincially funded broadband expansion projects be received for information.	
6.b FR-CW-23-26 Capital Project Status Update	34
That Report FR-CW-23-26 regarding the 2026 Capital Project Status Update as of August 31, 2026, be received for information.	
6.c PDR-CW-44-26 Morrison Minor Exemption	39
That report PDR-CW-44-26 be received; and	
That the application for minor exemption under the County's Forest Management By-law for 135545 Concession 8, west half of Lot 22, Concession 7, geographic Township of Sullivan, Township of Chatsworth, be approved.	
6.d Grey Bruce Ontario Health Team - Municipal Update September 2026	44

That the Grey Bruce Ontario Health Team Municipal Update for September 2026 be received for information.

- 6.e Township of Ramara - Enhanced Municipal and Watershed Representation in the Proposed Regional Conservation Authority Governance

54

That the resolution from the Township of Ramara regarding Enhanced Municipal and Watershed Representation in the Proposed Regional Conservation Authority Governance Framework be received for information.

7. Items For Direction and Discussion

- 7.a Grey County Joint Accessibility Advisory Committee meeting minutes dated October 15, 2026

57

That the Grey County Joint Accessibility Advisory Committee minutes dated October 15, 2026 be adopted as presented; and

That the following resolutions contained therein be endorsed:

- **That the verbal report from the Director of Community Services regarding the Greenwood Cemetery Chapel Columbarium be received for information.**
- **That the Grey County Joint Accessibility Committee review and provide comment on the proposed addition at the Flesherton Fire Hall, located at 54 Durham Street, Flesherton.**
- **That the Grey County Joint Accessibility Advisory Committee receive this report regarding the proposed Universal Accessible Washroom addition at the Flesherton Memorial Arena; and**
 - **That the Committee review the attached concept drawings and provide any comments or recommendations related to accessibility prior to the project proceeding to tender.**
- **That the Grey County Joint Accessibility Advisory Committee receive this report regarding the proposed accessibility upgrades at Stothart Hall; and**
 - **That the Committee review the revised plans and provide any comments or recommendations prior to the Municipality proceeding with the project.**
- **That the Grey County Joint Accessibility Advisory Committee receive this report regarding the proposed Markdale Rotary Park Pedestrian Bridge; and**
 - **That the Committee review the revised plans and provide any comments or recommendations prior to the Municipality proceeding with the project.**
- **That the Grey County Joint Accessibility Advisory Committee receive this report regarding the new Flesherton Pickleball Courts; and**

- That the Committee provide any additional comments or recommendations regarding accessibility enhancements that could be considered for the facility.
- That Report CCR-JAAC-17-26 Multi-Year Accessibility Plan 2025 and 2026 Progress Update be endorsed as presented and posted to the Accessibility page of the Grey County website; and
 - That the 2023 – 2027 Multi-Year Accessibility Plan be amended to add Appendix D: Accessibility Plan – Long-Term Care.
- That Report CCR-JAAC-18-26 regarding the updated Terms of Reference for the Grey County Joint Accessibility Advisory Committee be received; and
 - That the updated Grey County Joint Accessibility Advisory Committee Terms of Reference be adopted as presented.

7.b FR-CW-22-26 Grey County 2025 Asset Management Plan 62

**That report FR-CW-22-26 regarding the Grey County 2025 Asset Management Plan be received; and
That the Grey County 2025 Asset Management Plan be endorsed as presented; and
That the financial impacts as outlined in the report be included in the 2027 draft budget and 2028 forecasted budget for consideration.**

7.c TR-CW-30-26 Update to By-law 4788-13 - A By-law to Regulate Traffic and Parking on Highways within the County of Grey Roads System (correction made to mapping and description on Grey Rd 15 October 19), TR-CW-30-26 69

**That report TR-CW-30-26 be received; and
That a by-law be brought forward for Council's consideration to amend Schedule "D", Schedule "N", Schedule "F", and Schedule "P" of By-Law 4788-13, being the By-law to Regulate Traffic and Parking on Highways within the County of Grey Roads System, to reflect the proposed revisions included within TR-CW-30-26.**

1. That report be received; and
2. That a by-law be brought forward for Council's consideration to amend Schedule "D", Schedule "N", Schedule "F", and Schedule "P" of By-Law 4788-13, being the By-law to Regulate Traffic and Parking on Highways within the County of Grey Roads System, to reflect the proposed revisions included within TR-CW-30-26.

7.d FR-CW-21-26 - Corporate Financial Update as of August 31, 2026 89

That report FR-CW-21-26 regarding Corporate Financial Update as of August 31, 2026, be received for information.

8. Closed Meeting Matters

That the Committee of the Whole does now go into closed session pursuant to

Section 239 (2) of the Municipal Act, 2001, as amended, to discuss:

- i. litigation or potential litigation (Toronto St. Subdivision appeal)
- ii. advice subject to solicitor - client privilege (entrance permit)
- iii. personal matters about an identifiable individual including municipal or local board employees (work planning)

- 9. Other Business
- 10. Notice of Motion
- 11. Adjournment

From:

Sent: Friday, 16 October 2026 10:40:11

To: Tara Warder <Tara.Warder@grey.ca>

Cc: Pat Hoy <Pat.Hoy@grey.ca>; Rayburn Murray <Rayburn.Murray@grey.ca>

Subject: Re: Request to Appear as Delegation – Entrance Permits Grey Road 1 – Stephen Barclay

[EXTERNAL EMAIL]

Warden and Members of Council,

Thank you for the opportunity to speak. This matter should have been resolved by staff without the need for a delegation. I am requesting a final determination on entrance-permit applications for three properties fronting on or accessed from Grey Road 1:

- Roll 420362000835612 (same entrance already used by fire number 504328)
- Roll 420362000841227 (lower plateau)
- Roll 420362000841251 (lower plateau)

These applications have been before the County for years. The only reason given for refusal has been that the properties have “private access from above.” That private access itself depends on the Grey Road 1 entrance I maintain. No site-specific engineering deficiency has ever been identified, despite repeated written requests.

Fire number 504328 was issued for the exact same entrance to a property that does not front on Grey Road 1. Nearby properties on the same side of the road (504678, 504688, 504696, and 504726) have also received fire numbers and, in some cases, houses. No explanation has been given for the difference.

I have asked, in writing, for the specific deficiencies that prevent these permits. The responses received, including from County legal counsel, did not identify any. A reply that restates the private-access position without addressing the request for specific engineering or policy deficiencies is not a proper response to the application.

Staff have had multiple opportunities to state a specific deficiency and have not done so. I am therefore asking this Committee to direct that the entrance permits be issued.

If a specific deficiency exists that distinguishes these lots from the entrance already numbered 504328 and from the nearby approved entrances, staff should be required to state it on the record today. In the absence of any such deficiency, the permits should be issued and the matter closed.

I am prepared to answer questions.

Thank you.



Legend

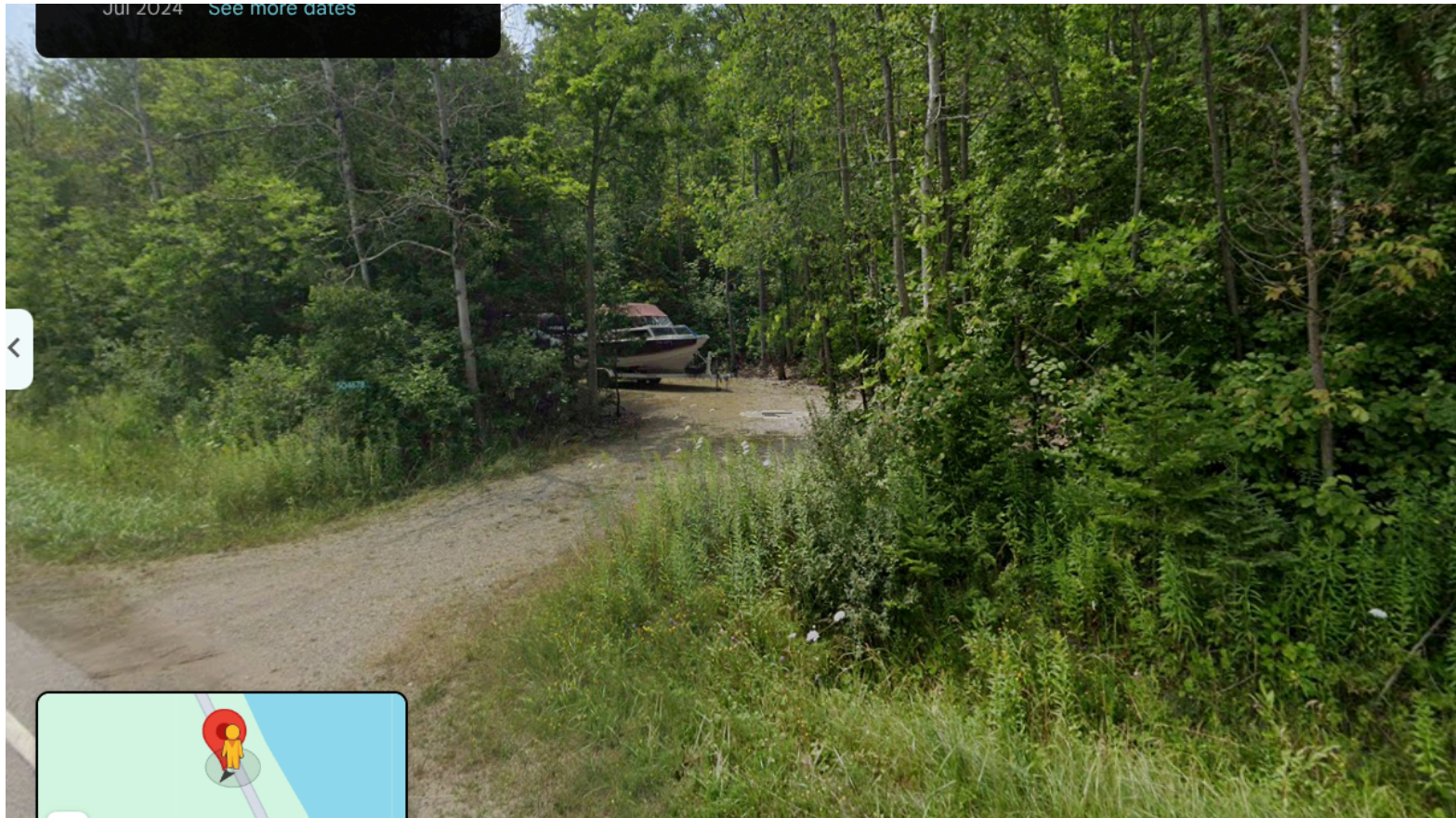
- ☐ Grey County Boundary
- Large Scale Roads
 - Provincial Highway
 - County Road
 - Township Road
 - Seasonal Road
- ☐ Parcels - Current
- ☐ Parcels - Base

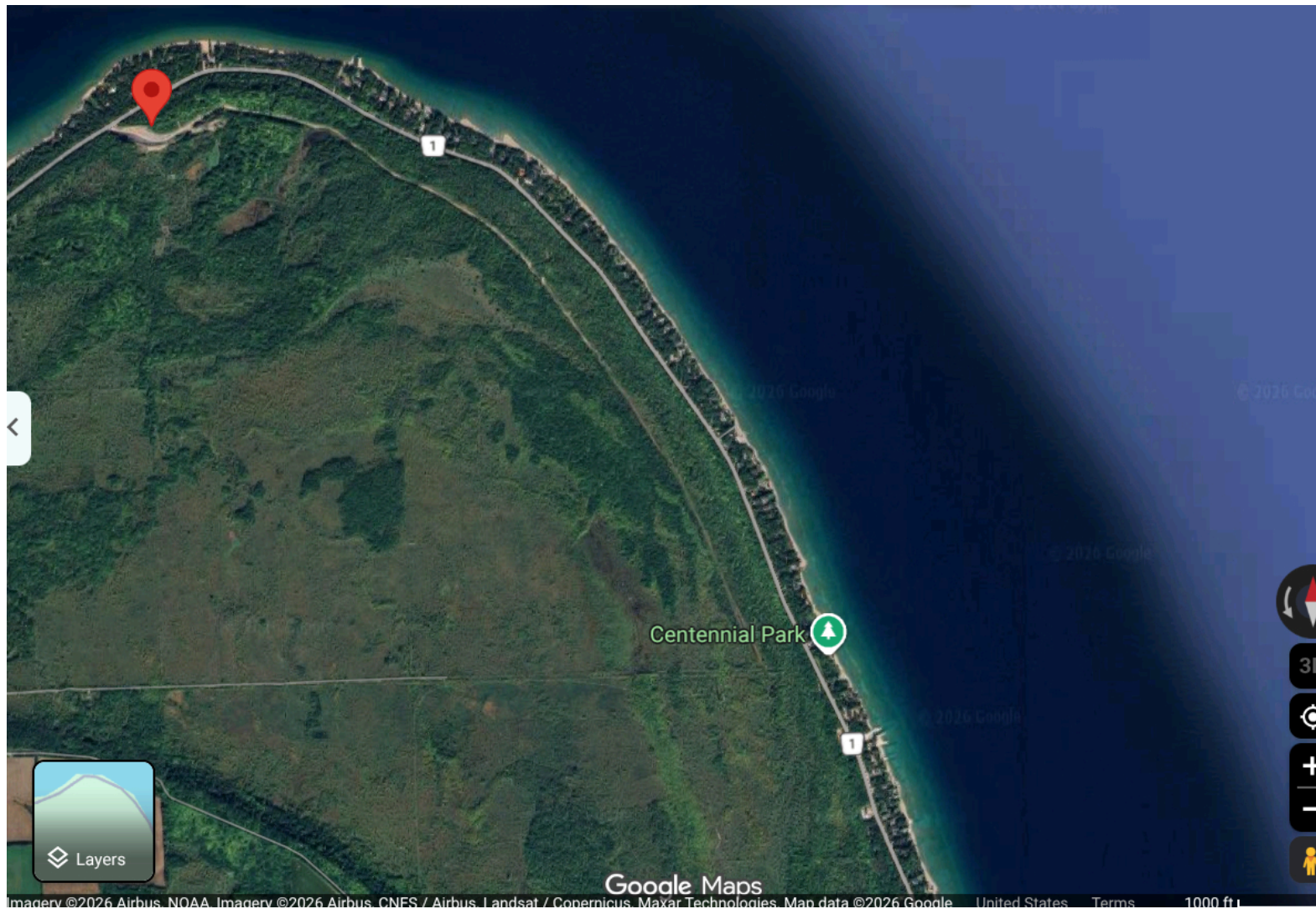
Notes



**504726 Grey Road 1 – house with
entrance on the same side of the road**







504328 Grey Rd 1

504328 Grey Rd 1

Georgian Bluffs, Ontario

Google Street View

Jul 2024 [See more dates](#)

504328 Grey Rd 1

Directions

Save

Nearby

Send to phone

Share

504328 Grey Rd 1, Wiarton, ON N0H 2T0, Canada

Confirm or fix this location

The location shown is not precise

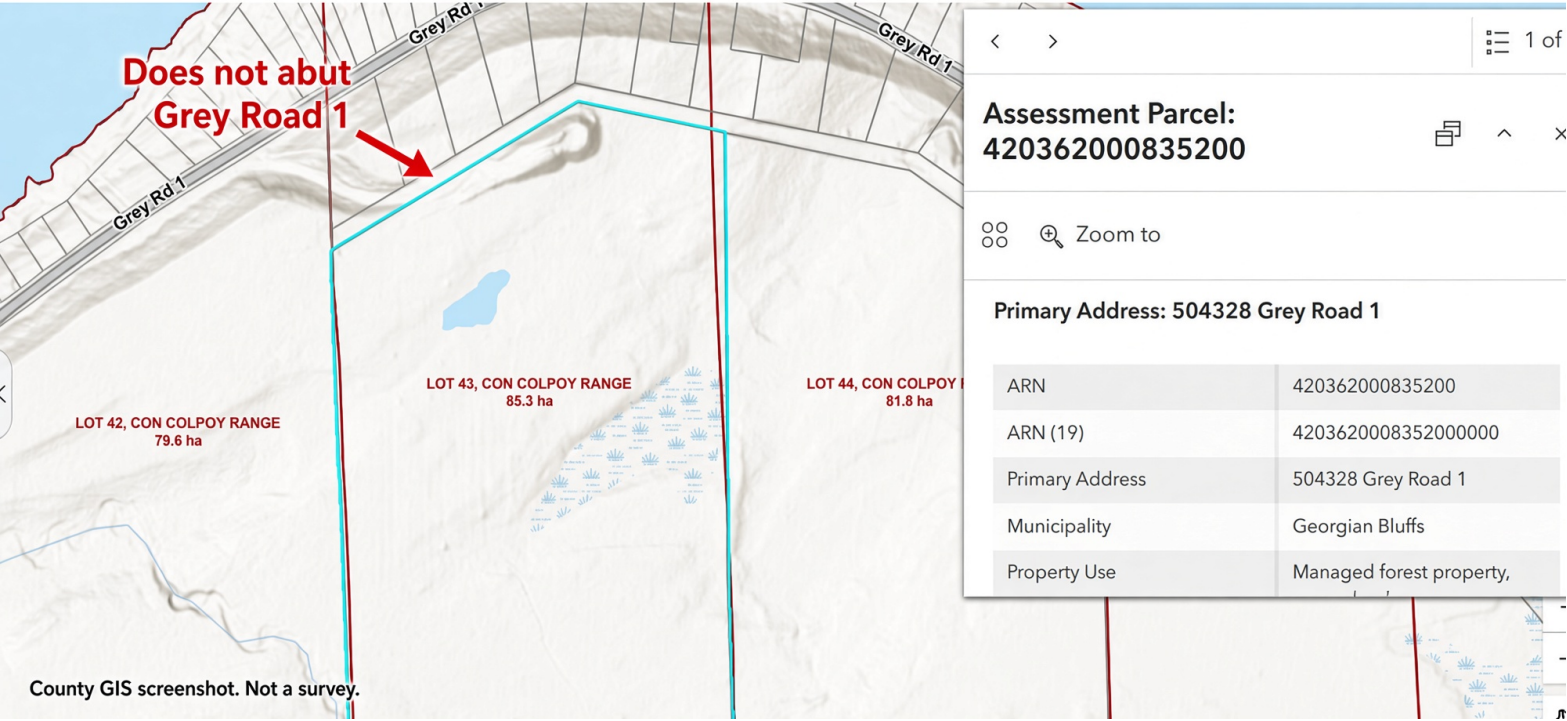
Suggest an edit on 504328 Grey Rd 1

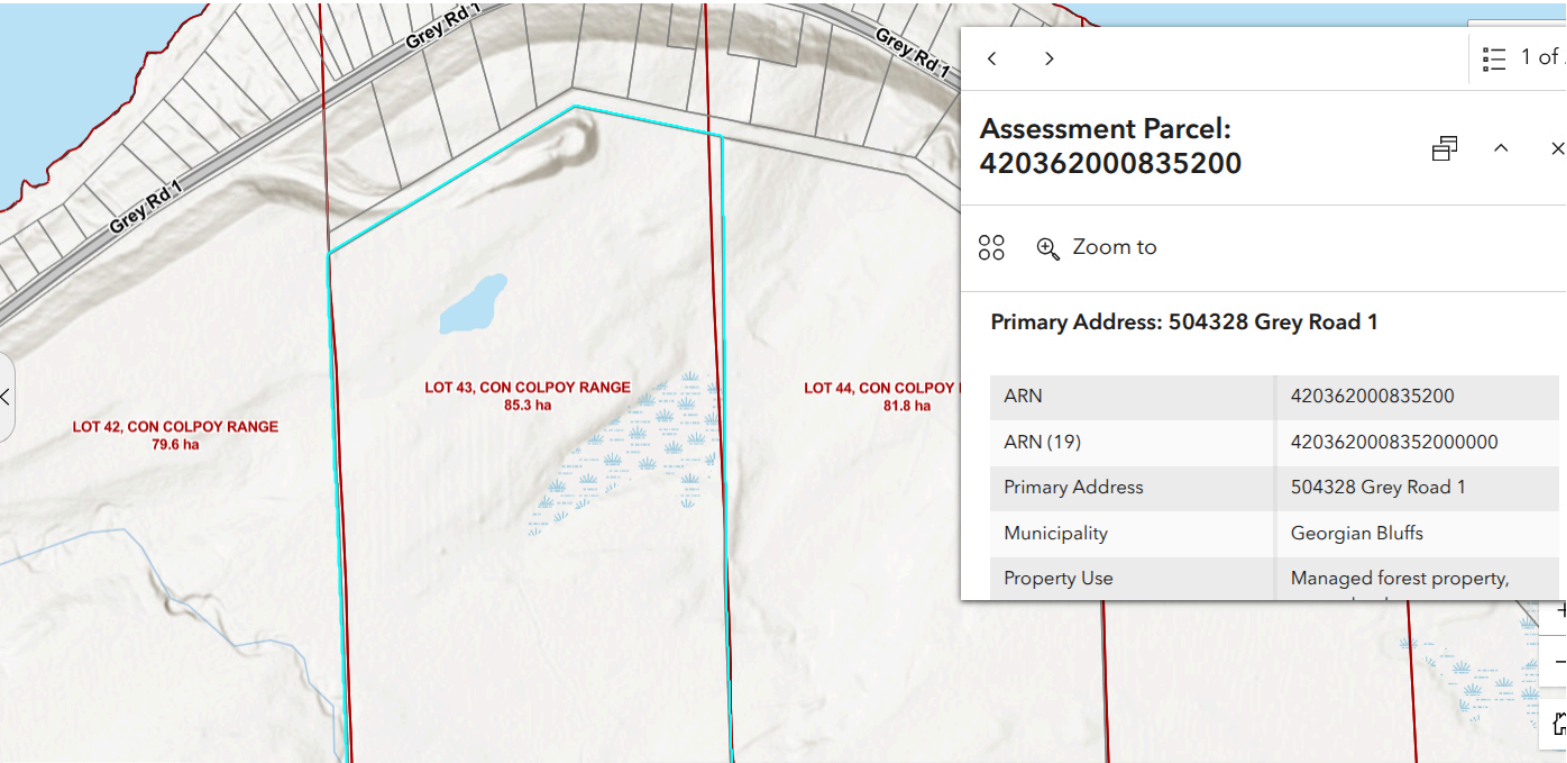
Add a missing place

A Google Street View image showing a dirt road in a rural area. A green address sign with the number '504328' is visible on the left side of the road. The road is unpaved and surrounded by grass and trees. In the background, there is a hillside with some vegetation. The Google Maps logo is visible in the bottom right corner of the image.

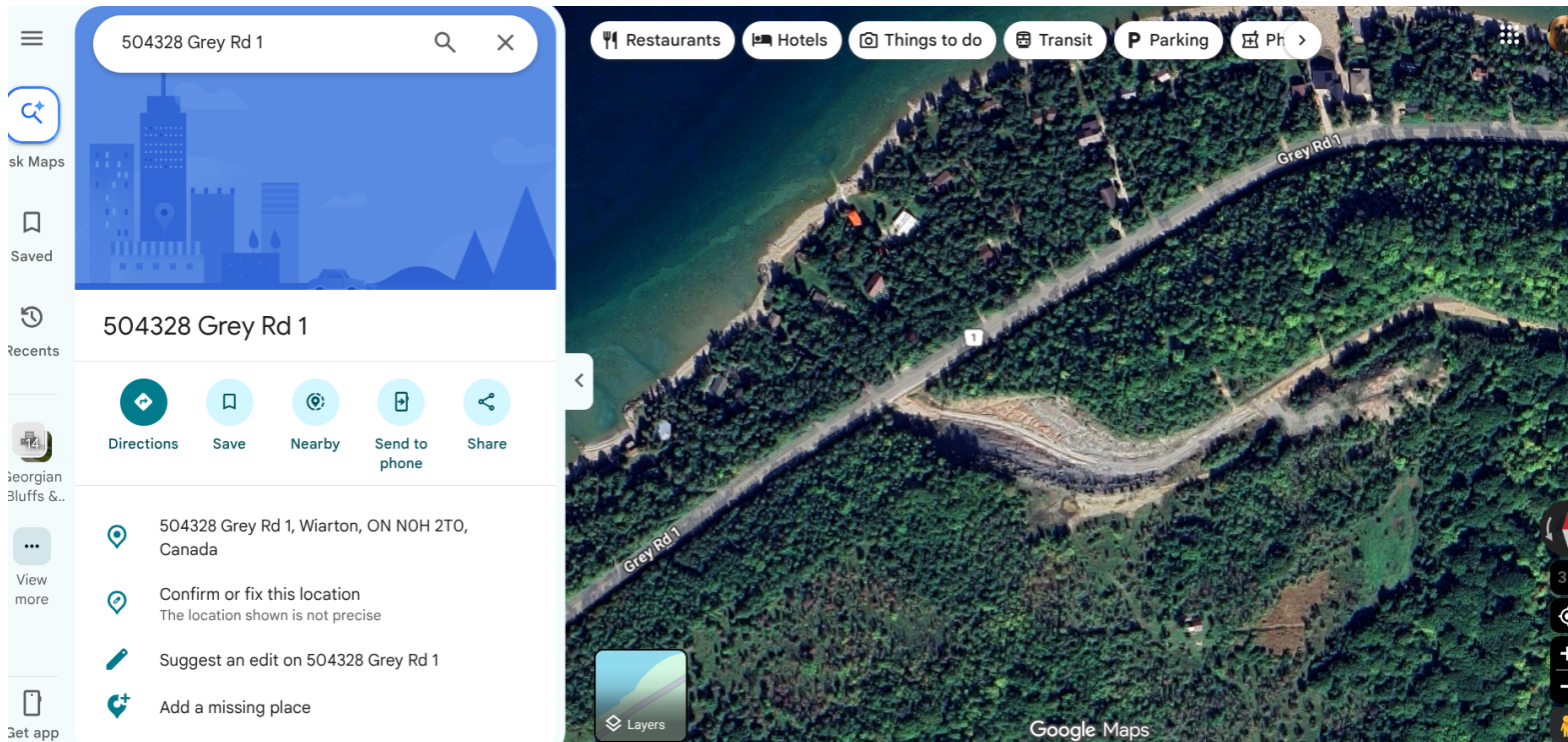
Page 10 of 99

GIS – Fire number 504328 (ARN 420362000835200) – property does not front on Grey Road 1









RE: Pat - Re: FW: Big Bay Estates



From

Pat Hoy <pat.hoy@grey.ca>

To

Cc

Group: TS General Inquiries <roads@grey.ca>

Date

2026-01-07 13:49

Steve,
As per our previous discussions, we will not be issuing an entrance permit for your property on Grey Road 1.

Pat Hoy, P. Eng.
Director, Transportation Services
County of Grey
Phone: +1-800-567-4739
pat.hoy@grey.ca
<https://www.grey.ca>



From:

Sent: December 30, 2025 11:49 AM

To: Pat Hoy <pat.hoy@grey.ca>

Subject: Re: Pat - Re: FW: Big Bay Estates

[EXTERNAL EMAIL]

Hi Pat,

I want to access my property #420362000841227 from Grey rd 1. There is a lower plateau area that I need access to and Grey rd 1 is the only safe way to access it. Please let me know what is required for the entrance permit. I must be legally able to access my property and Grey rd 1 is the only way to access the lower section of lot 27.

Thanks,

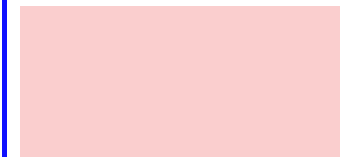
Steve Barclay

On 2024-08-16 09:57, Pat Hoy wrote:

I haven't contacted Georgian Bluffs yet, so maybe you'd be better off doing that. The request came from them.

As far as access, there were never any lot entrances approved from Grey Road 1 and the access was to be from the service road. It really isn't on us that the developer never built the access properly for whatever reason.

Pat Hoy
Director of Transportation Services
Phone: +1 548-877-0890



From:

Sent: Thursday, August 15, 2024 9:19 AM

To: Pat Hoy <pat.hoy@grey.ca>

Subject: Fwd: Pat - Re: FW: Big Bay Estates

Importance: High

[EXTERNAL EMAIL]

Hi Pat,

Hope you had a nice holiday. If you could let me know why I can't legally access lot 27 from Grey rd 1 that would be great. Also if you could let me know who requested fire #504328 and why?

Thanks,

Steve Barclay

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

Subject:Pat - Re: FW: Big Bay Estates

Date:2024-07-26 12:28

From:[REDACTED]

To:Pat Hoy <pat.hoy@grey.ca>

Hi Pat,

I wanted to know who from Georgian Bluffs requested fire #504328 and why.

I also am wondering why I am unable to get an entrance permit for roll#420362000841227.

Please let me know.

Thanks,

Steve Barclay

[REDACTED]

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

Subject:Re: FW: Big Bay Estates

Date:2024-07-22 11:03

From:[REDACTED]

To:Pat Hoy <pat.hoy@grey.ca>

Hi Pat,

Roll##420362000841227

I need to access that part of my property. Why am I unable to legally access my property via Grey rd 1? Many other properties are. I shouldn't have to present anything other than a filled out entrance permit. I must be legally allowed to access my property via that road if that is the only safe access. Why are these lots any different. Can you forward the info/rule that states that these lots are restricted from accessing Grey rd 1. I don't think property owners were ever notified about that rule.

Sincerely,

Steve

On 2024-07-22 10:45, Pat Hoy wrote:

Steve,
Please forward the full roll number for 'lot 27' so we can look the property up on our GIS. We will not be issuing an entrance permit for the property. I will be looking into this in greater detail and you can always make a request to present the issue to the committee of the whole.

Pat Hoy
Director of Transportation Services
Phone: +1 548-877-0890

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

From:[REDACTED]

Sent: Monday, July 22, 2024 10:19 AM

To: Pat Hoy <pat.hoy@grey.ca>

Subject: Re: FW: Big Bay Estates

[EXTERNAL EMAIL]

Hi Pat,

Thanks for getting back to me. Who at Georgian Bluffs requested the

fire number be issued?

Regarding the entrance for lot 27, I must be legally allowed to access a property if the only safe way is via a county road. Please issue an entrance permit for lot 27 as I would like to access the lower section.

We can consider the access road at the top the main entrance but I should still be able to access the lower section with a 2nd entrance onto the lot.

Sincerely,
Steve Barclay

[REDACTED]

On 2024-07-22 09:55, Pat Hoy wrote:

Steve,

Regarding our earlier conversation, it is my understanding that the County was asked by Georgian Bluffs to issue a fire number for the property in question. That's all I know about the situation.

As previously discussed about the access off Grey Road 1 for your lot, I will work on getting you a more thorough answer. But the access from these lots was always intended to be the access road and not directly off Grey Road 1.

I'll be back in touch at some point in the future with more background in my answer.

Pat Hoy
Director of Transportation Services
Phone: +1 548-877-0890

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

From: Grey County <webmaster@grey.ca>
Sent: Wednesday, July 17, 2024 10:12 AM
To: Pat Hoy <pat.hoy@grey.ca>
Subject: Big Bay Estates

Name: Steve Barclay

Email: [REDACTED]

Message: Hi Pat,

Great speaking with you. I would like to know how/why fire #504328 was issued and I also need an entrance permit issued for one of the lots off Grey rd 1 as it has a lower plateau area I want to access.

Roll##420362000841227.

Thanks,
Steve Barclay

[REDACTED]

RE: Entrance Permit A202117 Grey Road 1 Georgian Bluffs S Barclay



From

To

Date

Paige Cutting <Paige.Cutting@grey.ca>

2021-10-27 09:02

Good morning,

The municipality of Georgian Bluffs would the one to issue fire number for you.

Paige Cutting
Accounting/Administrative Support Clerk
Phone: +1 519-376-2205



From:

Sent: Friday, October 22, 2021 4:45 PM

To: Paige Cutting <Paige.Cutting@grey.ca>

Subject: Re: Entrance Permit A202117 Grey Road 1 Georgian Bluffs S Barclay

[EXTERNAL EMAIL]

Hi Paige,

The entrance has been there for over 40 years so the entrance grandfathers in. A fee is probably not applicable. Can you issue a fire number so I can have that placed at the entrance.

Thanks,

Steve Barclay

On 2021-10-22 16:23, Paige Cutting wrote:

|

|

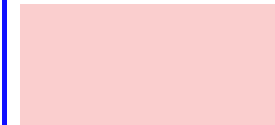
Hi Steve,

I am following up in regards to the entrance permit that you applied for.

Unfortunately for the location you are proposing we cannot issue a permit for a private road. I realize you have already paid the entrance fee, therefore I will process a refund cheque to be sent back to you.

Regards,

Paige Cutting
Accounting/Administrative Support Clerk
Phone: +1 519-376-2205



From:

Sent: Wednesday, October 13, 2021 10:12 AM

To: Paige Cutting <Paige.Cutting@grey.ca>

Subject: Re: Entrance Permit A202117 Grey Road 1 Georgian Bluffs S Barclay

[EXTERNAL EMAIL]

Hi Paige,

I have attached the agreement to this email. Thanks very much.

Steve.

On 2021-10-13 09:55, Paige Cutting wrote:

|

Good morning,

Are you able to send that registered agreement again? I don't see that I have it. I think it would be good to add to the permit file.

Thanks,

Paige Cutting

Accounting/Administrative Support Clerk

Phone: +1 519-376-2205



From: [REDACTED]

Sent: Tuesday, October 12, 2021 7:56 PM

To: Paige Cutting <Paige.Cutting@grey.ca>

Subject: Re: Entrance Permit A202117 Grey Road 1 Georgian Bluffs S Barclay

[EXTERNAL EMAIL]

Hi Paige,

Yes that entrance/laneway is for access to the upper level of the lot. My lot extends down to Grey Rd 1 but the entrance has been via that existing laneway up the hill. There is a registered agreement allowing access via this entrance. I forwarded a copy of it to your office on one of my last emails. The Town of Keppel and lot owners came to an agreement regarding access for the lots. Let me know if you need anything else. Entrance has been there for 40+ years and has been used without interruption.

Sincerely,

Steve Barclay

[REDACTED]

On 2021-10-12 16:11, Paige Cutting wrote:

|

Hi Stephen,

Please see attached map. The map shows the subject lot and the entrance on the adjacent lot that you are using to access. Is this correct? We just want to confirm.

Thank you,

Paige Cutting

Accounting/Administrative Support Clerk

Phone: +1 519-376-2205



From: [REDACTED]

Sent: Friday, October 8, 2021 2:23 PM

To: Paige Cutting <Paige.Cutting@grey.ca>

Subject: Re: Entrance Permit A202117 Grey Road 1 Georgian Bluffs S Barclay

Importance: High

[EXTERNAL EMAIL]

Hi Paige,

I just saw this email and paid the fee. The entrance is already in. It has been there for 40+years so I don't know if it needed to be paid for but whatever works. :) The Town just told me I needed an entrance permit as I am guessing there wasn't one taken out when the entrance was originally put in 40+years ago or they didn't require it at that time?

I won't be doing any work at entrance so I won't be taking out insurance.

Let me know if you need anything else. Can you forward a copy of permit so I can forward to Town?

Thanks,

Steve Barclay

[REDACTED]

On 2021-09-16 12:07, Paige Cutting wrote:

|

Hi Steve,

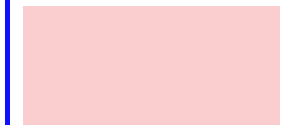
Application has been received, thank you. I have included the payment link for you below. Please also note we will need a sketch done to the best of your ability for the entrance and also a copy of the insurance certificate. You can send these back directly to me.

A202117

https://payments.grey.ca/index.php?page_precharge&link_d87967aa-1707-11ec-91ec-005056aebc81

Thanks,

Paige Cutting
Accounting/Administrative Support Clerk
Phone: +1 519-376-2205



From: [REDACTED]
Sent: Wednesday, September 15, 2021 1:38 PM
To: Group: TS General Inquiries <roads@grey.ca>
Subject: Entrance permit Big Bay Estates
Importance: High

[EXTERNAL EMAIL]

Hello,

I have attached the entrance permit form to this email. Jenn at planning said I need an entrance permit before I can apply for building permit on my lot in Big Bay Estates. The entrance was constructed in 1972 and has been used since then. Let me know if you need any more information.

RANGE COLPOY'S PT LOT 43 RP;16R70 PART 12

Roll Number: 420362000835612

Sincerely,

Steve Barclay

[REDACTED]

RE: Z07/24 – FINAL DEMAND – BIG BAY COTTAGE APPLICATION (roll 420362000835612)



From Jacquelyn Morrison <Jacquelyn.Morrison@grey.ca>
To [REDACTED]
Cc Becky Hillyer <Becky.Hillyer@grey.ca>, Scott Taylor <Scott.Taylor@grey.ca>, Pat Hoy <Pat.Hoy@grey.ca>
Date 2026-02-02 16:05

WITHOUT PREJUDICE

Good afternoon, Steve Barclay.

It is our understanding that your planning matter is currently before the OLT.

As you are aware, access to your property is established by deeded access through a private access road. Given that your property has access and does not meet the requirements of the County's Entrance Permit Policy, an entrance permit authorizing access directly from your property to Grey Road 1 was declined.

Regards,

Jacquelyn Morrison
Solicitor
Phone: +1 548-877-0821



From: [REDACTED]
Sent: January 19, 2026 1:54 PM
To: Jacquelyn Morrison <Jacquelyn.Morrison@grey.ca>
Cc: Becky Hillyer <Becky.Hillyer@grey.ca>; Scott Taylor <Scott.Taylor@grey.ca>; Pat Hoy <Pat.Hoy@grey.ca>
Subject: Re: Z07/24 – FINAL DEMAND – BIG BAY COTTAGE APPLICATION (roll 420362000835612)
Importance: High

[EXTERNAL EMAIL]

Hi Jacquelyn,
Thank you for your response.
For clarity, my lot has direct frontage on Grey Road 1, and the proposed entrance is the only safe and feasible access to the lower section of the property.
The Planning Act and Provincial Policy Statement require safe vehicular access for development on existing lots of record (Planning Act s.51(24); PPS 2024 Policy 1.6.7.1). Grey County has previously issued entrance permits on the same public road to properties that don't even front onto Grey rd 1. (e.g., permit 504328.).
Please provide written reasons for the refusal, including specific reference to any policy or technical standard that cannot be met.
Regards,
Steve Barclay
[REDACTED]

On 2025-11-28 09:20, Jacquelyn Morrison wrote:

WITHOUT PREJUDICE

Dear Steve Barclay,

The County is in receipt of your email dated November 21, 2025.

We understand that it relates to Z07/24, being a zoning by-law amendment application that you have submitted to the Township of Georgian Bluffs (the "Township"). The County previously provided the Township with comments related to the same. It is our understanding that the Township has requested further information from you regarding the application.

As the Township is the approval authority for your zoning by-law amendment application, we encourage you to continue working directly with the Township to address any outstanding requirements.

Finally, the County does not agree to either Option A or Option B as outlined in your email. The County does not agree to grant an entrance permit for the property directly onto Grey Road 1.

Regards,

Jacquelyn Morrison

Solicitor

Phone: +1 548-877-0821



From: [REDACTED]

Sent: November 21, 2025 7:53 PM

To: Pat Hoy <pat.hoy@grey.ca>; Transportation Services <transportation@grey.ca>; kevin.wingrove@grey.ca; heather.morrison@grey.ca; sharon.vokes@grey.ca; hyule@waterloolegal.ca

Subject: Z07/24 – FINAL DEMAND – BIG BAY COTTAGE APPLICATION (roll 420362000835612)

Importance: High

[EXTERNAL EMAIL]

Grey County Staff and Council,

For clarity, the final demand letter sent earlier today to the Township of Georgian Bluffs is also directed to Grey County as joint approval authority and road authority.

The same deadline applies: written acceptance of Option A or Option B is required by ****Friday November 28, 2025 at 5:00 PM****.

Failure to accept by that date will result in an OLT appeal filed ****Monday December 1, 2025 at 9:00 AM**** seeking costs of ****\$3,200,000+ (joint and several)****.

The original letter is below.

Thank you.

Steve Barclay

[REDACTED]

[REDACTED]

Lawyer: Harley Yule hyule@waterloolegal.ca

ORIGINAL LETTER SENT TO GEORGIAN BLUFFS TODAY

Council and Staff,

After twelve years of frustration, I demand approval of the zoning amendment for my cottage on roll 420362000835612.

YOU HAVE UNTIL FRIDAY NOVEMBER 28, 2025 at 5:00 PM TO REPLY IN WRITING ACCEPTING EITHER OPTION A OR OPTION B.

UNDISPUTED FACTS

1. August 13, 2008 – Motion COW-10/2008/08/13 declared "no support for any development on Big Bay Estates" → Unenforceable under Bill 23 s.34(1.0.1).
2. December 13, 2022 – Five current Councillors (Carleton, Pringle, Moore-Coburn, Winters, Day) received Report PB-2022-84 stating "refusal of PD lots would trigger OLT appeals with significant cost exposure" → No action taken for three years. Since that 2022 warning, the Township has rezoned zero (0) Planned Development lots to residential and has issued zero (0) building permits on any PD lot anywhere in Georgian Bluffs.
3. May 5, 2025 – Township confirmed the original intent was residential purposes → DEV2025-069 confirms full feasibility.
4. November 29, 2024 – Staff wrote they were "awaiting confirmation on the ownership of the entrance road" → The 1972 Agreement is registered on the Township's own deeds.
5. Grey County issued entrance permit 504328 to a non-fronting lot using the same private road but refused mine → Second refusal for Lot 27 with direct Grey Road 1 access.
6. Administration refused to accept my revised application for processing.
7. I have spent \$15,000 maintaining the private road – 20 % of which is owned by the Township.

FINAL DEMAND – WRITTEN ACCEPTANCE REQUIRED BY FRIDAY NOVEMBER 28, 2025, 5:00 PM

OPTION A (PREFERRED)

1. Adopt Z07/24 for roll 420362000835612 exactly as "Zoned Shoreline Residential (SR)"
2. Issue entrance permit for roll 420362000835612
3. Pay \$1,000,000 cash
4. Transfer title to all Township-owned Big Bay Estates lots (ends conflict of interest)

OPTION B

1. Adopt Z07/24 for roll 420362000835612 exactly as "Zoned Shoreline Residential (SR)"
2. Issue entrance permit for roll 420362000835612
3. Pay \$1,420,000 cash

IF NO WRITTEN ACCEPTANCE BY 5:00 PM FRIDAY NOVEMBER 28, 2025

→ OLT appeal will be filed Monday December 1, 2025 at 9:00 AM seeking costs of \$3,200,000+ (joint and several) under OLT Rule 23.01 for unreasonable conduct.

Precedents already exceeded:

- North End v. Aurora + York (2025) – \$1,420,000
- Lake Simcoe v. Oro-Medonte (2024) – \$1,180,000
- River's Edge v. Niagara (2025) – \$812,000

Option A is the best solution – it fully resolves the matter and immediately eliminates the Township's conflict of interest.

Steve Barclay

Roll 420362000835612

Lawyer: Harley Yule – hyule@waterloolegal.ca

Re: Big Bay Estates
620 068 3500
8-356

RIGHT-OF-WAY AGREEMENT

THIS AGREEMENT made in triplicate the 28th day of January,
A. D. 1972;

B E T W E E N:

THE CORPORATION OF THE TOWNSHIP OF KEPPEL

Hereinafter called the "TOWNSHIP"

OF THE FIRST PART;

-and-

JAMES HUTCHISON, of the Township of
Keppel, in the County of Grey; and
GLEN BEATTIE, of the Township of
Sydenham, in the County of Grey;

Hereinafter called the "PARTIES"

OF THE SECOND PART;

-and-

FREDERICK G. MacKAY, of the City of
Toronto, in the County of York; and
DONALD M. MCKERROLE, of the City of
Owen Sound, in the County of Grey; and
LOREK ENTERPRISES LIMITED
an Ontario Corporation having its
Head Office in the City of Owen Sound
in the County of Grey;

Hereinafter called the "PARTIES"

OF THE THIRD PART:

WHEREAS the Parties of the Second part and Frederick G. MacKay
one of the parties of the Third Part have conveyed the lands
hereinafter described to the Township for road purposes in
consideration of the Township granting to the Parties of the
Second and Third Parts their heirs and assigns a right-of-way
for all purposes in, over, along and upon the roadway presently
constructed across the said lands from the Development Road
to the top of the hill and the right to construct and use the
same as a roadway to service the Parties of the Second and
Third Parts owners of parts of Lots 42, 43, 44 and 45 and
Block "A", Colpoy's Range in said Township;

...2

2.

WITNESSETH that the Township does hereby grant to the Parties of the Second and Third parts, owners of parts of lots 42, 43, 44, 45 and Block "A" Colpoy's Range and their heirs, successors and assigns a right-of-way for all purposes for persons, animals and vehicles, in, over, along and upon the lands hereinafter more particularly described in Schedule "A" attached hereto and being -

From the Southerly limit of the Development Road as shown on sketch attached hereto to the lands of the Parties of the Second and Third parts adjacent thereto;

until such time as the said Township declares the said lands or the roadway built thereover to be a public highway and opens the same for travel by the public and the Grantor further grants permission to the said Parties of the Second and Third parts to enter upon the said lands and to construct and build thereon such roadways for their own private use and such fences as the said Parties may desire at their own expense.

IT IS UNDERSTOOD AND AGREED by the Parties of the Second and Third parts that their uses of the lands hereafter shall be at their own risk, that the Township shall not be required to build or maintain any roadway or fences on said lands nor to repair or keep in repair any roadways or fences built thereon by the Parties of the Second and Third parts until such time as the said roadway is opened by the Township as a public highway.

IT IS FURTHER UNDERSTOOD AND AGREED that the Township shall not be responsible to the Parties of the Second and Third Parts or their heirs or assigns or to any tenants, lessees or invitees of the said Parties for any loss, damage or injury of any kind that might occur on the said right-of-way or in any way connected with its use by the said Parties or persons herein referred to.

...3

3.

AND THE PARTIES of the Second and Third Parts further covenant and agree for themselves, their heirs and assigns that they will on notice from the Grantor and at their own expense do such work thereon as may be necessary to bring up to the requirements and specifications of the Grantor any road constructed by them on the said lands before the Grantor assumes the same as a public roadway, it being understood that as soon as the Grantor assumes the same and opens the road as a public highway the obligations of the parties of the Second and Third parts and their heirs and assigns in respect of the roadway over the said lands shall cease.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals and the Corporations have affixed their corporate seals as attested by their duly authorized officers in that behalf.

SIGNED, SEALED
and DELIVERED
in the presence
of:

Jeanette Jennings
Jeanette Jennings
As to the signature
of Frederick G. MacKay
Notary Public

Jeanette Jennings

) THE CORPORATION OF THE TOWNSHIP
) OF KEPPEL

) *Maurice Wilkinson Reine*

) *Loane Carson*

) *James Hutchinson*
James Hutchinson

) *Glen Beattie*
Glen Beattie

) *Frederick G. MacKay*
Frederick G. MacKay

) *Donald M. McKerroll*
Donald M. McKerroll

) LOREK ENTERPRISES LIMITED
Lois J. Webster
LOREK ENTERPRISES LIMITED

) *John B. Harris*
John B. Harris

SCHEDULE "A"

(Being part of Lot 42, Colpoy's Range)

ALL AND SINGULAR:

THAT certain parcel or tract of land and premises situate, lying and being in the Township of Keppel, County of Grey being more particularly described as follows:

FIRSTLY:

PREMISING: that the Easterly limit of Lot 42 has a bearing of North 1 degree 33 minutes 00 seconds West and relating all bearings herein, thereto.

COMMENCING: at a point on the said easterly limit distant 220.39 feet measured South 1 degree 33 minutes 00 seconds East thereon from its intersection with the Southerly limit of the Keppel Township Development Road, according to Registered Plan No. 518, said point being 5926.28 feet measured Northerly along said Easterly limit from the southeast angle of Lot 42;

THENCE: South 1 degree 33 minutes 00 seconds East along said Easterly limit, a distance of 284.99 feet to the Southwesterly angle of Part 16, according to Plan R-70, filed in the North Grey Registry Office;

THENCE: South 59 degrees 29 minutes 00 seconds West along the production of the southerly limit of the said Part 16 a distance of 100.0 feet;

THENCE: North 16 degrees 56 minutes 50 seconds West a distance of 260.84 feet to intersection with a line drawn from the point of commencement on a bearing of South 60 degrees 51 minutes 00 seconds West;

THENCE: North 60 degrees 51 minutes 00 seconds East along said line a distance of 176.87 feet to the point of commencement.

SECONDLY:

PREMISING: that the Easterly limit of said Lot has a bearing of North 1 degree 33 minutes 00 seconds West and relating all bearings herein, thereto.

COMMENCING: at a point on the said Easterly limit distant 220.39 feet measured South 1 degree 33 minutes 00 seconds East thereon from its intersection with the Southwesterly limit of the Keppel Township Development Road, said point being distant 5926.28 feet measured Northerly thereon from the Southeast angle of said Lot;

THENCE: South 60 degrees 51 minutes 00 seconds West a distance of 176.87 feet;

THENCE: North 84 degrees 43 minutes 15 seconds West a distance of 321.91 feet to the Southeasterly limit of said road;

THENCE: North 59 degrees 27 minutes 00 seconds East along said Southeasterly limit a distance of 170.83 feet to intersection with a line drawn from the point of commencement on a bearing of North 84 degrees 43 minutes 15 seconds West;

THENCE: South 84 degrees 43 minutes 15 seconds East along said line a distance of 329.30 feet to the point of commencement.

PREPARED BY

PROOF READ

Newsome and Gilbert, Limited, Toronto
Form 98

AFFIDAVIT OF EXECUTION OF DOCUMENTS

CANADA
PROVINCE OF ONTARIO

COUNTY
YORK

of

J. VIVIAN PRUS

of the

City

of

Toronto

in the

County

of

York

To Wit:

make oath and say:

1. THAT I was personally present and did see the within Instrument and a duplicate duly signed, sealed and executed by Frederick G. MacKay

one of the parties thereto.

2. THAT the said Instrument and duplicate were executed by the said party
at the City of Toronto
in the County of York

3. THAT I know the said party;

4. THAT I am a subscribing witness to the said Instrument and duplicate.

SWORN before me at the City

of Toronto

in the County of York

this 20th

day of March, 1972.

A Commissioner for taking Affidavits, &c.

CANADA
PROVINCE OF ONTARIO

COUNTY
GREY

of

J.

Jeanette Jennings

of the

City

of

Owen Sound

in the

County

of

Grey

To Wit:

Secretary

make oath and say:

1. THAT I was personally present and did see the within Instrument and a duplicate duly signed, sealed and executed by James Hutchinson, Glen Beattie and Donald M. McKerroll

three of the parties thereto.

2. THAT the said Instrument and duplicate were executed by the said parties
at the City of Owen Sound
in the County of Grey

3. THAT I know the said parties;

4. THAT I am a subscribing witness to the said Instrument and duplicate.

SWORN before me at the City

of Owen Sound

in the County of Grey

this 12th

day of April

1972

for taking Affidavits, &c.
Page 28 of 99

124543

DATED 28 JANUARY, A.D. 1972

No. 129543
Registry Division of Grey North (No. 16)
I CERTIFY that this instrument is registered as of

12.20 PM in the
MAY 19 1972

Registry Office
at Owen Sound,
Ontario.

Richard REGISTRAR

RIGHT-OF-WAY AGREEMENT

P.B.S.

CRAIG, MCKERROLL & MURRAY
Barristers &C.,
997 Second Avenue East,
Owen Sound, Ontario.

1124 - 200 FEET

Audrey
105

GEORGE

DEC.17'2002 12:36 519 534 2409

ROGER M MORRIS

#1583 P.009/009

GEORGE M.

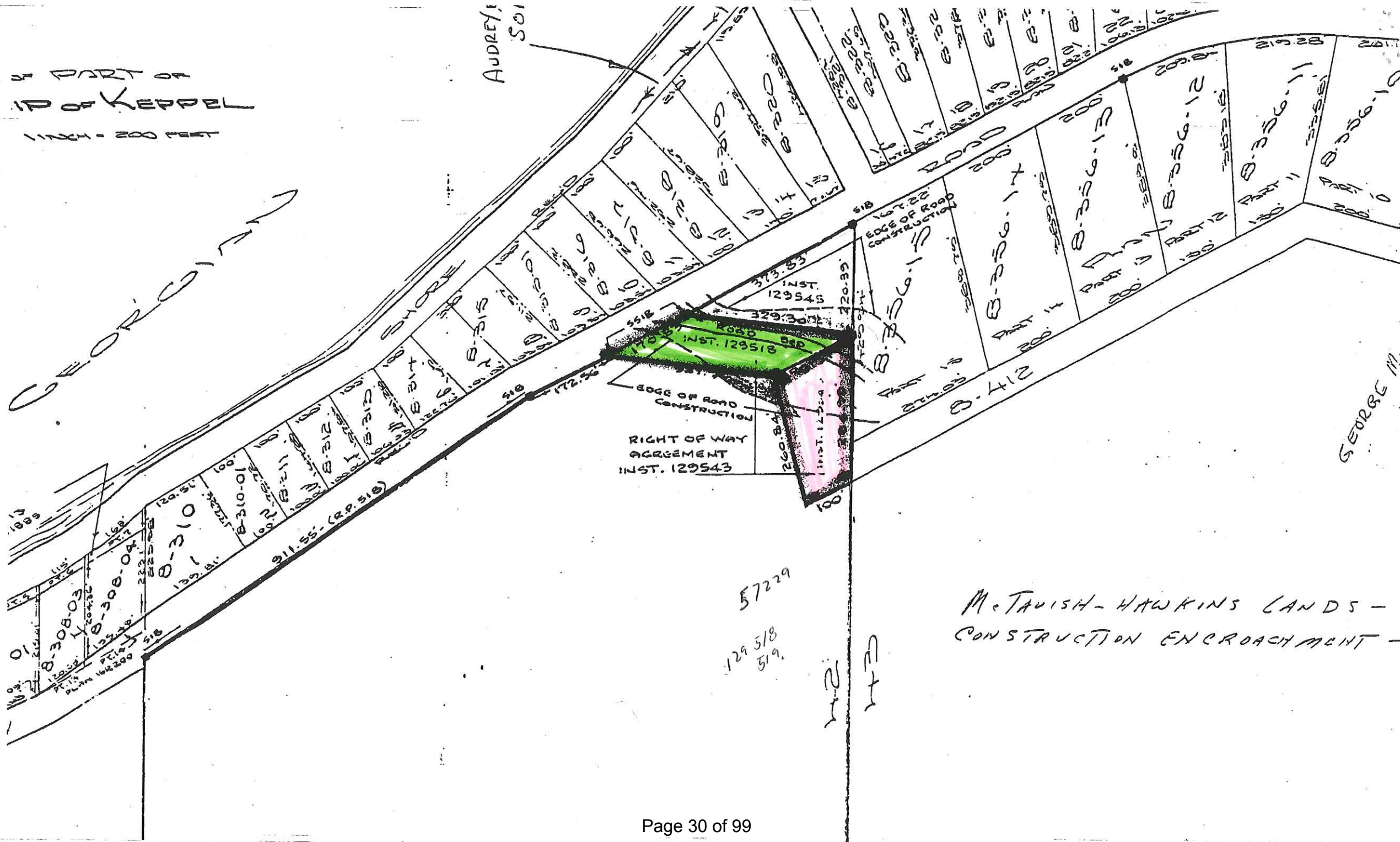
McTAUISH-HAWKINS LANDS -
CONSTRUCTION ENCROACHMENT

57229
129 5/8
519.

22

RIGHT OF WAY
AGREEMENT
INST. 129543

Page 30 of 99



From: Ministry of Energy and Mines (MEM) <Energy@ontario.ca>
Sent: September 25, 2026 5:04 PM
To: Andrea Matrosovs <Andrea.Matrosovs@grey.ca>
Subject: Update on the provincially funded broadband expansion projects in Grey County

[EXTERNAL EMAIL]

Andrea Matrosovs

Warden

Grey County

Dear Warden Matrosovs:

Thank you for your letter dated September 4, 2026, requesting an update on the provincially funded broadband expansion projects underway within the County of Grey. Ministry staff are pleased to respond on behalf of the Minister and the Associate Minister.

Ontario remains fully committed to ensuring every community across the province has access to high-speed internet by the end of 2028, including homes and businesses in Grey County.

As of August 2026, approximately 200,000 homes and businesses have been connected with high-speed internet access to date, with construction continuing across the province.

As you know, deploying broadband requires coordinated collaboration among partners working with the Government of Ontario—such as utilities, municipalities, and internet service providers (ISPs) — and this alignment of roles, from work on utility poles and

municipal rights-of-way to ISPs attaching or burying fibre, enables projects to be built more quickly and efficiently.

The Ministry can confirm that there are a total of 11 projects in Grey County that are now 100% complete. This includes two AHSIP projects with EH!tel, AHSIP Lots 32 and 76, as well as nine projects with Southwestern Integrated Fibre Technology (SWIFT), and the following ISPs: GBTel Inc., Wightman Communications, EH!tel Networks, and Xplore Inc.

The Ministry can also confirm that there are three projects currently underway in Grey County under the Universal Broadband Fund (UBF) and the Accelerated High-Speed Internet Program (AHSIP). Xplore Inc. is delivering a UBF project, while Rogers Communications Inc. is delivering both a UBF project and the AHSIP – Lot 51 project in Grey County.

Please be advised that construction schedules and timelines are determined by the ISP working within Ontario's broader connectivity commitment for projects to be completed by the end of 2028.

Ontario maintains strong oversight of ISPs leading provincially funded broadband projects and has introduced accountability measures this year to ensure commitments are met, including new forms of financial security for the highest risk projects, critical path milestones tied to project funding and enhanced reporting requirements. Contract extensions for ISPs were granted based on an agreement to adhere to these accountability provisions and to complete work by the end of 2028.

Ontario encourages ISPs to engage early and frequently with municipalities on projects impacting their communities to ensure awareness of planned project activities, facilitate coordination, and support the timely approval of permits. Municipalities are encouraged to work collaboratively with ISPs by providing timely feedback on project plans, identifying local considerations early, and processing permits and approvals within established service standards whenever possible.

The Ministry recognizes the need for broadband project transparency to support collaboration among delivery partners and enable informed decision-making. Updates to

the project status for provincial broadband projects are now available on the [Ontario High-Speed Internet Access Map](#). The map shows where high-speed internet service is currently available across Ontario and will be updated on a quarterly basis to include project status updates and completed projects.

The Ontario government continues to work closely with key partners and stakeholders to advance projects and accelerate deployment where connectivity gaps remain.

Thank you for your continued leadership and partnership in helping us build a more connected Ontario.

Sincerely,

Ministry of Energy and Mines Staff

Confidentiality: If you have received this email in error, please advise us through the Ministry of Energy and Mines website www.ontario.ca/feedback/contact-us?id=26915&nid=77132 and destroy all copies of this message. Thank you.

Confidentialité : Si vous avez reçu ce courriel par erreur, veuillez nous en informer par le biais du site Web du ministère de l'Énergie et des Mines au www.ontario.ca/fr/commentaires/pour-nous-joindre?id=26915&nid=77132 et détruire toutes les copies du présent message. Nous vous remercions.

Committee Report

To:	Warden Matrosovs and Members of Grey County Council
Committee Date:	October 22, 2026
Subject / Report No:	FR-CW-23-26
Title:	Capital Project Status Update - August 31, 2026
Prepared by:	Katherine Dabrowa, Financial Analyst Garrett Reed, Interim Deputy Treasurer
Reviewed by:	Sue Murray, Interim Treasurer
Lower Tier(s) Affected:	

Recommendation

1. That Report FR-CW-23-26 regarding the 2026 Capital Project Status Update as of August 31, 2026, be received for information.

Executive Summary

This report provides a corporate update for capital projects approved in the County's 2026 Budget. This report is a high-level point in time summary of the projects as of August 31, 2026.

Staff have identified the procurement status of each capital project as:

- not started
- not applicable – direct purchase / transfer
- cancelled
- in progress
- awarded or
- completed

Of the 256 capital projects, there are 40 not started, 111 not applicable, 2 cancelled, 20 in progress, 54 awarded and 29 completed.

Staff have identified the project status of each capital project as:

- not started
- on hold
- cancelled
- deferred
- in progress - on time and on budget
- in progress - significant delays in schedule or budget variance
- in progress - variance from budget or schedule
- completed - on time and on budget
- completed - significant delays in schedule or budget variance, or
- completed - variance from budget or schedule

Of the 256 capital projects, there are 11 on hold, 19 not started, 2 cancelled, 23 deferred, 158 in progress, 43 completed.

Under Appendices and Attachments, there is a link to the list of projects with a column for comments that provides narrative for each project. As well there is a link to Grey County's open book site, which includes a budget book titled "2026 Capital Project Status Report as of August 31, 2026". This tool can be used to search and filter for specific projects/departments, as well as visualize the comparison between budget, actual and committed spending.

Background and Discussion

Grey County has an established purchasing policy which is included as an attachment at the end of the report.

Under Section 4.0 Procurement Methods in the purchasing policy, the County uses the following procurement methods:

Direct Purchase	Request for Quotation	Request for Tender	Request for Proposal and other Methods
Up to \$20,000	\$20,001 to \$75,000	Over \$75,000	Any \$ Amount

Schedule "A" Authority to Award of the policy outlines whether delegated authority or Council authority is required to award a contract. The following chart provides a summary of the dollar value and level of authorization required.

Authority to Award	Dollar Value	Minimum Method of Procurement
Any employee authorized by Director	Less than \$20,000	Direct Purchase
Manager as authorized by Director	\$20,000 - \$75,000	Request for Quotation / Proposal
Directors, Deputy CAO or CAO	\$75,000 - \$500,000	Request for Tender / Proposal
Council	Over \$500,000 and special circumstances as determined by Purchasing	Request for Tender / Proposal

This report provides Council with information on the status of individual 2026 capital projects as of August 31, 2026. Attached to the report are the details of procurement status, key dates, year-to-date spend, total budget and budget committed for 2026. Projects have been sorted by their project name which relates to the department responsible for the projects.

Departments are referred to as follows:

- AMB - Paramedic Services
- CAO – Chief Administrative Officer
- CC - Climate Change
- CLK - Clerks
- COM - Communications
- CON – Road and Bridge Construction
- ECD - Economic Development
- FIN - Finance
- FTL - Forestry and Trails
- GGG - Grey Gables
- HER - Grey Roots
- HOU -Transportation Facilities
- HR - Human Resources
- IT - Information Technology
- LHC - Housing
- LLL - Lee Manor
- LTC – Rockwood Terrace Redevelopment
- MOP - Transportation Machinery
- PLN - Planning
- PRO - Administration Building
- RRR - Rockwood Terrace
- SOC - Social Services.

Staff have identified the procurement status of each capital project as either not started, not applicable, cancelled, in progress, awarded or completed. The total budgeted value of these capital projects is broken down in the following table Figure 1 – Procurement Status of Capital Projects.

Figure 1 – Procurement Status of Capital Projects

	Number of Capital Projects	Total Budget	% of Total Budget
Not Started	40	\$ 11,974,000	10.71%
NA – Direct Purchase - Transfer	111	\$ 13,083,300	11.70%
Cancelled	2	\$ 131,600	0.12%
In Progress	20	\$ 4,522,400	4.04%
Awarded	54	\$ 71,244,900	63.70%
Complete	29	\$ 10,885,700	9.73%
Total	256	\$ 111,841,900	100.00%

Staff have identified the project status of each capital project as either not started, on hold, cancelled, deferred, in progress - on time and on budget, in progress - significant delays in schedule or budget variance, in progress - variance from budget or schedule, complete - on time and on budget, complete - significant delays in schedule or budget variance or, complete - variance from budget or schedule. The total budgeted value of these capital projects is broken down in the following table Figure 2 – Project Status of Capital Projects.

Figure 2 – Project Status of Capital Projects

	Number of Capital Projects	Total Budget	% of Total Budget
Not Started	19	\$ 3,923,700	3.51%
On Hold	11	\$ 1,989,400	1.78%
Cancelled	2	\$ 131,600	0.12%
Deferred	23	\$ 7,253,300	6.49%
In Progress - On Time and On Budget	110	\$ 61,312,700	54.81%
In Progress - Variance from Budget or Schedule	22	\$ 6,434,500	5.75%
In Progress - Significant Delays in Schedule or Budget Variance	26	\$ 19,670,900	17.59%
Complete - On Time and On Budget	23	\$ 10,341,000	9.25%
Complete - Variance from Budget or Schedule	10	\$ 382,900	0.34%
Complete - Significant Delays in Schedule or Budget Variance	10	\$ 401,900	0.36%
Total	256	\$ 111,841,900	100.00%

Financial and Resource Implications

Staff will continue to monitor 2026 capital projects for the remainder of the year. In addition, Council is provided quarterly purchasing reports as per the County's purchasing policy that summarize all purchases made between \$75,000 and \$500,000. All purchases over \$500,000 are reported to council individually.

Recent pricing forms the basis for estimating future costs in the 10-year capital forecast and will impact the County's future levy requirement, reserve balances and may result in reprioritizing work in order to manage financial constraints.

Relevant Consultation

- ☒ Internal - Department Managers, Senior Management Team, and Finance Staff
- ☐ External

Appendices and Attachments

[Capital Project Status as of August 31, 2026.pdf](#)

[Grey County Open Book Site](#)

[2024 Purchasing Policy](#)

To:	Warden Matrosovs and Members of Grey County Council
Committee Date:	October 22, 2026
Subject / Report No:	PDR-CW-44-26
Title:	Morrison Minor Exemption
Prepared by:	Sarah Johnson, Trails and Forestry Coordinator
Reviewed by:	Scott Taylor, Director of Planning
Lower Tier(s) Affected:	Township of Chatsworth

Recommendation

1. That report PDR-CW-44-26 be received; and
2. That the application for minor exemption under the County's Forest Management By-law for 135545 Concession 8, west half of Lot 22, Concession 7, geographic Township of Sullivan, Township of Chatsworth, be approved.

Executive Summary

The County received a minor exemption application under the County's Forest Management By-law in July 2026 to clear woodlands consisting of approximately 4.8 hectares (12 acres) of mainly pine. County staff are recommending approval of this minor exemption application.

Background and Discussion

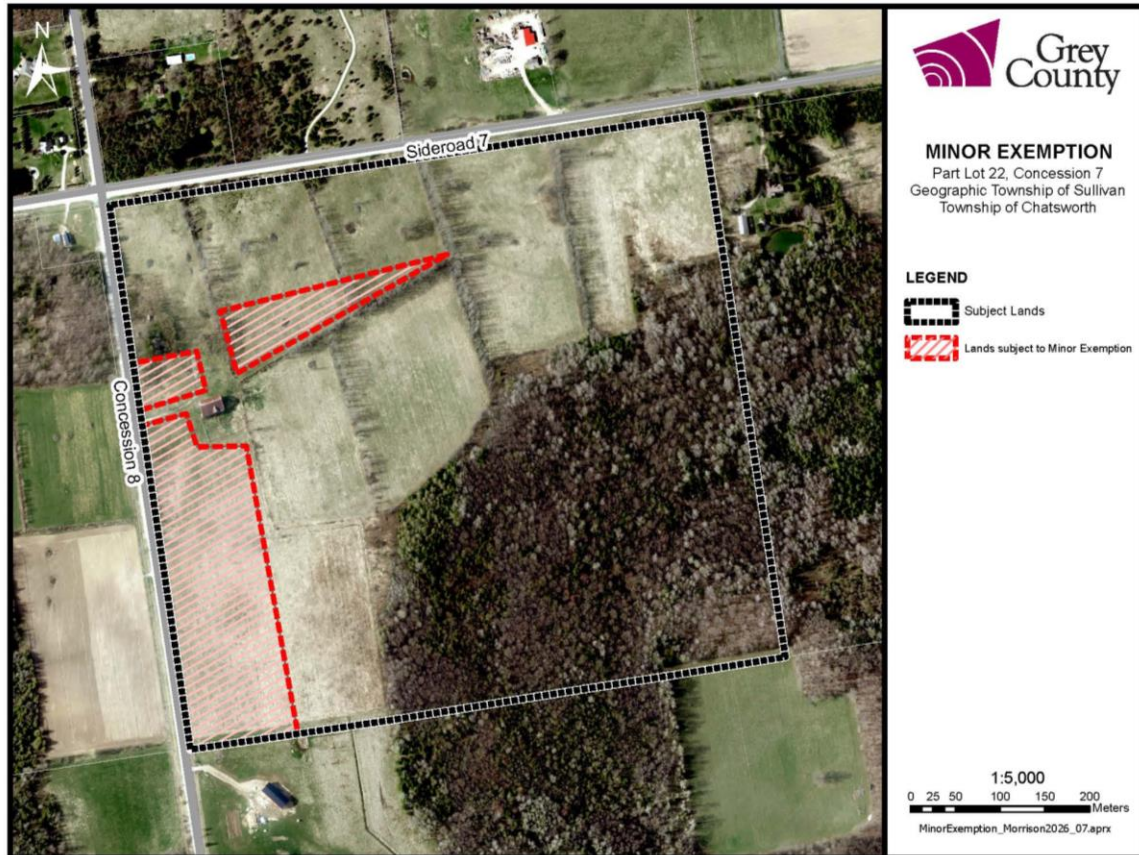
An application for a minor exemption was received for clear cutting in a woodland under the County's Forest Management By-law. The application is seeking approval to clear approximately 4.8 hectares (12 acres). Map 1 below shows the subject lands, and those lands proposed for clearing.

The subject lands are located at 135545 Concession 8, west half of Lot 22, Concession 7, geographic Township of Sullivan, Township of Chatsworth. Approximately half of the property is in active agriculture while the remaining is forested. Surrounding the land is a mix of rural residential, farming, and forestry.

The subject lands are part of three recent applications for consent, and a subsequent implementing zoning by-law amendment. Three non-farm lots were proposed on the northwest corner of the property and are not in the area proposed for clearing. They range in size from 0.85 hectares to 1.5 hectares and they align with the fencelines (see Figure 1), the zoning

recognized the reduced lot sizes and frontages. These consent applications have been conditionally approved by the Township of Chatsworth.

In the County official plan, this property is designated as 'Rural' and 'Hazard Lands' on Schedule A. On Appendix B 'significant woodlands' are identified on the property, not in the area proposed for clearing.



Map 1 – Proposed clearing

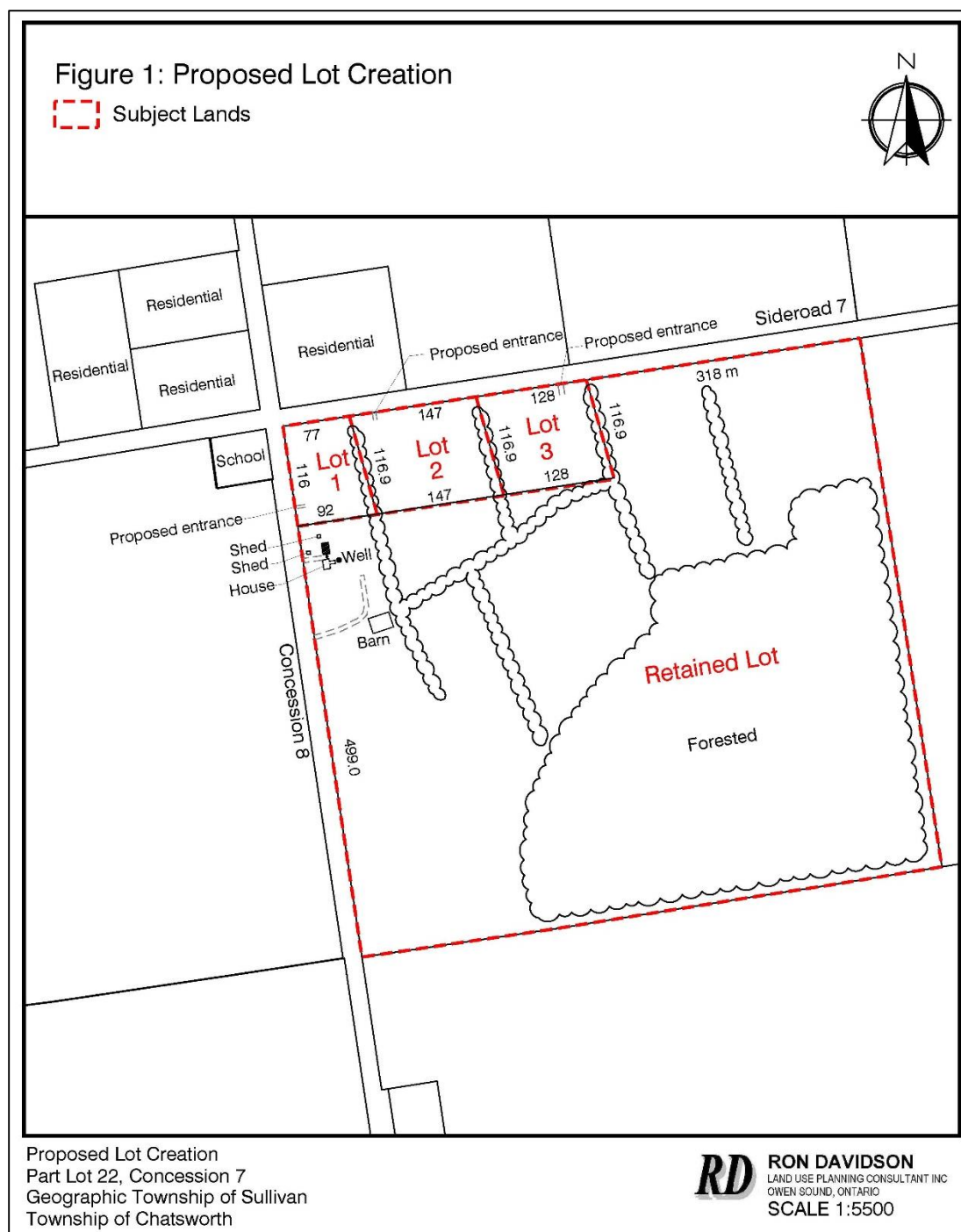


Figure 1 – Conditionally Approved Consents

The County's climate change action plan, Going Green in Grey, promotes tree planting across the County, including setting tree planting targets. The County's current Forest Management By-law predates Going Green in Grey. The County's by-law is currently under review. One of the objectives of this review is to consider the by-law's relationship to other County plans and strategies such as Recolour Grey, the County official plan, and Going Green in Grey, the climate change action plan. Strictly speaking this minor exemption application is being tested against the current Forest Management By-law. Staff are however cognizant that the future

updated by-law may consider woodland clearing differently, including possibly considering replanting plans or offsetting approaches.

Agency and Public Comments Received

Under the County's Forest Management by-law, adjacent landowners, conservation authorities, and municipalities are to be notified and/or consulted when a minor exemption application is received.

Public Comments

County staff received comments from two members of the public on this application.

The concerns raised by the first individual were mainly related to the planning applications that were recently approved for the property and other planning matters unrelated to this minor exemption application. They questioned whether the lots were permitted under the Forest Management By-law.

Staff Response: The Forest Management By-law regulates tree removal in Grey County, not lot creation. Lot creation is regulated by the official plan, and the proposed lots conformed to the County official plan.

The other concern was from the former owner of the property. It related to the fact that the trees proposed for removal were planted by the local conservation authority and that the proposal would remove those trees. The local knowledge of the property was that the lands were unsuitable for farming and would likely become abandoned if cleared and farming was unsuccessful.

Staff Response: The Forest Management By-law doesn't have any clauses that speak to programs where trees are planted by agencies (i.e. Conservation Authorities or via federal or provincial funding programs). Generally speaking, these tree-planting programs do not regulate the planted trees when lands get passed from one landowner to the next. The applicant indicated that even though they are proposing to remove the trees, they would like to have local arborists or landscaping companies in to remove the trees to possibly be reused. They are planning on improving the lands so that they can be rented for agriculture.

Agency Comments

The Saugeen Valley Conservation Authority (SVCA), the Township of Chatsworth, the County's Forestry By-law Enforcement Officer, and the County Planning Ecologist provided comments on this application. A summary of each of their comments is as follows:

- SVCA finds the application acceptable.
- The Township of Chatsworth has no concerns.
- Planning Ecology staff reviewed the proposal and noted they had no concerns.
- The County's By-law Enforcement Officer indicates that:

'Currently this area is still early successional and so has many grassland species using it for food and homes. In the future as it matures it will store carbon at a faster

and faster rate. The landowner will be granted an envelope when they get a building permit but the rest should be left to aid in the climate mitigation efforts.

I am opposed to this clearing as it was planted using public funding and the preservation of those trees would assist with climate change.'

The current Forest Management By-law does not contain a prohibition on clearing trees funded through government programs. As noted above, the current by-law is under review. There are other legislative tools which could protect publicly funded tree planting, but generally they should be applied at the time when the trees are planted. These tools may include restrictive covenants, or contractual agreements between a landowner and a funding body. Staff are not aware of any such restrictions on the lands proposed to be cleared. One of the objectives of the County's Forest Management By-law review is to consider the by-law's relationship to other County plans and strategies such as Recolour Grey, the County official plan, and Going Green in Grey, the climate change action plan. Following the completion of an updated Forest Management By-law, future applications similar in nature to this one may have different requirements.

Based on the above, staff are recommending approval of the minor exemption application.

Financial and Resource Implications

None.

Relevant Consultation

- ☒ Internal: Planning, Grey County By-law Enforcement Officer, Planning Ecology
 - ☒ Contribution to Climate Change Action Plan Targets: see commentary in the report regarding the relationship between Going Green in Grey and the County's current Forest Management By-law review.
- ☒ External: Township of Chatsworth, Saugeen Valley Conservation Authority, and the public

Appendices and Attachments

None.

Grey-Bruce OHT

YEAR IN REVIEW

2025-2026

Working toward a better
healthcare experience
for you close to home.



Grey-Bruce
OHT

MESSAGE FROM THE EXECUTIVE DIRECTOR



The 2025-2026 fiscal year was another successful and productive year for the Grey Bruce Ontario Health Team. Through partnership, collaboration and a shared commitment to improving care, we continued to make meaningful progress across our local health system.

Throughout the year, we focused on improving access to primary care, strengthening the coordination and integration of services, advancing health equity and building stronger relationships across Grey Bruce.

I would like to extend a special thank you to our OHT staff team and leadership, including Dr. Kelly Fenn, Dr. Libby Cox, Dr. Debbie Dyke, Dana Howes, Kathy Irwin, Nichol Cruise and Kate Barnard, for their leadership, expertise and continued commitment.

I would also like to recognize the members of our Primary Care Network Board and Coordinating Council, as well as the many physicians, nurse practitioners, health and social service organizations, municipalities and community partners who contributed to this work.

The accomplishments highlighted in this report demonstrate what is possible when we work together with a shared purpose.

Thank you for your continued partnership and commitment to improving health care for everyone living in Grey Bruce.

Lindsay Johnston
Executive Director
Grey Bruce Ontario Health Team

THANK YOU TO OUR GBOHT STAFF TEAM & LEADERSHIP



**PCN Board
Members**



**Coordinating
Council
Members**



**All health, social
service and
community
partners**

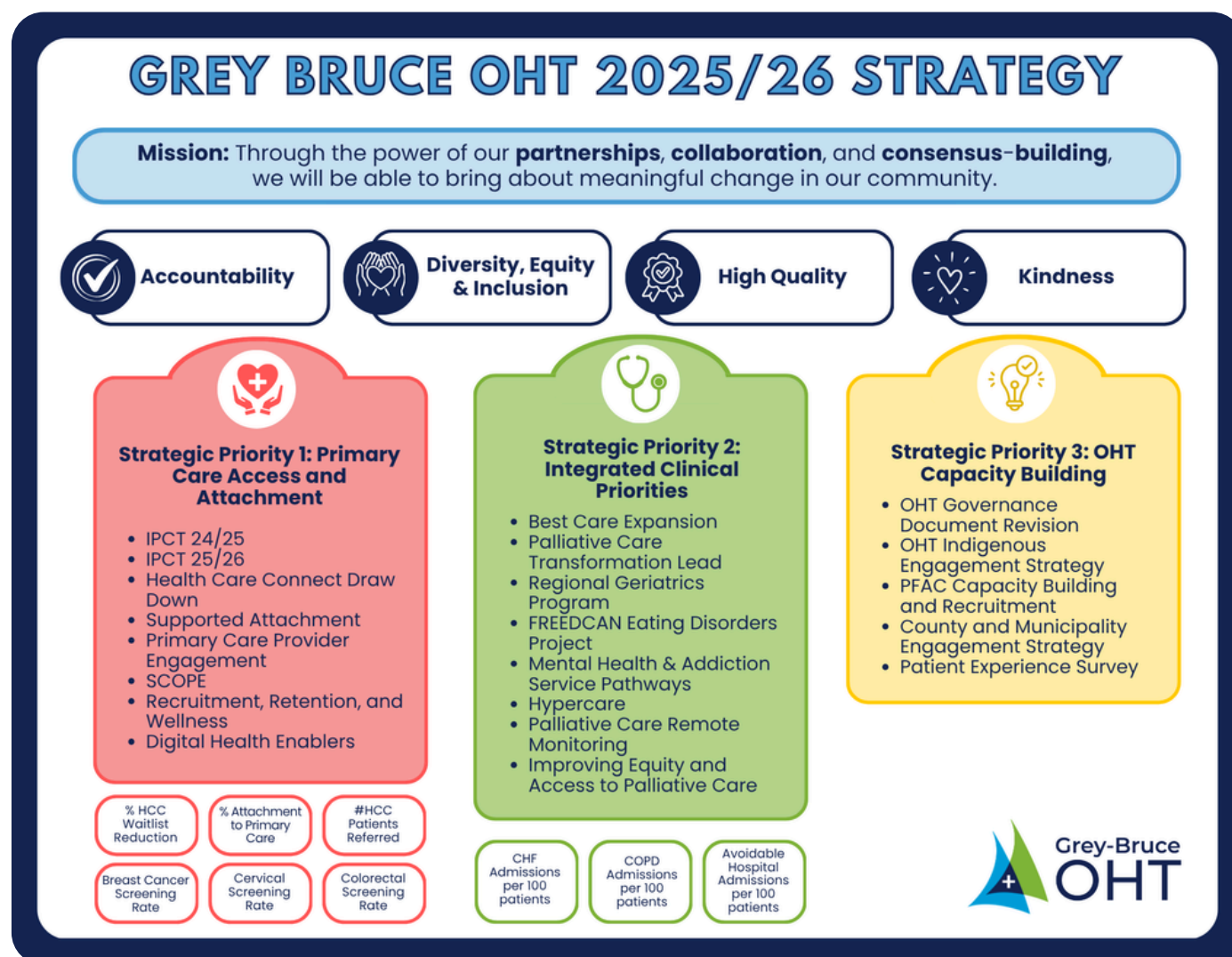


2025-2026

GBOHT YEAR IN REVIEW

The 2025-2026 fiscal year was marked by meaningful progress and strong collaboration across the Grey Bruce Ontario Health Team. Working alongside health care, social service, municipal and community partners, the GBOHT continued to improve access to care, strengthen system coordination and build a more connected, equitable and responsive local health system.

The following strategy reflects our shared vision for a healthier Grey Bruce.





STRATEGIC PRIORITY 1

PRIMARY CARE ACCESS AND ATTACHMENT

OUR GOALS

- ✓ Expand access to team-based primary care.
- ✓ Design and implement a program that supports primary care providers to attach more patients.
- ✓ Clear the pre-January 1, 2025 Health Care Connect waitlist.
- ✓ Increase physician and nurse practitioner engagement across the GBOHT Primary Care Network.

PROGRESS IN 2025-2026

- Facilitated the writing and submission of five successful IPCT proposals
- Supported implementation of all Round 1 proposals (Round 2 approved in Apr 2026).
- Developed and implemented the GBOHT Supported Attachment Program, available to all medical clinics in Grey Bruce.
- Supported physicians to attach new patients and reduced the pre-Jan 1, 2025 Health Care Connect waitlist by more than 90%.
- Hosted two Continuing Medical Education events for local physicians and nurse practitioners.
- Reduced administrative burden for local primary care organizations, physicians and nurse practitioners through digital enablers, custom forms and EMR efficiencies.
- Initiated the inaugural Primary Care Network Board to strengthen PCP voice in health system change.
- Supported a regional collaborative approach to Primary Care Provider recruitment, retention and wellness.

BY THE NUMBERS



7000+

Residents attached to local primary care (89% have a family physician or NP).



5,211 (97%)

Patients removed from the pre-January 1, 2025 Health Care Connect waitlist as of March 31, 2026.



\$7 MILLION+

In base funding for team-based primary care secured through IPCT funding.



900

Patients supported through the GBOHT Supported Attachment Program.



80+

Custom EMR and OCEAN forms and 46 privacy compliant web-based form created.



1

Regional recruitment webpage developed collaboratively with the Grey Bruce Primary Care Recruitment, Retention and Wellness Collaborative.





STRATEGIC PRIORITY 2

INTEGRATED CLINICAL PRIORITIES

OUR GOALS

- ✓ Advance community-based care for individuals at risk or living with chronic disease to support primary care and reduce hospital use.
- ✓ Collaborate with regional partners to create initiatives geared towards improving quality and integration of care for local populations including: palliative care, older adults and mental health and addictions.

BY THE NUMBERS



900

Grey Bruce patients with COPD or CHF enrolled or impacted by Best Care service implementation and expansion.



98

Patients served through the Palliative Care Nurse Navigator Remote Care Monitoring Program.

PROGRESS IN 2025-2026



Supported increased capacity of Best Care (COPD and CHF) HSP from 1.0 FTE to 2.0 FTE.



Expanded Best Care to five additional sites in Grey Bruce, including sites without previous access to team-based care.



Initiated and continued facilitation of the Mental Health and Addictions Service Delivery Working Group, a working group of the Grey Bruce Mental Health and Addictions Network.



Expanded the Remote Care Monitoring (RCM) Palliative Care Nurse Navigator Program to additional sites on the North and South Bruce Peninsula and to support the Grey Bruce Palliative Medicine Group.



Initiated and continued support of the Primary Geriatrics Project.





STRATEGIC PRIORITY 3

OHT CAPACITY BUILDING

OUR GOALS

- ✓ Strengthen patient, family and caregiver representation at decision-making tables.
- ✓ Strengthen Indigenous partnerships and support reconciliation.
- ✓ Build strong communication pathways between the GBOHT, Grey and Bruce Counties, municipalities of Grey and Bruce, provincial elected officials, community focused corporate partners, and additional health and social service organizations.
- ✓ Embed health equity and inclusion in all OHT initiatives.

BY THE NUMBERS



66%

Average newsletter open rate for all FY 2025-2026 newsletters.



200

Vulnerable and marginalized unattached patients successfully attached to a primary care provider through the Primary Care Without Walls Initiative.



300

Patients enrolled during fiscal year 2025-2026 at Noongwa Wellness IPHCO.



44

Patients with 480 encounters served through the IEAPC Program.

PROGRESS IN 2025-2026



Annual GBOHT OHT Communication Plan developed and implemented. Plan includes:

- Quarterly OHT Partner Newsletter
- Quarterly OHT Primary Care Network Newsletter
- Quarterly Community Newsletter
- Quarterly Municipal Updates (also shared with County Councils, Staff, and local MPPs)



New Indigenous Primary Health Care Organization (IPHCO) established in Nawash Unceded First Nation.



Indigenous Primary Care Provider seat filled on the Primary Care Network (PCN) Board (Leadership and Decision Making Table).



Community Council seat filled on the OHT Coordinating Council (Leadership and Decision Making Table).



Implemented the Improving Equity and Access to Palliative Care (EAPC) Navigator role, serving Indigenous, homeless, and vulnerably housed populations in Grey Bruce.



THANK YOU TO OUR PARTNERS

The progress highlighted throughout this report was made possible through the dedication, expertise and collaboration of many.

We extend our sincere appreciation to our partner organizations, physicians, nurse practitioners, hospitals, health and social service providers, Indigenous partners, municipalities, elected officials, patients, families, caregivers and community organizations.

Your continued commitment, leadership and willingness to work together strengthen our local health system and support better care for the people and communities we collectively serve.

Together, we are building a healthier Grey Bruce.



Grey Bruce Ontario Health TEAM STAFF

Lindsay Johnston

Executive Director

Provides strategic leadership for the Grey Bruce Ontario Health Team, overseeing governance, operations, partner engagement, and the implementation of the OHT's strategic priorities.

Dr. Debbie Dyke

Clinical Lead

Provides clinical leadership and strategic guidance to support primary care integration, physician engagement, and the continued development of the Primary Care Network.

Kate Barnard

Project Manager

Leads the planning, coordination, implementation, and evaluation of strategic OHT initiatives, working collaboratively with partners to advance shared priorities.

Kathy Irwin

Digital Lead

Leads the implementation of digital health solutions that improve patient and provider experiences, streamline workflows, and reduce administrative burden across the health system.

Nichol Cruise

NP, Primary Care Access & Attachment Lead

Leads initiatives that improve access to primary care, including patient attachment, Health Care Connect, supported attachment, and preventive cancer screening initiatives.

Audrey Peters & Jessie Nusselder

Registered Nurses, Supported Attachment

Providing direct patient onboarding support to local Physicians and Nurse Practitioners.

Matt Milencoff

Population Health & Systems Performance Analyst

Provides data analysis, performance measurement, and population health insights that support evidence-informed planning, decision-making, and system improvement.

Julie Henderson

SCOPE Nurse Navigator

Supports primary care providers by coordinating access to specialist services and community resources for patients with complex health needs.

Taylor Deakin

Palliative Care Transformation Lead

Works with healthcare organizations and providers to strengthen palliative care through education, coaching, and implementation of Ontario's adult palliative care model.

Rachel Gallagher

Administrative & Project Coordinator

Provides administrative and project coordination support to the Executive Director, leadership tables, committees, and OHT initiatives.



LOOKING AHEAD TOGETHER



The 2025-2026 year strengthened our partnerships, expanded access to care and advanced important health system priorities.

As we look ahead, the GBOHT remains committed to building a more connected, equitable and responsive health system that reflects the needs and values of the people and communities we serve.

We will continue to work together with our partners, providers and communities to create lasting improvements and better health outcomes for everyone in Grey Bruce.

Thank you for being part of this important work.

A SHARED COMMITMENT TO BETTER HEALTH



COLLABORATION

We achieve more when we work together.



PARTNERSHIP

Strong relationships create stronger communities.



COMPASSION

People are at the centre of everything we do.



ACCOUNTABILITY

We are accountable to our partners and our community.



IMPACT

Together, we are building a healthier tomorrow.

CONNECT WITH US



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www.greybruceoht.ca



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info@greybruceoht.ca



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MEMO



To: Clerks, Grey County Municipalities
From: Grey Bruce Ontario Health Team
Date: September 28, 2026
Re: Grey-Bruce Primary Care and Health System Update

About the Grey Bruce Ontario Health Team

The Grey Bruce Ontario Health Team (GBOHT) brings together hospitals, primary care providers, community health and social care organizations, and other partners to improve how healthcare is delivered across the region. We collaborate with patients, families, caregivers, and the community to design better ways of delivering care. By working across organizations, the GBOHT focuses on improving access to primary care, strengthening coordination between services, and supporting the long-term health needs of people in Grey-Bruce. To learn more about the GBOHT, including its governance, priorities and community resources, please visit www.greybruceoht.ca.

2025-2026 Grey-Bruce OHT Year in Review

The Grey Bruce Ontario Health Team (GBOHT) is pleased to share our 2025–2026 Year in Review, highlighting the progress made over the past year through partnership, collaboration and a shared commitment to improving health and care across Grey-Bruce.

Throughout 2025–2026, the GBOHT focused its work around three strategic priorities: Primary Care Access and Attachment, Integrated Clinical Priorities, and OHT Capacity Building. Working alongside primary care providers, hospitals, health and social service organizations, municipalities, Indigenous partners and community organizations, we continued to improve access to care, strengthen coordination across the health system and advance health equity. Among the year's highlights:

- More than 7,000 residents were attached to local primary care, and 97% of patients on the pre-January 1, 2025 Health Care Connect waitlist had been removed from the waitlist by March 31, 2026.
- More than \$7 million in base funding for team-based primary care was secured through Interprofessional Primary Care Team (IPCT) funding.
- 900 patients were supported through the GBOHT Supported Attachment Program.
- Best Care services for people living with COPD and CHF expanded to five additional sites across Grey Bruce, including communities without previous access to team-based care.
- The Palliative Care Nurse Navigator Remote Care Monitoring Program expanded to additional sites on the North and South Bruce Peninsula.

These accomplishments reflect the collective efforts of partners throughout Grey-Bruce, and demonstrate the impact of working together to address local health system priorities.

The 2025-2026 GBOHT Year in Review can be found attached to this email.

Advancing Health System Priorities Across Grey-Bruce

Building on this progress, the GBOHT continues to work alongside partners across the region on initiatives designed to improve access to care, strengthen coordination and integration, and support a more connected and equitable health system.

Current work spans a wide range of priorities, including primary care access and attachment, palliative care, chronic disease management, mental health and addictions, older adult care, digital health solutions, health equity, and patient, family and caregiver engagement.

These priorities reflect the shared commitment of partners across Grey-Bruce to improve access, strengthen collaboration, and support better health outcomes for residents. [Visit the Grey-Bruce OHT 2026-2027 Initiatives Webpage](#)

Continuing Our Partnership with Municipalities

Municipalities are important partners in building healthier, thriving communities across Grey-Bruce. Access to primary care and other health services is closely connected to broader community priorities, including population growth, economic development, workforce attraction and retention, and healthcare recruitment.

Municipalities bring valuable local knowledge and perspective to these conversations. In addition to supporting physician and nurse practitioner recruitment and retention efforts, municipal partners help connect residents with health information, identify emerging community needs and contribute to collaborative approaches that strengthen our communities and region.

The GBOHT remains committed to keeping municipal leaders informed about health system priorities and creating opportunities for ongoing dialogue and collaboration. By bringing together municipalities, healthcare providers and community partners around shared priorities, we can continue to identify solutions that respond to local needs while strengthening healthcare across Grey-Bruce.

We appreciate the continued support and collaboration of our municipal partners and look forward to continuing this important work together. If you have questions or would like to learn more about the GBOHT or the work underway across Grey-Bruce, we would be pleased to connect.

Sincerely,

Lindsay Johnston

Executive Director

Grey Bruce Ontario Health Team

execdir@greybruceoht.ca

October 2, 2026

Via Email

Hon. Todd McCarthy, Minister of the Environment, Conservation and Parks
Jill Dunlop, MPP Simcoe North

**Re: Support for Enhanced Municipal and Watershed Representation in the
Proposed Regional Conservation Authority Governance Framework**

At its meeting held on September 28, 2026, the Council of the Township of Ramara adopted the following resolution:

Resolution Number CR.238.2026

Moved by Dana Tuju

Seconded by Joe Gough

WHEREAS the Province of Ontario has proposed the consolidation of Ontario's existing conservation authorities into nine Regional Conservation Authorities (RCA), with a proposed transition date of February 1, 2027, or such later date as may be prescribed;

AND WHEREAS Environmental Registry of Ontario Posting No. 026-0740 proposed regulations respecting the method for determining the number of members appointed by participating municipalities to RCAs and additional eligibility criteria for appointments to the Board of Directors of the Ontario Provincial Conservation Agency (OPCA);

AND WHEREAS under the proposed governance framework, upper-tier and single-tier municipalities will be responsible for appointing members to RCAs, resulting in lower-tier municipalities no longer having the ability to directly appoint representatives to the governing board;

AND WHEREAS lower-tier municipalities continue to have a direct and significant interest in the programs, services, land use planning matters, natural hazard management, environmental protection and other responsibilities undertaken by conservation authorities within their communities;

AND WHEREAS meaningful local and watershed-based representation will be essential to ensuring that local municipal priorities, knowledge and watershed-specific considerations continue to inform decision-making within the new RCA structure;

AND WHEREAS the geographic size of the proposed RCAs further emphasizes the importance of ensuring that appointed Board members have a meaningful connection to the watershed they are responsible for governing;

AND WHEREAS there remains a need for additional information and guidance respecting several significant aspects of the proposed transition and future operation of the RCAs, including the governance framework, member recruitment and eligibility, travel and time commitments, budgeting, financial responsibility and the future apportionment and payment of conservation authority levies;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Ramara supports continued consultation with municipalities and existing local Conservations Authorities on the development and implementation of the new RCA governance framework;

BE IT FURTHER RESOLVED THAT the Province of Ontario be requested to ensure that any individual appointed to a RCA Board of Directors reside within the applicable watershed of the RCA to which they are appointed, in order to ensure that Board members have a direct and meaningful connection to the communities, municipalities and watershed they are responsible for governing;

BE IT FURTHER RESOLVED THAT the future regulations establishing the composition, role, and operation of Watershed Advisory Committees provide meaningful opportunities for lower-tier municipal representation and participation, recognizing that lower-tier municipalities will no longer directly appoint members to RCA Boards;

BE IT FURTHER RESOLVED THAT the Province be requested to reconsider the proposed eligibility restrictions for the OPCA Board in order to establish a meaningful connection between the RCAs and the Ontario Provincial Conservation Agency, including consideration of providing for at least one representative from each RCA on the OPCA Board, or another formal mechanism to ensure direct communication and coordination between the two levels of governance;

BE IT FURTHER RESOLVED THAT the Province be requested to provide clear guidance to upper-tier and lower-tier municipalities respecting the recruitment and appointment of RCA Board members, including eligibility criteria, desired qualifications and expertise, expected roles and responsibilities, anticipated meeting frequency, travel requirements, and the time commitment associated with serving on the larger regional authorities;

BE IT FURTHER RESOLVED THAT the Province be requested to provide municipalities with additional information regarding the financial and operational implications of the consolidation, including how RCA budgets will be developed and approved, how municipal levies and apportionment will be determined and collected, whether upper-tier and single-tier municipalities will assume responsibility for levy payments on behalf of lower-tier municipalities, and how costs and financial obligations will be allocated throughout the transition and ongoing operation of the new RCAs;

BE IT FURTHER RESOLVED THAT the Province be encouraged to provide this information as soon as possible to allow municipalities sufficient time to understand the governance, operational and financial implications of the new model and to prepare for implementation;

BE IT FURTHER RESOLVED THAT this resolution be forwarded to the Honourable Todd McCarthy, Minister of the Environment, Conservation and Parks; the Association of Municipalities of Ontario; the Rural Ontario Municipal Association; Conservation Ontario; Simcoe North MPP Jill Dunlop; the County of Simcoe; all Ontario municipalities; the Lake Simcoe Regional Conservation Authority (LSRCA); and the Ontario Provincial Conservation Agency (OPCA).

CARRIED.

The Township of Ramara respectfully requests your consideration of the enclosed resolution and encourages support for the continued involvement of municipalities and conservation authorities in the development and implementation of the proposed Regional Conservation Authority governance framework. The Township further believes that meaningful watershed-based representation, opportunities for lower-tier municipal participation, and greater clarity regarding governance and financial implications will be essential to the successful transition to the new model.

Thank you for your consideration of this matter.

Respectfully submitted,

Nate Harrington
Assistant Clerk

Cc. Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)
Conservation Ontario
County of Simcoe
Lake Simcoe Regional Conservation Authority (LSRCA)
Ontario Provincial Conservation Agency (OPCA)

Bcc. All Ontario municipalities

Minutes

Grey County Joint Municipal Accessibility Advisory Committee

October 15, 2026

Present: Councillor Greig, Member Catherine Sholtz, Member Andrew Edgcumbe, Member Brooke Sillaby, Member Ray Whitfield

Regrets: Member Christina Schnell, Member Claudia Strelocke, Member Pamela Matheson

Staff Present: Robert Hatten, Manager of Communications, Kathie Nunno, Accessibility and Contract Specialist , Rayburn Murray, Deputy Clerk

Call to Order

The Grey County Joint Accessibility Advisory Committee met electronically on the above date. The Chair called the meeting to order at 2:00 p.m. with all members present.

Others Present: Jennifer Patton, Town of Blue Mountains; Marty Wellwood, Shawnette Crouse, Municipality of Grey Highlands; Kayla Hyndman, City of Owen Sound.

Declaration of Interest

There were no declarations of interest.

Delegations

Items For Direction or Discussion

City of Owen Sound - Greenwood Cemetery Chapel Columbarium
(Pamela Coulter)

Kayla Hyndman from the City of Owen Sound summarized the Greenwood Cemetery Chapel Columbarium project through the provided site plans.

JAAC20-26

Moved by: Member Whitfield

Seconded by: Member Sillaby

That the verbal report from the Director of Community Services regarding the Greenwood Cemetery Chapel Columbarium be received for information.

Carried

Municipality of Grey Highlands - Flesherton Fire Hall Addition (Marty Wellwood)

Marty Wellwood, Fire Chief from the Municipality of Grey Highlands, summarized the proposed addition at the Flesherton Fire Hall Addition. There were comments surrounding the building being municipally-owned, although not always open to the public and the corresponding accessibility requirements.

JAAC21-26

Moved by: Member Edgcumbe

Seconded by: Member Sillaby

That the Grey County Joint Accessibility Committee review and provide comment on the proposed addition at the Flesherton Fire Hall, located at 54 Durham Street, Flesherton.

Carried

Municipality of Grey Highlands - Flesherton Arena Accessible Washrooms (Shawnette Duvall-Crouse)

Shawnette Duvall-Crouse from the Municipality of Grey Highlands, summarized the Flesherton Arena Accessible Washroom update.

JAAC22-26

Moved by: Member Whitfield

Seconded by: Councillor Greig

**That the Grey County Joint Accessibility Advisory Committee receive this report regarding the proposed Universal Accessible Washroom addition at the Flesherton Memorial Arena; and
That the Committee review the attached concept drawings and provide any comments or recommendations related to accessibility prior to the project proceeding to tender.**

Carried

Municipality of Grey Highlands - Updated Stothart Hall Accessible Upgrades (Shawnette Duvall-Crouse)

Shawnette Duvall-Crouse from the Municipality of Grey Highlands, referred to the option of a lift, rather than the ramp for the Stothard Hall upgrades. This will assist with accessibility for upper and lower levels of the facility. Comments regarding accessibility to get to the lift were noted. Clarification was made that there will be a paved area from the accessible parking lot to the space.

JAAC23-26

Moved by: Member Whitfield

Seconded by: Councillor Greig

That the Grey County Joint Accessibility Advisory Committee receive this report regarding the proposed accessibility upgrades at Stothart Hall; and

That the Committee review the revised plans and provide any comments or recommendations prior to the Municipality proceeding with the project.

Carried

Municipality of Grey Highlands - Rotary Park Bridge Redesign (Shawnette Duvall-Crouse)

Shawnette Duvall-Crouse from the Municipality of Grey Highlands, referred to the Rotary Park Bridge Redesign. She further noted that she will be meeting with the Rotary Club next week and can forward any comments received from the Committee.

JAAC24-26

Moved by: Member Edgcumbe

Seconded by: Member Sillaby

That the Grey County Joint Accessibility Advisory Committee receive this report regarding the proposed Markdale Rotary Park Pedestrian Bridge; and

That the Committee review the revised plans and provide any comments or recommendations prior to the Municipality proceeding with the project.

Carried

Municipality of Grey Highlands - Flesherton Pickleball Court (Shawnette Duvall-Crouse)

Shawnette Duvall-Crouse from the Municipality of Grey Highlands, summarized the new project of the Flesherton Pickleball Courts. The final construction is to be completed in the Spring of 2027.

JAAC25-26

Moved by: Member Sillaby

Seconded by: Councillor Greig

**That the Grey County Joint Accessibility Advisory Committee receive this report regarding the new Flesherton Pickleball Courts; and
That the Committee provide any additional comments or recommendations regarding accessibility enhancements that could be considered for the facility.**

Carried

CCR-JAAC-17-26 County of Grey - Multi-Year Accessibility Plan Progress Report for 2025 and 2026 (Kathie Nunno)

The Accessibility and Contract Specialist summarized the report. She noted the importance of the Long-Term Care Accessibility Plan being incorporated as a Schedule to the Multi-Year Accessibility Plan, rather than as a separate plan. She further referenced updates that have occurred over 2025 and 2026, including, website updates, AODA compliant budget software, Grey Roots Museum & Archives updates, new training software, and more. Additionally, she highlighted that staff presented a report on municipal accessibility legislation which was circulated to all local Grey County municipalities to use as a tool to guide compliance. She further highlighted the several initiatives promoted consultation and improved communication including Access E11 software implementation, focus groups as part of the engagement Regional Transit Study, Long-Term Care resident and family experience surveys and resident councils, Sydenham Campus support, and more.

JAAC26-26

Moved by: Member Sillaby

Seconded by: Councillor Greig

That Report CCR-JAAC-17-26 Multi-Year Accessibility Plan 2025 and 2026 Progress Update be endorsed as presented and posted to the Accessibility page of the Grey County website; and

That the 2023 – 2027 Multi-Year Accessibility Plan be amended to add Appendix D: Accessibility Plan – Long-Term Care.

Carried

CCR-JAAC-18-26 Updated Terms of Reference for the Grey County Joint Accessibility Advisory Committee (Kathie Nunno)

The Accessibility and Contract Specialist summarized the report and referenced the proposed changes within the Terms of Reference.

Member Greig thanked the Committee for their support and comments amongst various projects throughout this Committee term.

JAAC27-26

Moved by: Member Whitfield

Seconded by: Councillor Greig

That Report CCR-JAAC-18-26 regarding the updated Terms of Reference for the Grey County Joint Accessibility Advisory Committee be received; and

That the updated Grey County Joint Accessibility Advisory Committee Terms of Reference be adopted as presented.

Carried

Correspondence

ARCH Disability Law Centre - Workplace Accommodations Webinar Information

The Accessibility and Contract Specialist referred to the correspondence for information of the Committee.

Other Business

Call for Applications - 2027-2030 Membership Campaign

The Accessibility and Contract Specialist highlighted that applications for the 2027-2030 Committee membership are now open and scheduled to close on November 15, 2026. She further thanked the Committee for their participation throughout the Term.

Next Meeting Date

To be determined.

Adjournment

On motion of Member Greig and Member Whitfield, the Grey County Joint Accessibility Advisory Committee adjourned at 2:47 p.m. to the call of the Chair.

Committee Report

To:	Warden Matrosovs and Members of Grey County Council
Committee Date:	October 22, 2026
Subject / Report No:	FR-CW-22-26
Title:	Grey County 2025 Asset Management Plan
Prepared by:	Garrett Reed, Interim Deputy Treasurer
Reviewed by:	Sue Murray, Interim Treasurer, Randy Scherzer, Chief Administrative Officer
Lower Tier(s) Affected:	

Recommendation

1. That report FR-CW-22-26 regarding the Grey County 2025 Asset Management Plan be received; and
2. That the Grey County 2025 Asset Management Plan be endorsed as presented; and
3. That the financial impacts as outlined in the report be included in the 2027 draft budget and 2028 forecasted budget for consideration.

Executive Summary

The purpose of this report is to summarize Grey County's 2025 Asset Management Plan (AMP) and outline the changes from previously endorsed asset management plans. This report and plan represent the County meeting its legislative requirements for asset management and removes the risk of the province withholding Ontario Community Infrastructure Funding (OCIF) allocations. The County's asset portfolio has an overall estimated current replacement cost of \$2.6 billion, an increase of \$0.2 billion over the 2023 AMP value of \$2.4 billion. The increase is the result of updating replacement costs of various assets based on increases in pricing. Overall, 89% of the County's assets are in fair or better condition, which is an improvement of 4% compared to 2023 AMP. These numbers are as of December 31, 2025, and do not include any changes in the County's asset portfolio based on the road exchanges anticipated on June 1, 2027, as approved by Council on July 9, 2026.

Based on the requirements outlined under Ontario Regulation 588/17 this is the final legislated AMP update that requires specific enhancements compared to previous plans. The primary change from the 2023 AMP requirements is the addition of proposed levels of service for the County's asset portfolio which allows the County to build a financial strategy that is realistic and achievable.

The County analyzed four scenarios with different levels of service, and it is recommended that the County establish a target investment of \$57.3 million per year to maintain an average condition of “good” across the County’s asset portfolio. To achieve this in a timely fashion it is recommended that the County maintain the current practice of increasing the annual tax levy by 2.55% per year for asset management in order to meet the target investment levy by 2038. This is consistent with the timeline and investment outlined in the 2023 asset management plan. This will be evaluated annually based on updated asset information and reviewed during the annual budget process.

The County’s asset registry includes 11,452 different assets and asset components. Each inventory line includes a condition rating, replacement cost and risk rating. All these data points impact the calculation used in this analysis. Going forward staff are committed to maintaining and enhancing this data to make the analysis as accurate and relevant as possible. This will include recording the acquisition and disposal of assets, identifying any missing data and updating data based on best available information. In 2027 this will include updating asset inventories as a result of road exchanges and updating conditions and replacement information based on asset condition assessments being completed in 2026, which could have significant impacts on the calculations.

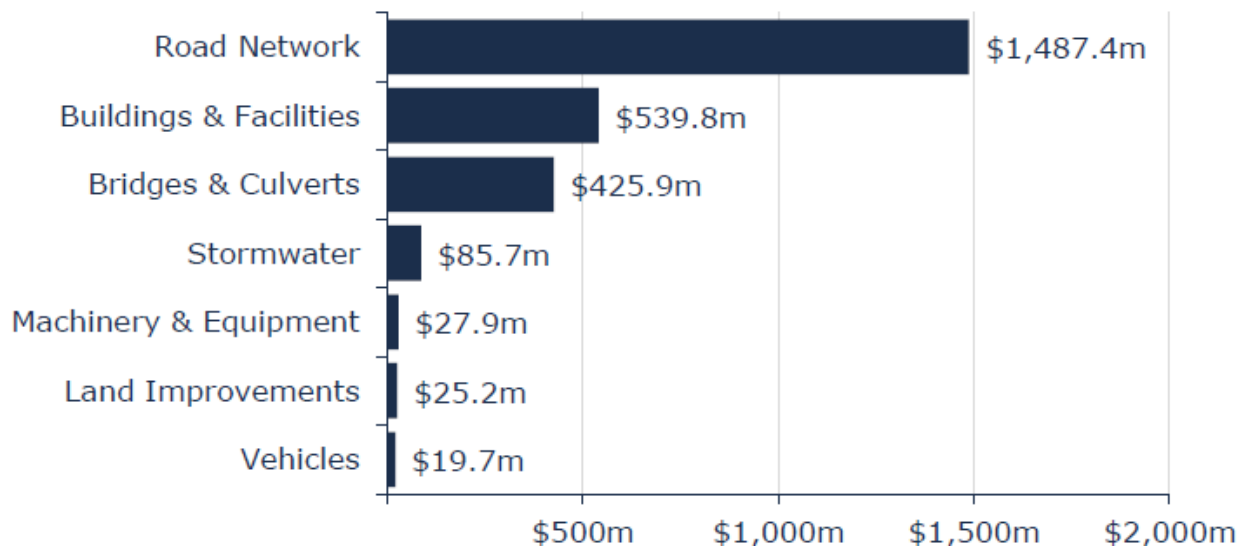
Background and Discussion

Current State of Grey County Assets

The attached report along with the appendices provide details on the current assessment of the County’s asset portfolio. For each of the County’s 11,452 assets and asset components, a replacement cost, condition assessment and risk rating are assigned. This information helps to show the current state of the asset portfolio and plan for the future management of these assets. The appendices provide a breakdown of the same information but separated by different categories.

The County’s portfolio has a total replacement cost of \$2.6 billion dollars. The largest asset categories are the road network (\$1.49 billion), bridges & culverts (\$425.9 million) and buildings & facilities (\$539.8 million). These numbers help illustrate the scale of the asset portfolio that the County owns and is responsible for maintaining. Staff used recent pricing to update replacement costs, when no recent pricing was available staff used original cost plus an inflationary increase.

Figure 1: Current Replacement Cost by Asset Category

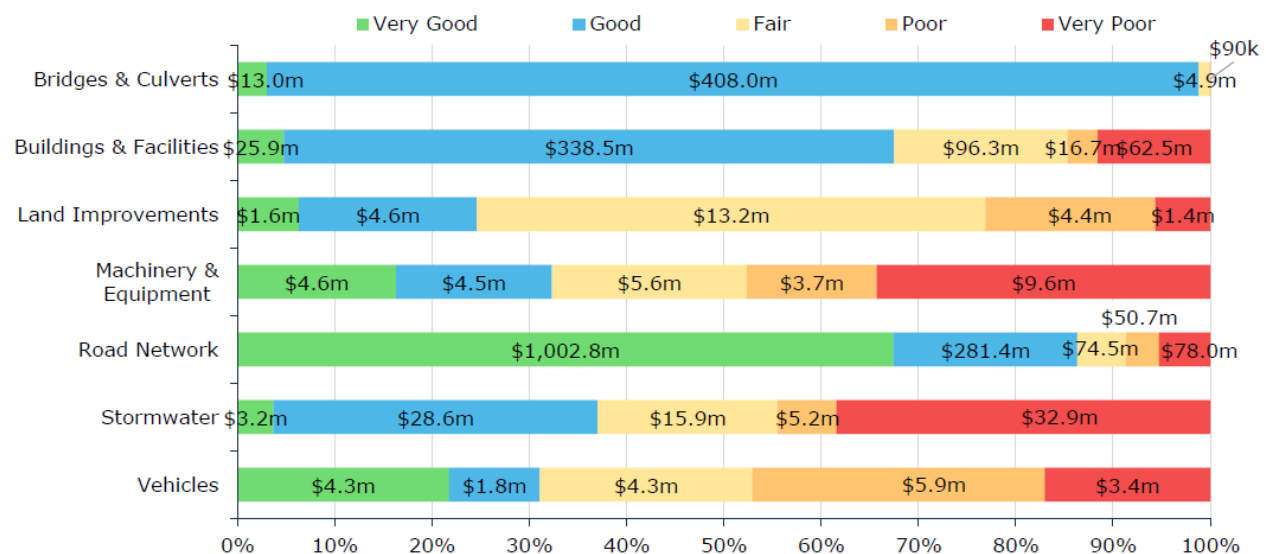


Overall, the County's assets are in relatively good condition and 89% of all assets are in fair or better condition. Staff performed field assessments to assess the condition of assets, where field condition was not available staff used the age of the asset to determine the condition. Assets conditions are then used to determine when replacements are expected for that asset. Based on current condition assessment it is expected that \$680 million or over 25% of the County's assets are expected to require replacement in the next 10 years.

Table 1: Standard Condition Rating Scale

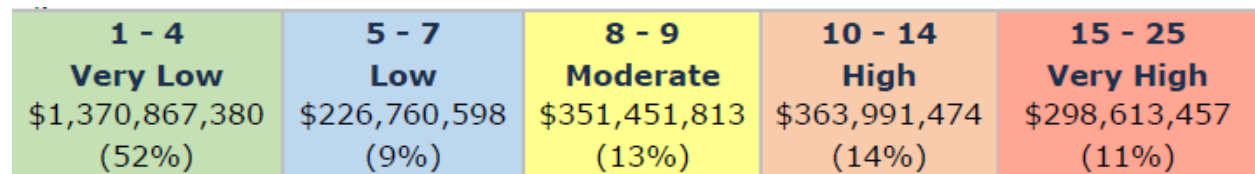
Condition	Description	Criteria	Condition Score
Very Good	Fit for the future	Well maintained, good condition, new or recently rehabilitated	80-100
Good	Adequate for now	Acceptable, generally approaching mid-stage of expected service life	60-80
Fair	Requires attention	Signs of deterioration, some elements exhibit significant deficiencies	40-60
Poor	Increasing potential of affecting service	Approaching end of service life, condition below standard, large portion of system exhibits significant deterioration	20-40
Very Poor	Unfit for sustained service	Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable	0-20

Figure 2: Asset Condition by Asset Category



Risk ratings were assigned to all assets based on the probability and consequence of potential asset failures. This provides a high-level analysis of where immediate investment may be most needed, however, in certain circumstances it may be possible to significantly lower the risk of failure through repairs. Additionally certain critical assets like bridges may return very high-risk ratings regardless of condition or probability of failure because the consequence of their failure is very high.

Figure 3: Overall Asset Risk Breakdown



Previous Grey County Asset Management Plans

The 2023 AMP approved by council in 2024 identified assets with a total replacement cost of \$2.4 billion with over 85% being in fair or better condition. The plan used recommended reinvestment rates from The Canadian Infrastructure Report Card for the various asset types to calculate a target reinvestment rate of \$56.2 million. The available funding for capital assets was identified as \$25.5 million.

Table 2: 2025 AMP Compared to 2023 AMP Key Figures

	2025 AMP	2023 AMP	Difference
Total Replacement Cost of Assets	\$2.6 billion	\$2.4 billion	\$0.2 billion
Assets in Fair or Better Condition	89%	85%	4%

Annual Funding Required for Full Lifecycle Replacement	\$79.6 million	\$71.4 million	\$8.2 million
Total Annual Funding Available	\$28.6 million	\$25.5 million	\$3.1 million
Annual Funding Deficit Full Lifecycle	\$51 million	\$45.9 million	\$5.1 million
Recommended Reinvestment Rate	\$57.3 million	\$56.2 million	\$1.1 million
Annual Funding Deficit Using Recommended Reinvestment Rates	\$28.7 million	\$30.7 million	(\$2.0 million)
Annual Tax Levy Increase Recommended	2.55%	2.55%	0.00%
Planned year to meet investment target	2038	2038	0 years

The chart shows the total replacement cost of assets and required annual investment for life cycle replacement has increased since the last plan. This is the result of updating pricing and detail of lifecycle activities. However, it also shows that the overall condition of the assets and the annual funding available have improved. This a result of strategic maintenance and replacement and support from council for asset management through the annual budget process. The target reinvestment rate has increased slightly, which is the result of changing the methodology from using recommended rates in 2023 to using proposed levels of service to maintain an average of good condition for the asset portfolio. The net impact is that infrastructure deficit has been reduced by \$2 million over 3 years. Additionally, the County's levy has grown over these 3 years, which allows the 2.55% annual target to still be relevant to close the \$28.7 million dollar deficit by 2038.

Proposed Level of Service Options

New to the 2025 AMP is proposed levels of service for the capital asset portfolio with various scenarios being analyzed. A 100-year simulation was run for 4 different scenarios proposing different levels of service. This allows the County to view the impact of investments on the condition of the overall portfolio and establish a target investment rate that is both realistic and achievable for the County. It allows the County to build a financial plan far beyond the 10 year capital plan, which is important as the majority of the County's asset have a useful life greater than 10 years.

Scenario 1: Maintain current capital investment. If the County were to not increase capital spending above the 2026 budgeted amounts indefinitely there would be significant impacts on the portfolio. Currently the county invests \$28.6 million per year into maintaining the County's assets. The model showed significant deterioration in the asset portfolio, with the average condition falling to poor in the next 20 years. This deterioration would result in higher risk of asset failure, reduced levels of service and potential service disruptions.

Scenario 2: Target average condition of fair, 50 condition score. In order to maintain this target an annual investment of \$48.3 million is required, this is \$19.7 million more than the current

investment being made. This option would represent a moderate reduction to level of service compared to the current condition of assets but comes at a lower cost than maintaining assets at current condition.

Scenario 3: Target average condition of good, 60 condition score. In order to maintain this target an annual investment of \$57.3 million is required, this is \$28.7 million more than the current investment being made. This option would represent a slight reduction in the level of service compared to the current condition of assets. Note that the average condition would be 58, this is slightly lower than the 60 noted above as it is not financially practical to keep certain assets in very good or good condition over their useful life. For example, vehicles will eventually fall to fair conditions closer to the end of their useful life and be treated as spares.

Scenario 4: Full lifecycle activities. In order to complete these activities the annual investment of \$79.6 million is required, this is \$51 million more than the current investment being made. This would represent the fully funded asset management plan where the county is able to complete all lifecycle maintenance activities and end-of-life replacements for identified assets. However, the significant cost may not be realistic given municipal budget constraints.

Based on this staff recommend that the County select scenario 3 as the proposed levy of service for the 2027 budget. This represents a balanced approach that keeps most assets in good condition while being able to maintain the financial strategy of 2.55% annual levy increase and achieving the target by 2038.

Future Asset Management Plans

This AMP is intended to be a living document with annual updates provided to council and an updated plan being completed every 5 years as required by Ontario Regulation 588/17. As outlined in the plan, the financial projections and recommendations rely heavily upon the available data for asset conditions, expected replacement date, replacement costs and planned lifecycle activities. Staff will be working to improve this data every year and evaluate whether the recommended 2.55% annual increase is still relevant before draft budgets are proposed to future councils. This figure can be impacted by condition assessments, replacement costs, lifecycle activities and changes to the overall Grey County levy.

The County is currently working with experts to get updated Pavement Condition Index (PCI) inspections, Ontario Structure Inspection Manual (OSIM) and Building Condition Assessment's (BCA). This will improve the underlying data for the County's road network, bridges and major culverts and buildings, which represents \$2.45 billion of assets or 94% of the County's total asset portfolio. This could result in significant changes to the financial strategy.

As approved by Council, the County will be completing various road transfers with lower tier municipalities on June 1, 2027. This could have significant impacts on the asset management plan. Urban roads being transferred to the lower tier municipalities will be removed from the asset portfolio, which will reduce the annual reinvestment required, however the transitional funding being provided to lower tiers will be removed from the County's current funding being invested in its own assets. Rural road exchanges between municipalities will also have an impact on the asset management plan. Although roads are being exchanged, there will be a difference in the condition, replacement dates and replacement cost between the roads being

transferred to and from the County, which will impact the financial strategy of the asset management plan.

Staff are committed to updating improving the County's asset inventory on a regular basis to ensure underlying data is as accurate as possible. Additionally, staff will work with asset-owning departments to build better lifecycle management activities on all assets. This will help identify opportunities where it is possible to extend the useful life of assets in a cost-effective manner while maintaining the proposed levels of service. These updated lifecycles will be built into future asset management models to ensure that capital spending is being used in the most efficient way possible.

Legislated Requirements

Ontario Regulation 588/17, Asset Management Planning for Municipal Infrastructure, became effective on January 1, 2018. This regulation required all municipalities in Ontario to first develop an Asset Management Policy by July 1, 2019, and then Asset Management Plans by July 1, 2022, 2024, and again in 2025, with increasing levels of detail. This AMP has been prepared to follow 2025 requirements. This represents the final regulated plan, going forward annual updates to council must be provided and an updated plan must be prepared every 5 years.

Financial and Resource Implications

The recommendations in the report represent maintaining the County's current financial strategy for asset management that was used for the 2027 budget and 2027-2036 10-year capital forecast. Increases will be approved annually through the budget process. Staff will continue to update the underlying data that drives the analysis of the plan, and update council annually before budget discussions and provide updated recommendations for consideration. A full updated asset management plan will be required in 2030.

Relevant Consultation

- ☒ Internal (all asset-owning departments)
 - ☒ AODA Compliance Web Content Accessibility Guidelines 2.0 Compliant
 - ☐ Contribution to Climate Change Action Plan Targets (describe)
- ☒ External (PSD Citywide)

Appendices and Attachments

[Grey County 2025 Asset Management Plan.pdf](#)

[Previous Asset Management Plans](#)

Committee Report

To:	Warden Matrosovs and Members of Grey County Council
Committee Date:	October 22, 2026
Subject / Report No:	TR-CW-30-26
Title:	Amendments to By-Law 4788-13 – Regulating Traffic and Parking within the County of Grey Roads System
Prepared by:	Trevor Ireton, Engineering Manager
Reviewed by:	Pat Hoy, Director of Transportation
Lower Tier(s) Affected:	Member Municipalities

Recommendation

1. That report TR-CW-30-26 be received; and
2. That a by-law be brought forward for Council's consideration to amend Schedule "D", Schedule "N", Schedule "F", and Schedule "P" of By-Law 4788-13, being the By-law to Regulate Traffic and Parking on Highways within the County of Grey Roads System, to reflect the proposed revisions included within TR-CW-30-26.

Executive Summary

By-Law 4788-13 was adopted by Grey County Council to regulate traffic and parking on roads under the jurisdiction of the County of Grey.

Several changes are proposed to the By-law to update certain speed limits and parking restrictions, in various areas of the County.

The table below summarizes those proposed changes and requests received and whether these meet policy criteria.

Schedule	Description	Changes Requested	Meets Policy Criteria to warrant speed reduction	Recommended by Transportation
D	Parking – Restricted Length of Time	Definition of 2 hour parking zone on GR 15 (3 rd Ave. E.) from the intersection 8 th St. E. to the intersection of 10 th St. E. in Owen Sound	N/A	Yes
F	Short Term Parking - Meters	Removal of the short-term metered parking zone on Grey Road 15 GR 15 (3 rd Ave. E.) from the intersection 8 th St. E. to the intersection of 10 th St. E. in Owen Sound	N/A	Yes
N	Rates of Speed	Grey Road 2 Feversham - Reduction of speed limit to 40 km/h within the village of Feversham.	No	No
		Bruce Road 10 Elmwood - Extension of 50 km/h zone at the north end of the village of Elmwood due to sightline concerns and shifting of 70 km/h transition zone	Yes	Yes
		Grey Road 13 Heathcote - Reduction of speed limit to 40 km/h within the village of Heathcote.	No	No
		Grey Road 13 Heathcote - Creation of a new 60 km/h speed limit transition zone at the southern limits of the current 50 km/h zone within the village of Heathcote.	Yes	Yes
P	Community Safety Zones	Grey Road 2 Feversham - New Community Safety Zone due to the presence of the Hundred Acre Wood School.	N/A	Yes
		Grey Road 12 - New Community Safety Zone due to the presence of the Georgian Heights Church of God in Christ (west of Meaford)	N/A	Yes
		Grey Road 13 Heathcote – Changes to the limits of the existing Community Safety Zone in the village of Heathcote	N/A	No

Background and Discussion

Schedule “D” – Parking For Restricted Length of Times and Schedule F – Short Term Parking - Meters

City of Owen Sound staff submitted a request to update the County’s parking By-Law to reflect previous changes made by the City that were not provided to the County at the time. The County By-Law currently identifies on-street parking on Grey Road 15 (3rd Ave. E.), from 8th St. E. to 10th St. E., as metered parking. The parking meters were removed several years ago; however, the County By-Law was not updated to reflect this change. The changes include the parking areas defined as a 2-hour parking limit between 8th St. E. and 10th St. E. as well as parking stalls in front of the post office which are defined as 10 minute parking on both the east and west sides of 3rd Ave. E. To align the County By-Law with the current parking restrictions provided by the City of Owen Sound, the following adjustments to Schedules “D” and “F” are required.

Transportation Services recommends the following inclusion to Schedule “D” of By-Law 4788-13.

Grey Road No.	Description	Parking Time Limit	Time of Day That Parking Limit is Applicable
15 (3rd Ave. E., Owen Sound)	On the west side from a point 33.4 metres northerly of the intersection of 8th Street East to a point 26.4 metres southerly of the intersection of 9th Street East	2 hour parking	anytime
15 (3rd Ave. E., Owen Sound)	On the east side from a point 16.6 metres northerly of the intersection of 8th Street East to a point 28.7 metres southerly of the intersection of 9th Street East	2 hour parking	anytime
15 (3rd Ave. E., Owen Sound)	On the west side from a point ~~21.3~~ 47.5 metres northerly of the intersection of 9th Street East to a point 30.0 metres southerly of the intersection of 10th Street East	2 hour parking	anytime
15 (3rd Ave. E., Owen Sound)	On the east side from a point 74.5 metres northerly of the intersection of 9th Street East to a point 58.3 metres southerly of the intersection of 10th Street East	2 hour parking	anytime
15 (3rd Ave. E., Owen Sound)	On the west side from a point 21.3 metres northerly of the intersection of 9th Street East to a point 47.5 metres northerly of the intersection of 9th Street East	10 minute parking	anytime

Transportation Services recommends the following edit to the limits of the 10 minute parking area defined in Schedule “D” of By-Law 4788-13.

Grey Road No.	Description	Parking Time Limit	Time of Day That Parking Limit is Applicable
15 (3rd Ave. E., Owen Sound)	On the east side from a point 16.5 metres northerly of the intersection of 9th Street East to a point 52.0 metres northerly of the intersection of 9th Street East	10 minute parking	anytime

Transportation Services recommends the following items be removed from Schedule “F” of By-Law 4788-13.

Grey Road No.	Description
15 (3rd Ave. E., Owen Sound)	Both sides from the intersection of 8th Street East to the intersection of 10th Street East (King’s Highway No. 6 and 21)
15 (3rd Ave. E., Owen Sound)	West side from a point 12.2 metres from the intersection of 8th Street East to a point 10 metres southerly of this point

Schedule “N” - Rates of Speed

In accordance with the Highway Traffic Act, municipalities have the authority to establish rates of speed on their roads. For the speed limit rates to be applicable, a by-law must be passed identifying the limits and the rate of speed.

Schedule “N” regulates the rates of speed on County roads that differ from standard regulatory speeds (80/50 kilometres per hour).

Speed Limit Changes

Requests to reduce posted speed limits are received regularly throughout the County. County roads are generally designed to accommodate higher traffic volumes and travel speeds while maintaining efficient movement as well as safety considerations. Staff use the Transportation Association of Canada (TAC) Speed Limit Assessment Guidelines to evaluate speed limits based on roadway characteristics and the observed operating speeds of drivers.

Many requests seek speed limits below those recommended through the TAC assessment. While lower posted limits may appear to address safety concerns, setting a limit substantially below the natural operating speed of the roadway can increase the variation in vehicle speeds. Greater speed variation between vehicles can contribute to a higher risk of conflicts, increased aggression, and a larger risk of collision. A change to the posted speed limit alone does not

typically result in a corresponding reduction in operating speeds. Where speeding or compliance remains a concern, requests are typically referred to the local police service for consideration of targeted enforcement.

Below is the background for requested changes:

Grey Road 2

A Motion from the Municipality of Grey Highlands was included on the September 10, 2026 Committee of the Whole Consent Agenda and was pulled for further discussion. One of the suggested improvements was to consider dropping the speed limit from 50 km/h to 40 km/h within the village in Feversham.

Grey Road 2 continues to function as a County arterial route through the community, providing for the movement of people, goods and services, while the majority of residential properties are accessed from the local road network. This arrangement allows local streets to provide the lower-speed environment appropriate for residential activity without unnecessarily imposing the same operating characteristics on the County road.

Based on the TAC Speed Limit Assessment Guidelines, the assessment tool verified a 70 km/h posted speed based on the road characteristics of Grey Road 2 and a 60 km/h posted speed based on policy, which, in this case represents 10 km/h below the design speed stated in the assessment tool (70 km/h). The current 50 km/h posted speed limit is already below the speed supported by the physical characteristics of Grey Road 2, and further reducing the limit to 40 km/h would increase the difference between the posted speed and the speed that the roadway environment communicates to drivers. Without corresponding changes to the roadway environment, a lower posted limit is unlikely to materially influence driver behaviour and increases the risk of collisions due to a larger driver speed differential.

Based on the TAC assessment, the existing road characteristics, and the function of Grey Road 2 within the community, Transportation Services does not recommend reducing the posted speed limit to 40 km/h in Feversham.

Transportation Services does not recommend changes to Schedule “P” of By-Law 4788-13 relating to the 50 km/h zone in the village of Feversham.

Bruce Road 10

Bruce Road 10 in the village of Elmwood in the Municipality of West Grey currently has a 1,281 m long 50 km/h speed limit zone. At the northerly limit of the village, Bruce Road 10 transitions to a 70 km/h speed zone for approximately 500 m before transitioning to 80 km/h in the rural area.

Transportation Services received public comments requesting an extension of the 50 km/h zone north of Queen Street East in the village of Elmwood. During the field review, staff determined that the existing vertical sightline is not appropriate for the current posted speed of 70 km/h. Extending the northerly limit of the 50 km/h zone to 750 metres north of Queen Street East, and shifting the 500 m long 70 km/h transition zone to the north would address this concern.

As Bruce Road 10 is a boundary road shared with Bruce County, Grey County staff have contacted Bruce County staff to coordinate the proposed speed by-law amendment. As part of the ongoing discussion, it was verified that Bruce County’s speed By-Law does not include this

stretch of Bruce Road 10 as it falls within the road sections maintained by Grey County as part of the Boundary Agreement. However, in consultation with the Clerk, staff believe that both Grey and Bruce Counties require the entirety of the Grey Bruce boundary road to be contained within each By-Law. Staff will continue to coordinate with Bruce County to ensure their By-Law reflects Grey County's.

Staff recommend extending the 50 km/h zone and shifting the 70 km/h transition zone north of Queen Street East on Bruce Road 10 in Elmwood.

Transportation Services recommends the following revisions to Schedule "N" of By-Law 4788-13.

Grey Road	From	To	Rate of Speed
Bruce Road 10	A point 383 metres south of the Intersection at Queen Street East and West (Elmwood)	A point 750 metres north of the Intersection at Queen Street East and West (Elmwood)	50 kilometres per hour
Bruce Road 10	A point 750 metres north of the Intersection at Queen Street East and West (Elmwood)	A point 1250 metres north of the Intersection at Queen Street East and West (Elmwood)	70 kilometres per hour

Grey Road 13 – Heathcote 50 km/h Zone

Correspondence from a local resident in Heathcote was included on the May 28, 2026 Committee of the Whole Consent Agenda and was pulled for further discussion. One of the suggested improvements was to consider dropping the speed limit within Heathcote from 50 km/h to 40 km/h within the village.

The two curves in Heathcote are constructed such that they exceed the standards for a design speed of 60 km/h however, do not currently meet the requirements of a 70 km/h design speed. Typically in an urban environment, a posted speed 10 km/h below the design speed is standard.

Based on the TAC Speed Limit Assessment Guidelines, the assessment tool determined a 70 km/h posted speed based on the road characteristics and a 50 km/h posted speed based on policy, which, in this case represents 10 km/h below the design speed stated in the assessment tool (60 km/h).

Recent speed data was collected in the village of Heathcote from Sept 17 to Sept 29, 2026. Based on the data collected, the average driver speed within the village of Heathcote was 52.2 km/h with the 85th percentile driver speed at 59.0 km/h. This shows great correlation between the posted speed and the design speed for the road showing that drivers are reacting to the natural road characteristics within Heathcote.

The policy assessment, roadway characteristics, and collected speed data do not support a reduction in the posted speed limit. Accordingly, Transportation Services recommends maintaining the existing 50 km/h speed limit in Heathcote.

Transportation Services does not recommend changes to Schedule “P” of By-Law 4788-13 relating to the 50 km/h zone in the village of Heathcote.

Grey Road 13 – Heathcote South Transition Zone

As part of the speed limit review completed by Transportation Services staff, it was noted that there is currently no transition zone at the southerly approach to the village of Heathcote.

Based on this review, the introduction of a new 500 m long 60 km/h transition zone is warranted extending from the southerly limit of the existing 50 km/h zone. The addition of this zone will help to provide awareness to drivers travelling northbound that they are approaching the village and should adjust their driving speed accordingly.

Transportation Services recommends the following revision to Schedule “P” of By-Law 4788-13.

Grey Road No.	From	To	Rate of Speed
13	A point 299 metres north of the Intersection of Grey Road 13 at Sideroad 22C (geographic Township of Euphrasia) and 21 st Sideroad (Town of Blue Mountains) (Heathcote)	A point 799 metres north of the Intersection of Grey Road 13 at Sideroad 22C (geographic Township of Euphrasia) and 21 st Sideroad (Town of Blue Mountains) (Heathcote)	60 kilometres per hour

Schedule “P” – Community Safety Zones - Anytime

Requests from residents for the implementation of Community Safety Zones are received regularly throughout the County. Community Safety Zones are an important tool for increasing driver awareness and highlighting locations where there is a particular need to protect vulnerable road users and promote public safety.

Ontario Traffic Manual (OTM) Book 5 states:

“Community Safety Zones are sections of roadway where public safety is of special concern.

These zones may include roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences or may be collision-prone areas within a community. Traffic-related offences committed within the zone are subject to increased fines. Many set fines are doubled for offences such as speeding and traffic signal violations.”

While public safety is an important consideration at all locations throughout the County, Community Safety Zones are intended to identify sections of roadway where there is a heightened and specific safety concern. As such, consideration should be given to whether a proposed location meets the criteria and intent outlined in OTM Book 5 before a Community Safety Zone is established.

The effectiveness of Community Safety Zones can be diminished if they are applied too broadly or in locations where the underlying safety concerns do not warrant their designation.

Maintaining a focused approach helps ensure that Community Safety Zones remain meaningful to drivers and continue to draw attention to those locations where enhanced awareness and compliance are particularly important.

Below is the background for requested changes:

Grey Road 2

A Motion from the Municipality of Grey Highlands was included on the September 10, 2026 Committee of the Whole Consent Agenda and was pulled for further discussion. One of the suggested improvements was to introduce a new Community Safety Zone to reflect the presence of the Hundred Acre Wood School.

Transportation Services staff reviewed the location and agree that the presence of the school warrants the creation of a Community Safety Zone in the village of Feversham. Staff suggest the zone extend approximately 300 m north of the Hundred Acre Wood School and 500 m south to encapsulate the neighbouring residential side streets.

Transportation Services recommends the following revision to Schedule “P” of By-Law 4788-13.

Grey Road No.	Location	From	To
2	Feversham	A point 200 metres north of the Intersection of Grey Road 2 at 8 th Concession B (geographic Township of Osprey) (Feversham)	A point 400 metres north of the Intersection of Grey Road 2 at 8 th Concession A / River Road (geographic Township of Osprey) (Feversham)

Grey Road 12

Local residents within proximity to the Georgian Heights Church of God in Christ located on Grey Road 12 between 16 Sideroad and 13 Sideroad in the Municipality of Meaford have requested the creation of a Community Safety Zone. As this church is both used for worship and as a school for the local Mennonite community, staff support the creation of a Community Safety Zone along this stretch of Grey Road 12. Staff suggest the zone extend approximately 300 m north of the church and 800 m south to include the neighbouring residential properties.

Transportation Services recommends the following revision to Schedule “P” of By-Law 4788-13.

Grey Road No.	Location	From	To

12	West of Meaford – South of 16 Sideroad	A point 20 m south of the driveway of #137763 Grey Road 12	A point 600 m south of the intersection of 16 Sideroad
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Grey Road 13

A request to adjust the limits of the Community Safety Zone in Heathcote was included as a second option in correspondence from a local resident, which was included on the May 28, 2026 Committee of the Whole Consent Agenda. The resident requested that the Community Safety Zone be shortened so signage would be located closer to the village and be more easily recognized by drivers.

Upon review, staff confirmed that Community Safety Zone signs are posted throughout the existing zone, including immediately before the core village area at both approaches to Heathcote, as shown in the photos provided in the appendices. Staff note upon inspection that the current signage provides sufficient notice to drivers as they enter the core village area.

The current limits of the Community Safety Zone also include the Blackbird Pie Company and the equestrian riding centre north of the main village area. Staff confirm that maintaining the existing Community Safety Zone limits will continue to provide raised awareness relating to these two properties.

Although the existing Community Safety Zone in Heathcote does not expressly meet the typical criteria outlined in OTM Book 5, Transportation Services supports maintaining the current zone limits.

Transportation Services does not recommend any changes to Schedule “P” of By-Law 4788-13 relating to the Community Safety Zone in Heathcote.

Legislated Requirements

For the by-law to be enforced, signage needs to be erected in accordance with the legislation.

Financial and Resource Implications

Labour, material and equipment to manufacture and install/change signage would cost approximately \$3,000.00.

Relevant Consultation

- ☒ Internal: Clerks Department
- ☒ External: Bruce County, City of Owen Sound

Appendices and Attachments

Grey Road 15 (3rd Ave. E.) - City of Owen Sound - By-Law 4788-13 Schedule “D” – Parking - Restricted Length of Time and Schedule “F” – Short Term Parking – Meters - Location Map

Grey Road 2 - Municipality of Grey Highlands (Feversham) - By-Law 4788-13 "N" – Rates of Speed – Speed Limit Analysis

Bruce Road 10 - Municipality of West Grey (Elmwood) - By-Law 4788-13 "N" – Rates of Speed - Location Map

Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 "N" – Rates of Speed - Location Map

Grey Road 2 - Municipality of Grey Highlands (Feversham) - By-Law 4788-13 "P" – Community Safety Zones - Anytime - Location Map

Grey Road 12 - Municipality of Meaford - By-Law 4788-13 "P" – Community Safety Zones - Anytime - Location Map

Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 "P" – Community Safety Zones - Anytime – Location Map

Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 "P" – Community Safety Zones - Anytime – Village Approach Photos

Grey Road 15 (3rd Ave. E.) - City of Owen Sound - By-Law 4788-13 Schedule "D" – Parking - Restricted Length of Time and Schedule "F" – Short Term Parking – Meters - Location Map



Grey Road 2 - Municipality of Grey Highlands (Feversham) - By-Law 4788-13 "N" – Rates of Speed – Speed Limit Analysis



Automated Speed Limit Guidelines FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Grey Road 2 - Village of Feversham		
Segment Evaluated:	North Limit of Feversham	to	South Limit of Feversham
Geographic Region:	Municipality of Grey Highlands		
Road Agency:	County of Grey		
Road Classification:	Arterial	Length of Corridor:	1,320 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	70 km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For Information only)	50 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for Information only)	60 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	10 km/h less than design speed

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	2
A2	GEOMETRY (Vertical)	Lower	2
A3	AVERAGE LANE WIDTH	Lower	2
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	2
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	4	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	16	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	N/A	0

Total Risk Score:

34

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

70

As determined by policy

60

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

Based on current road platform, sight lines, and vertical profile of Grey Road 2, the road meets the requirements of a 70 km/h design speed. Typically, Grey County roads will be posted at a speed 10 km/h less than the Design Speed to a max of 80 km/h, which, in this case would be 60 km/h as noted in the "As determined by policy" box.

Bruce Road 10 - Municipality of West Grey (Elmwood) - By-Law 4788-13 "N" – Rates of Speed - Location Map



Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 "N" – Rates of Speed - Location Map



Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 "N" – Rates of Speed – Speed Limit Analysis



Automated Speed Limit Guidelines FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Grey Road 13 - Village of Heathcote		
Segment Evaluated:	North Limit of Heathcote	to	South Limit of Heathcote
Geographic Region:	Town of The Blue Mountains		
Road Agency:	County of Grey		
Road Classification:	Arterial	Length of Corridor:	1,180 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	60 km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For Information only)	50 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for Information only)	60 km/h
# Through Lanes	1 lane	Policy: (Maximum Posted Speed)	10 km/h less than design speed
Per Direction:			

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	2
A2	GEOMETRY (Vertical)	Lower	2
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	1
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	24	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	N/A	0

Total Risk Score:

38

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

70

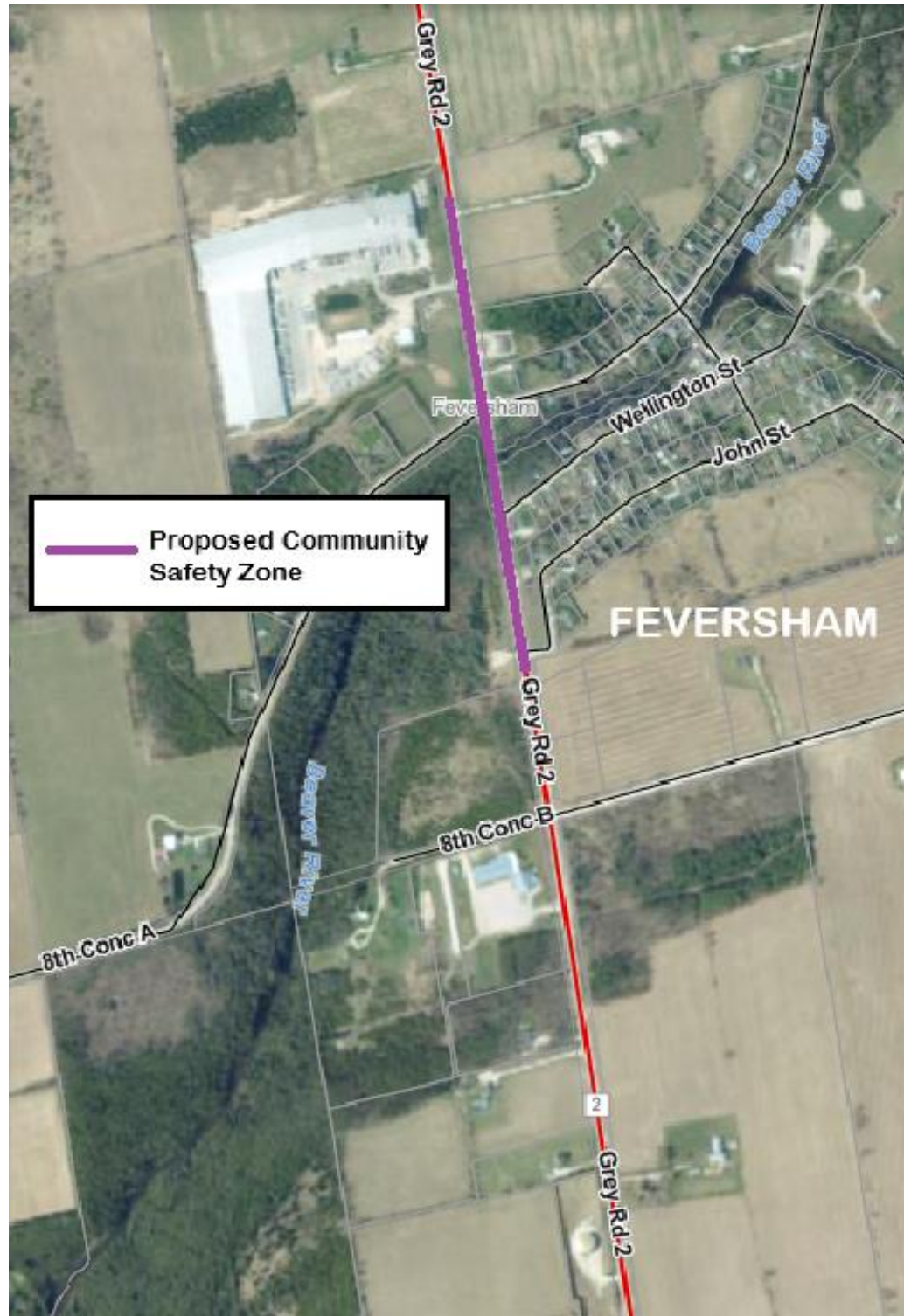
As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

Grey Road 2 - Municipality of Grey Highlands (Feversham) - By-Law 4788-13 "P" – Community Safety Zones - Anytime - Location Map



Grey Road 12 - Municipality of Meaford - By-Law 4788-13 “P” –
Community Safety Zones - Anytime - Location Map



Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 "P" – Community



Safety Zones - Anytime – Location Map

Grey Road 13 - Town of The Blue Mountains / Municipality of Grey Highlands (Heathcote) - By-Law 4788-13 “P” – Community Safety Zones - Anytime – Village Approach Photos

Heathcote – Northbound Town Limit Approach



Heathcote – Southbound Town Limit Approach



To:	Warden Matrosovs and Members of Grey County Council
Committee Date:	October 22, 2026
Subject / Report No:	FR-CW-21-26
Title:	Corporate Financial Update - August 31, 2026
Prepared by:	Cara Ottoson, Financial Analyst Garrett Reed, Interim Deputy Treasurer
Reviewed by:	Sue Murray, Interim Treasurer
Lower Tier(s) Affected:	

Recommendation

1. That report FR-CW-21-26 regarding Corporate Financial Update as of August 31, 2026, be received for information.

Executive Summary

This report provides a corporate financial update for all County departments based upon financial statements as of August 31, 2026. This report is a snapshot in time and therefore the numbers will continue to change as the year progresses. Currently staff are projecting a deficit across the County of \$1,269,800, compared to the budgeted levy of \$83,951,800 in 2026. The report summarizes a high-level variance analysis for the various departmental operating and capital budgets.

The following projects account for \$943,700 of the overall deficit. These are projects that were approved and awarded in 2025 but did not get completed until 2026. The funding was not re-budgeted and therefore it creates a deficit in the 2026 fiscal year. However, the funding allocations are still in the reserves and can be used to fund the projects through the year end surplus deficit report.

- \$584,400 – Motor Grader
- \$192,000 – Administration Building Roof Repair
- \$110,000 – Grey Gables Air Handling Units
- \$57,300 – 17 Legion Road Meaford, Housing Roof Replacement

Background and Discussion

The County spreads the 2026 budget evenly over the year for departments, and actual spending in departments can be cyclical in nature, therefore there could appear to be significant

variances as of August 31, 2026. Departments receive monthly financial statements and review results and trends with their designated finance team lead.

The August financial statements are included as a link at the end of the report. It is important to note that some entries will not be recorded until year end, including but not limited to reserve transfers, grant reconciliations, and debt repayments.

Each department reviews its actual versus budget figures and projects a year end position by estimating results still to happen. Highlights of the financial statements and variances are included below.

This report is a point in time update and projection for 2026 fiscal year. The final surplus and deficit will be calculated when the 2026 year-end is closed and will be reported to Committee of the Whole. Variances could occur in the last months of the year that will impact this projection such as the impact of the first few months of winter and supplemental tax billing reconciliations.

Administration

Operating

The Administration departments are projecting an operating surplus of \$105,200. This is primarily due to temporary staffing vacancies, along with related benefit savings. These savings have been partially offset by using external consultants to support required departmental deliverables during the vacancies. Additional savings are projected from lower-than-anticipated spending on external legal services. These are partially offset by Communications' projected deficit of \$25,000, mainly due to anticipated unbudgeted software costs for Social Pinpoint, as outlined in Council report CAOR-JMS-10-26.

Capital

The Administration capital budget is projecting a deficit of \$10,100. This deficit is primarily driven by an unbudgeted purchase of storage hardware totaling \$9,000 for security footage at the County Administration Building, which was a change to the County's hosted infrastructure project.

Climate Change

Operating

Climate Change is projecting an operating surplus of \$46,200. This surplus is primarily due to staffing vacancies throughout the year. Additionally, staff time has been reallocated to the grant-funded Green Development capital project, which will result in reduced operating costs that were budgeted to be funded by levy.

Capital

Climate Change capital budget is projected to end the year on budget. The Corporate Climate Action project has been deferred to 2027 due to the selected supplier's withdrawal and staffing

changes, while the Climate Opportunities Fund has been deferred because no suitable funding opportunities have been identified for 2026. The projects included in this budget are funded from reserve and therefore do not generate a surplus.

Council

Operating

The Council budget is projecting a deficit of \$4,200. The deficit is caused by increased spending on travel and meals expenses. These deficits are projected to be partially offset by reduced spending on conference registration expenses.

Information Services (IS)

Operating

The Information Services budget is projecting a deficit of \$74,000. This deficit is caused by higher than anticipated software costs. The budgeted costs for this department are allocated to the various departments throughout the County and therefore it has no budgeted levy.

Weekly Indemnity and Workers' Compensation

Operating

The Weekly Indemnity (Short Term Disability) budget is projected to end the year on budget. However, the Workers' Compensation budget is projected to be in a deficit of \$110,300 due to a large unbudgeted claim. The Weekly Indemnity (Short Term Disability) and Workers' Compensation budgets are self-insured plans. The premiums charged to County departments are shown in these budgets as a source of revenue and are used to pay the costs to administer these plans.

Assessment

Operating

The costs related to the Municipal Property Assessment Corporation's (MPAC) services are projecting a deficit of \$6,400. Staff budgeted for a 3.4% increase in 2026 over 2025 actuals, but the increase was closer to 3.72%. These fees are based on MPAC's provincial budget and then allocated to municipalities based on their weighted assessment and building counts.

Court Security

Operating

Court Security is projecting a deficit of \$97,000. This deficit is primarily due to mandatory armed security and enhanced screening, increased court sittings and trials, and additional staffing required to manage violent or high-risk offenders.

Provincial Offences

Operating

The Provincial Offences budget is projecting an operating surplus of \$163,900, which is Grey County's portion of the surplus as it is cost shared with Bruce County based on population. Ticket revenues are trending to be in a surplus due to improved fine recovery rates. Revenue remains difficult to forecast based on the variability of when charges are laid and paid. These increased revenues are offset by increased costs to administer fines and payments to various organizations. There are also minor savings for temporary staffing vacancies contributing to the overall surplus.

Health Unit and Other Funding Initiatives

Operating

The Health Unit and Other Funding Initiatives are projecting to end the year on budget. Payments to the Grey Bruce Health Unit make up \$1,803,500 of this budget. The budgeted \$200,000 contribution for Brightshores Health System has been made in full and funded from the Health Care Initiatives Reserve. This represents the fourth installment of a five-year, \$1 million dollar commitment. There is a budgeted contribution to the reserve for 2026 of \$200,000 to fund future health care requests.

Property

Operating

Property's operating budget is trending to end the year in a deficit of \$31,800. The deficit is driven by unbudgeted professional fees for emergency mezzanine repairs. The remaining deficit is driven by higher than budgeted contracted building maintenance, as a result of heating and cooling repairs and required electrical upgrades following the three-day power outage at the Grey County Administration Building.

Capital

Property's capital budget is projecting a deficit of \$230,900. The primary overage is due to \$192,000 in unbudgeted roof repairs at the Administration Building. The roof work was slated for completion in 2025 but delayed due to weather and contractor timelines. The project was not re-

budgeted in 2026. The remaining deficit is a result of the emergency breaker replacement attributable to the power outage.

Taxations, Grants and Other

Operating

Taxations, Grants and Other is projecting to end the year on budget. Final year-end projections for supplementary taxation and write-offs cannot be determined until the lower-tier municipalities receive their final Supplementary and Omitted Assessment data from MPAC in late November and complete their year-end reconciliations.

Planning

Operating

The Planning operating budget is projected to end the year on budget. Subdivision application fees are trending lower than anticipated. However, they are offset by higher than anticipated official plan applications. These revenues are difficult to budget and forecast, due to the uncertainty around when applications are submitted.

Capital

The Planning capital budget is trending to end the year on budget. The budgeted levy in this department is for transfers to reserve for future projects. All current year projects are funded from reserve and therefore do not generate a surplus.

Agriculture

Operating

The Agriculture budget is projecting a surplus of \$8,000. The surplus is due to lower than estimated expenses for beaver and coyote compensation paid by the County as well as higher than anticipated permit revenues.

Forestry & Trails

Operating

Forestry and Trails operating budget is projecting a deficit of \$5,100. The primary reason is higher than expected spending on maintenance of trails due to damaged gates and higher than expected snow removal of the Kolapore parking lot. However, the overall snow removal impact will be dependent on the severity of the second half of winter.

Capital

The Forestry and Trails capital budget is projecting to end the year on budget. The projects included in this budget are funded from reserve and therefore do not generate a surplus. The levy for this department represents an annual contribution to reserve to fund future repairs and replacement and will end the year on budget.

Economic Development & Tourism

Operating

The Economic Development and Tourism operating budget is projecting a deficit of \$106,300. This deficit is primarily caused by an increase in salaries and benefits due to temporary staffing overlap required for maternity leave coverage and retirement transition. Additionally, tenant revenues are projecting to be under budget at Sydenham campus resulting from Georgian College's discontinuation of two full-time room rentals effective September 2026.

Capital

The Economic Development and Tourism capital budget is projected to end the year on budget. This budget includes the replacement of the tourism vehicle as well as repairs and upgrades to Sydenham Campus including the planned HVAC project, which is scheduled for completion in 2026 and the unbudgeted boiler replacement that was approved on council report EDTC-CW-05-26. These projects are funded from reserve and therefore do not generate a surplus.

Grey Roots

Operating

Grey Roots is projecting an operating surplus of \$17,800. This surplus is driven primarily by lower than anticipated building maintenance costs and cleaning services, as the cleaning contract was awarded below budget. Some of this surplus is offset by admission revenues projecting slightly below budget as a result of the museum's one-month closure to facilitate the flat roof replacement of the main building.

Capital

Grey Roots capital is projecting to end the year on budget. This budget includes the flat roof replacement scheduled for completion in October, as well as replacement of domestic water tanks and hot water heaters. In addition, the completion of the updated road signage project was approved through council report EDTC-CW-05-26. These projects are funded from reserve and therefore do not generate a surplus.

Ontario Works

Operating

Ontario Works is projecting an operating surplus of \$39,300. This is primarily the result of lower than budgeted spending on non-shareable costs within social assistance. Additionally, there are temporary staffing vacancies creating savings that are partially offset by reduced cost matching provincial grants.

Capital

Ontario Works capital is projecting to end the year on budget. Computer replacements are occurring throughout the year. Purchases are funded from reserve and therefore do not generate a surplus.

Early Learning and Child Care

Operating

Early Learning and Child Care is projecting an operating surplus of \$51,500. As more families are utilizing CWELCC funded childcare spaces and paying \$22 a day for childcare, there is less demand on the fee subsidy budget that subsidizes parents based on their income and childcare expenses. Reduction in these costs has resulted in the planned provincial funding being reallocated to the capacity building childcare budget that was to be funded by the levy. This creates a surplus as the allocated levy will not be needed.

Capital

The Early Learning and Child Care capital budget contains \$1,733,000 for the continuation of the Hanover EarlyON building construction. The land was acquired in 2025, with construction occurring throughout 2026. Occupancy is anticipated for February 2027. Therefore, a portion of the project has been re-budgeted for 2027. All project costs are funded from reserve and therefore do not generate a surplus.

Housing and Non-Profit Housing

Operating

Housing is projecting an operating surplus of \$268,700. This surplus is driven by savings in salaries and benefits due to temporary staff vacancies and benefit savings. These savings are partially offset by overages in contracted services for custodial support during vacancies. Tenant revenues are projecting a surplus due to changes in tenant rent amounts and decreased vacancies in 2026. This will help offset the projected deficit associated with bad debt write offs. Additionally, there are savings in property taxes due to lower than expected increases. The Non-Profit Housing budget is projecting a surplus due to agreements and mortgages ending, as well as annual funding reconciliations that resulted in subsidies being repaid by providers.

A deficit is projected in snow removal in the Housing budget, but the final figure will be impacted by the timing and severity of the second half of winter. Staff have worked to find operational savings in other building maintenance lines throughout the year to mitigate this deficit.

Capital

Housing is projecting a capital deficit of \$112,300. This deficit is primarily the result of elevator replacements being over budget. These overages were approved through CSR-CW-11-26. Additionally, there is an unbudgeted roof replacement that was awarded in 2025 but did not get completed until 2026 and was not re-budgeted. The 2026 budget continues to utilize 30% CMHC funding that must be expended by the end of this year.

Long-Term Care

Overall Long-Term Care is projecting a deficit of \$11,700. The deficit is primarily due to increased usage of agency staff to fill shifts and staffing vacancies. These overages are slightly offset by higher-than-expected provincial funding. Staff monitor program costs and eligible expenditure guidelines to ensure maximum funding allocations are achieved; any underspending in ministry funded programs does not result in a surplus and funds are returned to the province. Staff will continue to monitor expenditures for funding eligibility to reduce the overall levy deficit.

Long-Term Care Administration

The cost of this department is funded through the care homes' budgets on a per bed allocation and is therefore expected to end the year on budget.

Grey Gables

Operating

Grey Gables is projecting a deficit of \$353,700. This is primarily due to additional agency staffing for vacancy coverage resulting in a higher contracted services cost. In addition, Grey Gables is projecting a deficit in resident revenue due to admissions being placed in room classifications with lower associated revenue than budgeted, based on bed availability at the time of admission. The Behavioural Support Transition Unit (BSTU) continues to be under budget as limitations exist in order to fully staff the program; any surplus is remitted back to the Province and therefore does not create a surplus.

Capital

Grey Gables capital is projecting to end the year in a deficit of \$110,000. The deficit is driven by a 2025 air make up unit project that was not re-budgeted in 2026. Progress continues with the 2026 approved capital projects, the majority of which are funded from reserves and do not generate a surplus.

Lee Manor

Operating

Lee Manor is projecting an operating deficit of \$142,800. This is primarily driven by additional agency staffing for vacancy coverage resulting in higher contracted services cost. Some of this deficit will be offset by projected savings in funding received for building maintenance and repairs that were budgeted to be funded by levy.

Capital

Lee Manor capital is projecting to end the year on budget. Progress continues with the 2026 approved capital projects, the majority of which are funded from reserve and do not generate a surplus.

Rockwood Terrace

Operating

Rockwood Terrace is projecting an operating surplus of \$484,800. This is primarily due to shift vacancies being seen throughout the year. Additionally, building maintenance expenditures are trending lower than budget as only essential repairs have been completed at the current facility in anticipation of the future relocation to the new Rockwood Terrace.

Capital

Rockwood Terrace's capital is projecting to end the year in a surplus of \$110,000. This surplus is the result of utilizing minor capital funding and only completing critical repairs. There is a need to provide a safe, comfortable environment while balancing the need to redevelop, therefore capital projects related to the building are only undertaken if necessary.

Long-Term Care Redevelopment

Long-term Care Redevelopment is projected to end the year on budget. The 2026 budget anticipated \$38,840,600 in expenditures. However, expenditures vary based on the completion timelines set by the general contractor. Cash flow projections for 2026 include construction financing to cover the remainder of the project. Professional fees originally unbudgeted at creation of budget, were later endorsed by the Long Term Care Committee of Management report LTCR-CM-03-26. Project completion is scheduled for Spring of 2027; therefore, a portion of the project has been re-budgeted in 2027. This project is funded through Infrastructure Ontario Financing and therefore does not generate a surplus.

Paramedic Services

Operating

Paramedic Services is projecting an operating deficit of \$17,900. This deficit is primarily driven by increasing costs of medical supplies, medications, and patient care equipment. Expenditures for these supplies are trending above budget due to increased call volumes driving greater usage, combined with cost increases such as freight charges and tariff related supplier increases. Additionally, computer support and software are projecting a deficit due to unforeseen costs associated with the electronic medical records software transition.

Capital

Paramedic Services is projecting a capital deficit of \$32,900. This deficit is driven by the tender awarded for replacement power stretchers exceeding the approved budget. All other budgeted projects are funded from reserve and therefore do not generate a surplus.

Supply chain issues continue to be a problem with ambulances causing significant delays in replacing the County's fleet. Currently, the County has four ambulances on order, with only one expected to come in 2026 and the remaining three to come in 2027. The 2026 budget also included the full amount for the new Dundalk base, but the amount has been re-budgeted to 2027 as discussions are ongoing with Southgate. The amount is funded from debenture and does not impact the current year levy.

Transportation Services

Operating

Transportation Services is projecting an operating deficit of \$534,700. There are cost increases in the operating facilities budget due to higher than anticipated maintenance and repairs of buildings. Overages in vehicle maintenance are also being seen as tandems are being kept beyond their recommended useful life due to delays in receiving replacement vehicles.

Additionally, a severe winter in the beginning of the year is significantly impacting the winter control and stock budgets. These budgets will fluctuate year-to-year based on the severity of winter. Significant weather events in the County result in overages in staff costs as plow operators work overtime to maintain the roads and mechanics work overtime to maintain the fleet. Overages for materials such as fuel, de-icer, salt, sand, and vehicle parts result due to increased consumption, and overages in contracted services result as external parties are brought in to remove snow when needed. The County has a dedicated Winter Reserve with a current balance of \$505,000 that is meant to mitigate the impact of winter maintenance cost fluctuations. Staff have projected costs for an average second half of winter in 2026, but the actual timeline and severity will impact this projection.

Capital

Transportation Services capital is projecting to end the year with a \$584,800 deficit. The Major Road and Bridge Construction budget is projected to have a surplus of \$462,700. Tendering

early in the year has resulted in competitive bids and cost savings. However, increases in the asphalt price index have utilized a portion of the contingencies allocated to several projects. Additionally, the Grey Road 40 emergency culvert replacements completed this summer will be funded through surpluses identified within the current budget. These projections could change as the final invoices come through and change orders are finalized. All projects are expected to be completed except for the Grey Road 19 and 21 utility relocations and booster pumping station as well as the Grey Road 9 Urban Rehabilitation in Dundalk, which will see top course paving completed in early 2027. These projects have all been re-budgeted in 2027.

Facilities, Depots and Domes capital is projecting a deficit of \$462,700. The deficit is the result of the new Patrol D Depot which was awarded overbudget with the intention of using any surplus found in the Major Road and Bridge Construction budget. A portion of Patrol D Depot budget has been deferred to 2027, with construction expected to be completed in Spring of 2027. All other budgeted projects are funded from reserve and federal grants and therefore do not generate a surplus.

Machinery and Equipment capital budget is projecting a deficit of \$584,800. This is due to a grader that was ordered in 2025 and not received until 2026, and the budget was not rolled forward. Staff are suggesting that this deficit be funded from the equipment reserve, as the grader was budgeted in 2025 to be funded from this reserve. Three budgeted tandems (one ordered in 2024 and two ordered in 2025) are not expected to be delivered in 2026 and have been re-budgeted in 2027. All remaining budgeted vehicles and equipment have been awarded and received. The Machinery and Equipment capital budget is funded from proceeds on disposal of old equipment and transfers from reserve and therefore do not generate a surplus.

Financial and Resource Implications

Staff have reviewed actual financial results as compared to budget as of August 31st, as well as any significant known changes since that time and are projecting an overall corporate deficit of approximately \$1,269,800 for 2026. Once the 2026 year-end is finalized, staff will provide a 2026 Year End Transfer report to the Committee of the Whole with recommendations on how the departmental surplus/deficit positions will be transferred to/from reserves.

Relevant Consultation

- ☒ Internal – Senior Management Team and departmental staff
- ☐ External (none)

Appendices and Attachments

[Operating and Capital Budget Variance Analysis as of August 31, 2026.pdf](#)

[Corporate Financial Statements as of August 31, 2026.pdf](#)