

**THE CORPORATION OF THE TOWNSHIP OF NORTH GLENGARRY**

**Committee of the Whole**

**Agenda**

Wednesday, April 22, 2026, 3:00 p.m.

Council Chambers

3720 County Road 34

Alexandria, On, K0C 1A0

**1. CALL TO ORDER**

**2. DECLARATION OF PECUNIARY INTEREST THERE OF**

**3. ACCEPT THE AGENDA (Additions/Deletions)**

**4. DELEGATIONS**

**5. STAFF REPORTS**

a. Administration Department

i. AD 2026-07: Departmental Updates

b. Public Works Department

i. PW 2026-12: Winter Operations Performance

**6. CONSENT AGENDA**

**7. UNFINISHED BUSINESS**

**8. OTHER BUSINESS**

## **9. MATTERS OF STANDING COMMITTEES**

- a. Raisin Region Conservation Authority update by Councillor Jacques Massie
- b. Maxville Manor update by Councillor Gary Martin
- c. Glengarry Pioneer Museum update by Councillor Gary Martin
- d. Glengarry Archives update by Mayor Jamie MacDonald
- e. Arts, Culture & Heritage update by Councillor Jeff Manley
- f. County Council update by Deputy Mayor Carma Williams
- g. Friends of the Trails update by Councillor Jeff Manley
- h. Community Development Committee by update by Mayor Jamie MacDonald
- i. Rural Affairs update by Councillor Brian Caddell

## **10. NOTICE OF MOTION**

Next Committee of the Whole Meeting

July 22, 2026, at 3:00 p.m. in the Council Chambers, 3720 County Road 34, Alexandria On.

## **11. ADJOURNMENT**



**STAFF REPORT TO COMMITTEE OF THE WHOLE**

**Report No. AD 2026-07**

**DATE:** April 22, 2026

**From:** Michael Fawthrop, CAO/Clerk

**RE:** Departmental Updates

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**Recommended Motion:**

**THAT** the Committee of the Whole for the Township of North Glengarry receive departmental updates from each Department Director, followed by an update from the Chief Administrative Officer, for information.

**Background / Analysis:**

As part of the municipality's commitment to transparency, accountability, and ongoing communication with Council, Department Directors will provide departmental updates at each Committee of the Whole meeting summarizing key activities, operational highlights, challenges, and upcoming priorities.

The Directors will present in the following order:

1. Zoe Bougie – Director of Finance / Treasurer
2. Timothy Wright – Director of Public Works
3. Jacob Rheume – Director of Building, By-Law & Planning
4. Stephanie McRae – Director of Community Services
5. Matthew Roy – Fire Chief

Following the departmental presentations, the **Chief Administrative Officer (CAO)** will provide a corporate-level update, including organizational initiatives, interdepartmental priorities, strategic progress, and any emerging matters requiring Council's awareness.

**Financial Implication**

There are no direct financial implications associated with receiving this report. Any financial impacts arising from departmental activities are addressed through the annual budget process or brought forward under separate reports to Council as required.

**Attachments & Relevant Legislation:**

- Municipal Act, 2001 – General governance and reporting provisions
- Applicable departmental legislation, regulations, or standards (as relevant)

**Other Consulted:**

N/A

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Reviewed and Approved by:  
Michael Fawthrop, CAO/Clerk



STAFF REPORT TO COUNCIL

Report No: PW-2026-12

April 22, 2026

From: Timothy Wright, Director of Public Works

RE: Winter Operations Performance

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**Recommended Motion:**

**THAT** The Committee of the Whole for the Township of North Glengarry receives report PW-2026-12 Winter Operations Performance for information purposes only.

**New Management Strategy Q1 2026**

During the 2025–2026 winter season, the Roads Department implemented a revised approach to winter operations with an increased focus on operational efficiency and fiscal responsibility. This updated strategy emphasized more deliberate decision-making with respect to deployment timing, resource allocation, and call-out thresholds, while continuing to maintain established service levels and public safety standards. Staff made greater use of weather forecasts and real-time road condition information to ensure that winter control responses were aligned with actual needs rather than precautionary assumptions.

As a result, the Department demonstrated a more conscientious use of budgeted resources throughout the 2026 winter season. Call-outs were more closely tailored to storm severity and timing, with improved coordination between contracted services and in-house crews. This balanced approach allowed the Township to optimize service delivery without compromising road safety, and positioned the Roads Department to better absorb external challenges such as salt supply constraints.

Year	GL Code	Description	Q1 Balance	Budget
2026	1-4-3055-4010	PLOWING/SALTING - CONTRACTED SERVICES	\$14,358.38	\$33,594.00
2025	1-4-3055-4010	PLOWING/SALTING - CONTRACTED SERVICES	\$3,915.73	\$2,000.00
2026	1-4-3056-4010	SNOW REMOVAL - CONTRACTED SERVICES	\$1,272.00	\$45,455.00
2025	1-4-3056-4010	SNOW REMOVAL - CONTRACTED SERVICES	\$67,441.98	\$70,000.00
2026	1-4-9300-5120	NGWT - SNOW REMOVAL	\$12,465.60	\$13,000.00
2025	1-4-9300-5120	NGWT - SNOW REMOVAL	\$6,271.11	\$13,000.00
2026	1-4-9400-5120	NGS - SNOW REMOVAL	\$625.82	\$10,000.00
2025	1-4-9400-5120	NGS - SNOW REMOVAL	\$4,672.81	\$10,000.00
		<b>TOTAL CONTRACTED SPEND 2026</b>	<b>\$28,721.80</b>	
		<b>TOTAL CONTRACTED SPEND 2025</b>	<b>\$82,301.63</b>	

**Winter Weather Conditions Q1 2025 vs Q1 2026**

Environment and Climate Change Canada data for the Moose Creek Wells station indicate that total winter precipitation for January–March 2025 and January–March 2026 was broadly similar, with 171.1 mm in 2025 compared to 180.2 mm in 2026, and minimum temperatures in both periods falling below -29 °C. However, the 2025 period was characterized by a more concentrated sequence of events, including a major mid-February storm that led the Township to declare a significant weather event from February 16 to 18, 2025, and required an intensive operational response by the Roads Department. By contrast, precipitation during January–March 2026 was more evenly distributed, without a comparable multi-day extreme event, which allowed staff to plan deployments in a more measured and sustainable way.

Row Labels	Min of Temp (°C)	Sum of Precip. Amount (mm)
<b>2025</b>	<b>-29.6</b>	<b>171.1</b>
01	-27.1	34.3
02	-29.3	59.3
03	-29.6	77.5
<b>2026</b>	<b>-30.5</b>	<b>180.2</b>
01	-30.5	57.6
02	-24.6	24.9
03	-27.4	97.7
<b>Grand Total</b>	<b>-30.5</b>	<b>351.3</b>

Moose Creek Station Weather Analysis 2025 VS 2026

From an operational standpoint, this means that although the overall totals for cold and precipitation were similar across the two winters, Q1 2025 was more difficult to manage

because much of the impact arrived in a short “rush” period. Q1 2026 still demanded regular winter control but did not include the same level of prolonged, concentrated activity. Against this backdrop, the Roads Department’s improved call-out discipline and resource management in 2026 appear to have contributed to better budget performance relative to the operational demands of each winter.

### **2026 Salt Shortage**

During the 2025–2026 winter, municipalities across Ontario experienced constraints on road salt supply due to high demand, supply chain limitations, and pressure on shipments through the Great Lakes–St. Lawrence system. Several eastern Ontario municipalities reported that they were actively rationing salt, reducing application rates, or blending salt with abrasives to extend remaining inventories. In this regional context, the Township of North Glengarry adopted a more proactive salt-management approach, closely monitoring salt usage, adjusting application strategies, and optimizing routes to ensure that available stockpiles were used as efficiently as possible.



As part of this approach, the Township incorporated stone dust into its winter control practices as a blended treatment with road salt, particularly on lower-volume roads and in conditions where additional traction was the primary objective. This blending strategy allowed the Roads Department to stretch available salt inventories while still providing adequate traction and maintaining established service levels on Township roads. The combination of stone dust–salt blends, more disciplined call-out decisions, and route optimization was an important factor in North Glengarry’s ability to manage through the season without exhausting stockpiles or compromising road safety. Administration’s assessment is that the coincidence of the new winter operations strategy with the 2025–2026 salt supply challenges provided an early and effective test of the Township’s updated practices, and that the Township successfully managed the season within existing stockpiles while maintaining approved service levels.

Year	Department	GL Code	Description	Q1 Balance
2026	Roads	1-4-3055-5125	PLOWING/SALTING - SALT	\$ 17,563.21
2025	Roads	1-4-3055-5125	PLOWING/SALTING - SALT	\$ 21,162.10

**2026 Fixed Price Contracts and In-House Work**

During the 2025–2026 winter season, the Township also implemented significant changes to its contracted winter maintenance program. Approximately half of the Township’s previously contracted areas were moved from a pay-per-visit pricing structure to a pay-per-season model, providing greater cost certainty and better alignment between expenditures and service expectations. The locations now covered under seasonal pricing include the Township Office, the Glengarry Archives, Island Park parking lot, the Alexandria Sewage Lagoons, the Alexandria Sewage Pumping Stations, the Alexandria Water Tower, the Alexandria Water Treatment Plant, the Legion, and the St. Paul Street parking lot.

As part of the same tender process, a number of smaller sites were reassigned from contracted service to Township forces where staff capacity and equipment availability made this approach more efficient. These locations include, for example, sidewalks in Glen Robertson and Dalkeith, which can now be maintained using existing municipal equipment and manpower as part of regular routing. Because winter operations records prior to 2025 were kept in a different format with less detail, it is difficult to generate a precise year-over-year financial comparison for these specific locations. Nonetheless, the available information, combined with staff observations, indicates that the shift to seasonal pricing, the strategic use of Township forces, and the new management practices are contributing to a significant increase in overall efficiency in winter operations. Together, these changes are supporting more predictable costs, better utilization of staff and equipment, and improved service delivery across the Township’s facilities and right-of-way.



**Financial Implications:**

Possible Cost savings in future years

**Attachments & Relevant Legislation:**

O. Reg. 239/02: MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS

**Others Consulted:**

Robbie Smeall, Manager of Transportation

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Reviewed and Approved by:  
Michael Fawthrop, CAO/Clerk