Police Services Board Meeting

Constable Colin McGregor Building
September 9, 2026
AGENDA

CALL MEETING TO ORDER

DECLARATION OF CONFLICT

ADDITIONS TO AGENDA

NEW HIRES/PROMOTIONS/CONTRACT RENEWALS

Name	Position	Start Date
Jewel McDonald	Part Time Clerk Full Time Clerk	July 3, 2026 September 9, 2026
Julius Ochmann	Cadet	August 17, 2026
Fabio Barreira	Cadet	August 17, 2026
Cameron Ballagh	Cadet (Agreement Renewal)	August 5, 2026

<u>Recommendation for Hire – Jewel McDonald</u>
A resolution passed by the Police Services Board virtually on July 9, 2026 indicating the following:

That: the Police Services Board accept and receive the information pertaining to candidates for hire, Jewel McDONALD for the position of Part-Time Clerk to start July 13, 2026, as recommended by Chief Marc Roskamp.

Moved By: J. Preston
Seconded By: J. Jackson

<u>Recommendation for Hire – Julius Ouhmann & Fabio Barreira</u>
A resolution passed by the Police Services Board virtually on July 31, 2026 indicating the following:

That: the Police Services Board accept and receive the information pertaining to candidates for hire, Julius OCHMANN and Fabio BARREIRA *for the position of Cadet to start August 17, 2026 as recommended by Chief Marc Roskamp.*

Moved By: R. Gibson
Seconded By: L. Coates

<u>Recommendation for Hire – Jayden Hall</u>
A resolution passed by the Police Services Board virtually on August 27, 2026 indicating the following:

That: the Police Services Board accept and receive the information pertaining to candidates for hire, Jayden HALL for the position of Cadet to start August 31, 2026 as recommended by Chief Marc Roskamp.

Moved By: J. Preston
Seconded By: L. Coates

SPECIAL CONSTABLE APPOINTMENTS/RENEWALS

Name	Appointment | Re-Appointment | Rescind Date	Status
Colleen Kelly	Re-Appointment	Current Appointment Expires 19-Sep-26
Kelly MacIntyre	Re-Appointment	Current Appointment Expires 19-Sep-26

MINUTES

Confirmation of the minutes of the meeting held June 24, 2026.

DEPUTATIONS

REPORTS

Revenues and Expenditures

Financial Statements (YTD Performance) for 2026 as of August 13, 2026.

Tactical Readiness Vehicles

A report (CHIEF-2026-28) from Chief Roskamp re: Tactical Readiness Vehicles

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Resolution

A resolution passed by the Police Services Board virtually on August 10, 2026 indicating the following:

THAT the St. Thomas Police Service Board approve the purchase of two fully equipped 2024 Ford F-250 Super Duty tactical response vehicles from the Legislative Protective Service for a package price of $159,900, plus applicable taxes and necessary transfer costs;

AND THAT eligible acquisition costs be funded from available Police Services Development Charge Reserves, subject to confirmation by the City Treasurer that the expenditure is consistent with the current and future development charge background study, applicable development charge by-law, and municipal financial requirements;

AND THAT the Chief of Police, be authorized to complete all due diligence and execute the documents necessary to finalize the transaction;

AND THAT the Chief of Police revise the 2027 Police Service capital forecast contained in the previously submitted and Board approved PSB Report CHIEF-2026-25 to reflect the acquisition of two of the three required tactical response vehicles, leaving one vehicle to be acquired in 2027.

Moved By: L. Coates
Seconded By: J. Jackson

2027-2036 Capital Budget Forecast Submissions

A report (CHIEF-2026-25) from Chief Roskamp re: 2027-2036 Capital Budget Forecast Submissions

Resolution

A resolution passed by the Police Services Board virtually on August 10, 2026 indicating the following:

That: the St. Thomas Police Services Board receive PSB Report CHIEF-2026-25 "Capital Budget Forecast Submissions 2027-2036"; and further, THAT the Board support its submission to the City of St. Thomas for inclusion in the City's ten-year capital planning process, recognizing that project scope, timing, estimates and funding sources will be refined through future annual budget cycles.

Moved By: L. Coates
Seconded By: R. Gibson

2026 Budget Monitoring / Year-End Projections

Reports from the City of St. Thomas dated July 13, 2026:

- 2026 Mid-year Budget Monitoring | City of St. Thomas
- Schedule A – Capital Budget Tracking | City of St. Thomas

Report | Crime Severity Index (CSI) – Values for 2025

A report (CHIEF-2026-24) for Board review and discussion.

A resolution passed by the Police Services Board virtually on July 26, 2026 indicating the following:

That: Report #CHIEF-2026-24; Crime Severity Index (CSI) – 2025 Results; be received for information, and further, that the report be forwarded to St. Thomas City Council for informational and awareness purposes.

Moved By: L. Coates
Seconded By: J. Preston

2027 Budget

A report (CHIEF-2026-26) for Board review and discussion.

Ontario Naloxone Program

Second Quarter report dated July 3, 2026.

Board Member Evaluation | 2026 Summary

A verbal report summarizing data received from the Board Member Evaluation.

PETITIONS AND COMMUNICATIONS

Recent Police Line-of-Duty Deaths

Correspondence dated July 10, 2026, from Ryan Teschner, Inspector General of Policing for Ontario, regarding recent line-of-duty police deaths.

Housing and Community Safety in our Community

Social media articles highlighting interviews with Chief Roskamp in July 2026 re: Housing and Community Safety in our Community.

- **Sarnia Journal Opinion:** *Sarnia's housing fear versus what St. Thomas already proved* https://www.thesarniajournal.ca/opinion/sarnias-housing-fear-versus-what-st-thomas-already-proved-12616506
- **YouTube Video:** https://youtu.be/MIHNt4Fhepo

- **YouTube Video:**
  https://youtu.be/sFVPsTAa4Vg

Hamilton Spectator | St. Thomas Council Excerpts

A media article highlighting City of St. Thomas Council Decisions dated August 19, 2026.

City Scope: Public Safety is the Foundation of Every Healthy Community

An article dated August 8, 2026, highlights positive reductions in St. Thomas crime severity, continued investments in public safety, and Bill C-14 bail reforms.

Thank You Card – Indwell

A thank you card received August 10, 2026 thanking Chief Roskamp for his ongoing support for Indwell.

London Free Press: London Region's Homicide Rate Falls to Six-Year Low

An article dated August 10, 2026 re: Homicide Rates in London Region.

- https://lfpress.com/news/local-news/london-regions-homicide-rate-falls-to-six-year-low

STPS Media Release: St. Thomas Police Service Successfully Launches Next Generation 9-1-1 (NG911)

A media release dated August 12, 2026 announcing the successful launch of NG911.

CBC Canada – Six People Charged with 64 Offences in St. Thomas Fentanyl Investigation

An article dated August 27, 2026 re: Project Apex resulted in six individuals facing 64 criminal charges and the seizure of more than $32,000 in fentanyl and other controlled substances, along with cash and weapons.

UNFINISHED BUSINESS

NEW BUSINESS

MOVE TO THE COMMITTEE OF THE WHOLE

ACTIONS OF THE COMMITTEE OF THE WHOLE

ADJOURNMENT

Police Services Board Meeting

Constable Colin McGregor Building

June 24, 2026

MINUTES

ATTENDANCE:

D. Reith	Chair
J. Preston	Member
J. Jackson	Member (virtual)
R. Gibson	Member
L. Coates	Vice Chair

OFFICIALS:

M. Roskamp	Chief of Police
T. Terpstra	Executive Administrator

REGRETS:

None.

GUESTS:

R. LeClair	Inspectorate of Policing Advisor | Zone 6 (virtual)
A. Lyle	HR Coordinator
F. Sullivan	Scholarship Award Recipient
D. Sullivan	Family Member, Scholarship Award Recipient

MEDIA:

None.

DECLARATION OF CONFLICT

ADDITIONS TO AGENDA

NEW HIRES/PROMOTIONS/CONTRACT RENEWALS

Moved By: L. Coates
Seconded By: R. Gibson

THAT: The Police Services Board approve the following promotions:

Name	Position	Start Date
Colleen Kelly	Special Constable (Courts PT to FT)	June 1, 2026
Jeremy Linker	Sergeant	June 24, 2026 (confirmed promotion)
Brandon Wesson	Sergeant	June 24, 2026 (confirmed promotion)
Tyler Lynch	Acting Sergeant Sergeant	June 24, 2026 (temporary promotion) September 1, 2026 (confirmed promotion)
Brian Shaw	Staff Sergeant	August 1, 2026 (confirmed promotion)
Mathieu Levesque	Acting Sergeant	September 1, 2026 (temporary promotion)

Carried.

Staffing Announcements / Promotions / Lateral Process | 2026

Moved By: R. Gibson
Seconded By: L. Coates

THAT: Report #CHIEF-2026-21; Promotions, Staffing Adjustments and Supervisory Capacity Enhancements - 2026, be received for information, and further, that the Police Services Board approve the promotional recommendations as presented by Chief Roskamp.

Carried.

SPECIAL CONSTABLE APPOINTMENTS/RENEWALS

Name	Appointment | Re-Appointment | Rescind Date	Status
Ben McIntyre	Special Constable (resignation)	Rescind (effective May 29, 2026)
Lovepreet Arneja	Special Constable (new position: Cadet in Training OPC)	Rescind (effective May 31, 2026)
Iosko Assenov	Special Constable (appointment)	Appointment (effective June 15, 2026)
Lindsay Schruder	Special Constable (appointment)	Appointment (effective June 15, 2026)
Kelly Pearce	Special Constable (appointment)	Appointment (effective June 15, 2026)

Moved By: L. Coates
Seconded By: R. Gibson

THAT: Report #CHIEF-2026-SPCST3; Request to rescind Appointments as Special Constable for Benjamin McIntyre and Lovepreet Arneja be received for information as prepared and submitted by Chief Roskamp, and further, that the Police Services Board rescind the appointments for the Special Constable designation for Benjamin McIntyre and Lovepreet Arneja as per the Community Safety and Policing Act - Ontario Regulation 396.

Carried.

Moved By: **R. Gibson**
Seconded By: **J. Jackson**

THAT: Report #CHIEF-2026-SPCST4; Special Constable Applications for Appointment for Iosko Assenov, Lindsay Schruder, and Kelly Pearce be received for information as prepared and submitted by Chief Roskamp, and further, that the Police Services Board approve the required appointments for the Special Constable designations for Iosko Assenov, Lindsay Schruder, and Kelly Pearce as per the Community Safety and Policing Act - Ontario Regulation 396.

Carried.

MINUTES

Moved By: **R. Gibson**
Seconded By: **L. Coates**

THAT: The minutes of the meeting held May 27, 2026 be confirmed.

Carried.

DEPUTATIONS

REPORTS

Revenues and Expenditures

Moved By: **R. Gibson**
Seconded By: **L. Coates**

THAT: The Police Services Board approve the Financial Statements (YTD Performance) for 2026 as of June 12, 2026.

Carried.

Diversity Action Plan | 2026

Moved By: **R. Gibson**
Seconded By: **L. Coates**

THAT: The Police Services Board approve the 2026 Diversity Action Plan as presented.

Carried.

Destruction; Decommissioned Fitness Assets

Moved By: **J. Jackson**
Seconded By: **R. Gibson**

THAT: Report #CHIEF-2026-23, Destruction of Decommissioned Fitness Assets, be received; and further, that the St. Thomas Police Services Board approve the destruction of the identified fitness assets, which have reached the end of their useful life and possess no residual value to the Service.

Carried.

PETITION AND COMMUNICATIONS

Moved By: R. Gibson
Seconded By: J. Jackson

THAT: The Police Services Board receive and file the following correspondence items:

- Letter of Thanks – Barwick Family | May 2026
- Crime Severity Drops in St. Thomas CBC | June 3, 2026
- Ontario Association of Chiefs of Police OACP Executive | June 3, 2026

Carried.

UNFINISHED BUSINESS

NEW BUSINESS

MOVE TO THE COMMITTEE OF THE WHOLE

Moved By: L. Coates
Seconded By: R. Gibson

THAT: The Police Services Board move to closed session to discuss subject matter as outlined in the CSPA section 44(2).

Carried.

ACTIONS OF THE COMMITTEE OF THE WHOLE

Moved By: L. Coates
Seconded By: J. Jackson

THAT: We adopt the actions of the Committee of the Whole.

Carried.

ADJOURNMENT

Moved By: J. Jackson
Seconded By: L. Coates

THAT: We do now adjourn at 9:34 a.m.

Carried.

Dan Reith
Police Services Board Chair

Police Services Board Meeting

Constable Colin McGregor Building

REPORT

DIRECTED TO:	**St. Thomas Police Services Board**
PREPARED BY:	**Chief Marc Roskamp**
SUBJECT:	**Request for Re-Appointment of Special Constables Colleen Kelly and Kelly MacIntyre**
MEETING DATE:	**September 9, 2026**
REPORT #	**CHIEF-2026-SPCST4**
REPORT TITLE:	**Applications for Re-Appointment of Special Constables Colleen Kelly and Kelly MacIntyre**

Recommendation:
That: Report #CHIEF-2026-SPCST4; Special Constable Application for Re-Appointment for Colleen Kelly and Kelly MacIntyre be received for information as prepared and submitted by Chief Roskamp, and further, that the Police Services Board approve the required appointments for the Special Constable designations for Colleen Kelly and Kelly MacIntyre as per the Community Safety and Policing Act - Ontario Regulation 396.

Background:
The Community Safety and Policing Act authorizes and requires that approved Police Services Board employers now designate their own respective members as Special Constables. The attached application is to re-appoint Special Constables Colleen Kelly and Kelly MacIntyre who have been employed as Special Constables since January 27, 2014.

The attached justification of duties and job description document outlines and supports the requisite criteria and specific duties for which this member will be responsible. These justifications, powers and purposes are in alignment with the Community Safety and Policing Act, O. Reg. 396. Powers and purposes assigned will not go beyond the powers and purposes as listed for Item 1 Special Constables in the Schedule of Purposes and Powers for Certificates of Appointment and Permitted Weapons.

Analysis
Not applicable.

Financial Impact
Not applicable.

Respectfully,

Marc Roskamp
Chief of Police

YTD Budget vs. Actual

Years	Months	Department	
2026	0 1 2 3 4 5 6 7 8 9 10 11 12	20 Police Services	Refreshed: Aug 13, 2026

Sub-Department	Program	Rev/Exp	Account	Description	YTD Actual	YTD Budget	YTD Variance	Yearly Budget
20 Police Services Board	**100 General**	Expense	**1-20-20-100-3011**	Reg Part-time Salaries & Wages	4,544	6,827	2,283	10,240
			1-20-20-100-3120	Statutory Benefits	318	400	82	600
			1-20-20-100-4005	Public Relations	1,305	3,333	2,028	5,000
			1-20-20-100-4040	Legal Fees & Expenses	58,696	1,333	(57,363)	2,000
		Expense Total			64,863	11,893	(52,970)	17,840
20 Police Services Board Total					**64,863**	**11,893**	**(52,970)**	**17,840**
21 Police Services	**100 General**	Revenue	**1-20-21-100-2240**	OPC Recoveries	(635,052)	(878,001)	(242,949)	(1,317,001)
			1-20-21-100-2252	RCMP Prints Recovery	(1,975)	(6,667)	(4,692)	(10,000)
			1-20-21-100-2255	Paid Duty Recovery	(24,851)	(6,667)	18,184	(10,000)
			1-20-21-100-2510	Police Recoveries	(43,087)	(53,333)	(10,246)	(80,000)
		Revenue Total			(704,965)	(944,668)	(239,703)	(1,417,001)
		Expense	**1-20-21-100-3010**	Reg Full-time Salaries & Wages	8,639,788	10,464,145	1,824,357	15,696,218
			1-20-21-100-3011	Reg Part-time Salaries & Wages	20,472	30,430	9,958	45,645
			1-20-21-100-3012	Paid Duty Wages	22,406	6,667	(15,740)	10,000
			1-20-21-100-3029	Distributed Wages	(250,519)	(250,519)	0	(912,827)
			1-20-21-100-3039	Premium overtime/Standby	1,403	48,733	47,331	73,100
			1-20-21-100-3090	Overtime	66,893	200,000	133,107	300,000
			1-20-21-100-3091	Statutory Holiday Pay	1,761	64,000	62,239	96,000
			1-20-21-100-3120	Statutory Benefits	824,929	964,092	139,164	1,446,138
			1-20-21-100-3130	Employer Benefits	1,206,869	1,392,474	185,606	2,088,711
			1-20-21-100-3131	Retiree Benefits	92,108	205,024	112,916	307,536
			1-20-21-100-3135	OMERS	965,398	1,073,919	108,521	1,610,878
			1-20-21-100-3210	Car Allowance	13,000	8,667	(4,333)	13,000
			1-20-21-100-3211	Clothing/Uniform Allowance	26,736	18,267	(8,469)	27,400
			1-20-21-100-4005	Public Relations	11,387	8,667	(2,721)	13,000
			1-20-21-100-4020	Tuition Reimbursement	0	3,333	3,333	5,000
			1-20-21-100-4023	Association Membership Fees	5,627	3,333	(2,294)	5,000

21 Police Services	**100 General**	Expense	**1-20-21-100-4024**	Employee Assistance Program	2,571	2,733	162	4,100
			1-20-21-100-4027	Training	69,531	116,667	47,136	175,000
			1-20-21-100-4036	Member Wellness	29,319	46,667	17,348	70,000
			1-20-21-100-4040	Legal Fees & Expenses	178,446	3,333	(175,113)	5,000
			1-20-21-100-4051	Advertising, Marketing & Prom.	355	5,333	4,978	8,000
			1-20-21-100-4057	Forensic Analyst	19,821	8,000	(11,821)	12,000
			1-20-21-100-4089	RCMP Prints Expense	4,961	3,333	(1,627)	5,000
			1-20-21-100-4168	OPTIC	82,548	83,333	786	125,000
			1-20-21-100-4170	Downtown Satellite Office	12,211	12,667	455	19,000
			1-20-21-100-4176	Operating Equipment Rent/Lease	8,777	13,333	4,557	20,000
			1-20-21-100-4240	Telephone/Fax Services	30,492	80,000	49,508	120,000
			1-20-21-100-4257	Regular Postage	0	1,000	1,000	1,500
			1-20-21-100-4259	Courier	2,204	2,667	463	4,000
			1-20-21-100-4272	Printing	1,796	4,000	2,204	6,000
			1-20-21-100-4503	Pipes & Drum Band	5,226	3,333	(1,893)	5,000
			1-20-21-100-4504	CCTV Surveillance Systems	0	3,333	3,333	5,000
			1-20-21-100-4700	Service Charges	820	0	(820)	0
			1-20-21-100-5010	General Supplies	30,171	33,333	3,163	50,000
			1-20-21-100-5011	Office Supplies	5,126	6,667	1,541	10,000
			1-20-21-100-5040	Health & Safety Supplies	6,456	3,333	(3,122)	5,000
			1-20-21-100-5041	Body Amour	5,102	3,333	(1,769)	5,000
			1-20-21-100-5045	Uniforms/Supplies	61,583	66,667	5,084	100,000
			1-20-21-100-5060	Major Crime Expenses	9,035	10,000	965	15,000
			1-20-21-100-5061	Forensic Identification Supplies	4,681	6,667	1,986	10,000
			1-20-21-100-5062	Canine Unit Supplies	5,832	13,333	7,501	20,000
			1-20-21-100-5063	Critical Incident Response Team	36,484	20,000	(16,484)	30,000
			1-20-21-100-5071	Office Furniture Purchases	1,572	3,333	1,761	5,000
			1-20-21-100-5073	Equipment Purchases - Axon	126,910	80,000	(46,910)	120,000
			1-20-21-100-5075	Equipment Maint/Repair Supply	26,152	26,667	515	40,000
			1-20-21-100-5580	IT Systems	148,134	133,333	(14,801)	200,000
			1-20-21-100-5700	Vehicle Purchases	178,166	116,667	(61,500)	175,000
		Expense Total			12,742,739	15,154,299	2,411,560	22,194,400
	210 RIDE	Revenue	**1-20-21-210-2035**	RIDE Grant	0	(10,667)	(10,667)	(16,000)
		Revenue Total			0	(10,667)	(10,667)	(16,000)
	211 CSP - Local	Revenue	**1-20-21-211-2035**	CSP Grant - Local Priorities	(26,231)	(174,872)	(148,641)	(262,308)
		Revenue Total			(26,231)	(174,872)	(148,641)	(262,308)

21 Police Services	**211 CSP - Local**							
		Expense	**1-20-21-211-3029**	Distributed Wages	0	0	0	262,308
		Expense Total			0	0	0	262,308
	212 CSP - Provincial	Revenue	**1-20-21-212-2035**	CSP Grant - Prov Priorities	0	(266,667)	(266,667)	(400,000)
		Revenue Total			0	(266,667)	(266,667)	(400,000)
		Expense	**1-20-21-212-3029**	Distributed Wages	0	0	0	400,000
			1-20-21-212-5012	CSP Expenditures -Prov. Priorities	318	0	(318)	0
		Expense Total			318	0	(318)	400,000
	213 Dispatching	Revenue	**1-20-21-213-2075**	Aylmer Police Dispatching Revenue	(53,666)	(70,000)	(16,334)	(105,000)
		Revenue Total			(53,666)	(70,000)	(16,334)	(105,000)
	215 Victim Support	Revenue	**1-20-21-215-2035**	Victim Support Grant	(171,200)	(114,133)	57,067	(171,200)
		Revenue Total			(171,200)	(114,133)	57,067	(171,200)
		Expense	**1-20-21-215-5012**	VSG Expenditures	169,922	114,133	(55,789)	171,200
		Expense Total			169,922	114,133	(55,789)	171,200
	218 CISO	Revenue	**1-20-21-218-2031**	CISO IFG Grant	(150,000)	(150,000)	0	(150,000)
			1-20-21-218-2035	CISO Membership Grant	(8,000)	(8,000)	0	(8,000)
		Revenue Total			(158,000)	(158,000)	0	(158,000)
		Expense	**1-20-21-218-3029**	Distributed Wages	82,619	82,619	0	82,619
			1-20-21-218-5010	CISO IFG Expenditures	63,057	67,381	4,324	67,381
			1-20-21-218-5012	CISO Membership Grant Expenditures	7,205	8,000	795	8,000
		Expense Total			152,881	158,000	5,119	158,000
	220 NG911	Revenue	**1-20-21-220-2035**	NG911 Special Project Grant	(91,297)	(41,548)	49,749	(62,321)
		Revenue Total			(91,297)	(41,548)	49,749	(62,321)
		Expense	**1-20-21-220-3029**	Distributed Wages	62,321	62,321	0	62,321
			1-20-21-220-5012	NG911 Special Project Expenditures	0	0	0	0
		Expense Total			62,321	62,321	0	62,321
	221 MCRT	Revenue	**1-20-21-221-2035**	MCRT Grant	(90,000)	(80,000)	10,000	(120,000)
		Revenue Total			(90,000)	(80,000)	10,000	(120,000)

21 Police Services	**221 MCRT**							
		Expense	**1-20-21-221-5012**	MCRT Expenditures	119,114	80,000	(39,114)	120,000
		Expense Total			119,114	80,000	(39,114)	120,000
	222 PAT	Revenue	**1-20-21-222-2035**	PAT Grant	(27,839)	(30,239)	(2,400)	(45,358)
		Revenue Total			(27,839)	(30,239)	(2,400)	(45,358)
		Expense	**1-20-21-222-3029**	Distributed Wages	38,058	38,058	0	38,058
			1-20-21-222-5012	PAT Expenditures	0	4,867	4,867	7,300
		Expense Total			38,058	42,925	4,867	45,358
	223 BCWA	Revenue	**1-20-21-223-2035**	BCWA Grant	(271,262)	(55,681)	215,581	(83,521)
		Revenue Total			(271,262)	(55,681)	215,581	(83,521)
		Expense	**1-20-21-223-3029**	Distributed Wages	67,521	67,521	0	67,521
			1-20-21-223-5012	BCWA Expenditures	13,624	10,667	(2,957)	16,000
		Expense Total			81,145	78,188	(2,957)	83,521
	224	Revenue	**1-20-21-224-2035**	Proceeds of Crime Grant	(58,742)	0	58,742	0
		Revenue Total			(58,742)	0	58,742	0
		Expense	**1-20-21-224-5012**	POC Expenditures	59,524	0	(59,524)	0
		Expense Total			59,524	0	(59,524)	0
	225	Revenue	**1-20-21-225-2035**	CISO Special Project - Revenue	(23,499)	0	23,499	0
		Revenue Total			(23,499)	0	23,499	0
		Expense	**1-20-21-225-5012**	CISO Special Project - Expenditures	2,450	0	(2,450)	0
		Expense Total			2,450	0	(2,450)	0
	800 Building	Expense	**1-20-21-800-4063**	Contracted Garbage Collection	1,786	4,667	2,881	7,000
			1-20-21-800-4075	Contracted Services	32,242	23,333	(8,909)	35,000
			1-20-21-800-4120	Janitorial Services	62,777	63,333	557	95,000
			1-20-21-800-4141	Contracted Building Maintenance	27,839	36,667	8,828	55,000
			1-20-21-800-4147	Operating Equip. Maint/Repair	0	6,667	6,667	10,000
			1-20-21-800-5020	Building Maintenance Supplies	8,702	3,333	(5,369)	5,000
			1-20-21-800-5410	Electricity (Hydro)	33,415	46,667	13,251	70,000
			1-20-21-800-5415	Utilities - Water/Sewer	3,346	10,000	6,654	15,000

21 Police Services	**800 Building**	Expense	**1-20-21-800-5421**	Natural gas	4,382	6,667	2,285	10,000
		Expense Total			174,489	201,333	26,844	302,000
21 Police Services Total					**11,926,262**	**13,944,727**	**2,018,464**	**20,958,398**
22 PS Fleet	**900 Vehicles**	Expense	**1-20-22-900-4145**	Vehicle Repairs & Maintenance	15,028	183,333	168,305	275,000
		Expense Total			15,028	183,333	168,305	275,000
	901 Vehicle 1	Expense	**1-20-22-901-4145**	Vehicle Repairs & Maintenance	5,488	0	(5,488)	0
			1-20-22-901-5435	Gasoline - Operating	6,709	0	(6,709)	0
		Expense Total			12,197	0	(12,197)	0
	902 Vehicle 2	Expense	**1-20-22-902-4145**	Vehicle Repairs & Maintenance	3,845	0	(3,845)	0
			1-20-22-902-5435	Gasoline - Operating	6,607	0	(6,607)	0
		Expense Total			10,452	0	(10,452)	0
	904 Vehicle 4	Expense	**1-20-22-904-4145**	Vehicle Repairs & Maintenance	1,409	0	(1,409)	0
			1-20-22-904-5435	Gasoline - Operating	1,577	0	(1,577)	0
		Expense Total			2,987	0	(2,987)	0
	905 Vehicle 5	Expense	**1-20-22-905-5435**	Gasoline - Operating	168	0	(168)	0
		Expense Total			168	0	(168)	0
	906 Vehicle 6	Expense	**1-20-22-906-4145**	Vehicle Repairs & Maintenance	14,476	0	(14,476)	0
			1-20-22-906-5435	Gasoline - Operating	8,817	0	(8,817)	0
		Expense Total			23,292	0	(23,292)	0
	907 Vehicle 7	Expense	**1-20-22-907-4145**	Vehicle Repairs & Maintenance	16,392	0	(16,392)	0
			1-20-22-907-5435	Gasoline - Operating	7,379	0	(7,379)	0
		Expense Total			23,771	0	(23,771)	0
	908 Vehicle 8	Expense	**1-20-22-908-4145**	Vehicle Repairs & Maintenance	1,804	0	(1,804)	0
			1-20-22-908-5435	Gasoline - Operating	391	0	(391)	0
		Expense Total			2,195	0	(2,195)	0
	909 Vehicle 9	Expense	**1-20-22-909-4145**	Vehicle Repairs & Maintenance	1,202	0	(1,202)	0
			1-20-22-909-5435	Gasoline - Operating	5,463	0	(5,463)	0
		Expense Total			6,665	0	(6,665)	0

22 PS Fleet	909 Vehicle 9							
	910 Vehicle 10	Expense	**1-20-22-910-4145**	Vehicle Repairs & Maintenance	1,680	0	(1,680)	0
			1-20-22-910-5435	Gasoline - Operating	2,494	0	(2,494)	0
		Expense Total			4,174	0	(4,174)	0
	911 Vehicle 11	Expense	**1-20-22-911-4145**	Vehicle Repairs & Maintenance	222	0	(222)	0
			1-20-22-911-5435	Gasoline - Operating	754	0	(754)	0
		Expense Total			976	0	(976)	0
	912 Vehicle 12	Expense	**1-20-22-912-4145**	Vehicle Repairs & Maintenance	1,695	0	(1,695)	0
			1-20-22-912-5435	Gasoline - Operating	4,306	0	(4,306)	0
		Expense Total			6,001	0	(6,001)	0
	914 Vehicle 14	Expense	**1-20-22-914-4145**	Vehicle Repairs & Maintenance	5,594	0	(5,594)	0
			1-20-22-914-5435	Gasoline - Operating	7,339	0	(7,339)	0
		Expense Total			12,933	0	(12,933)	0
	915 Vehicle 15	Expense	**1-20-22-915-4145**	Vehicle Repairs & Maintenance	89	0	(89)	0
			1-20-22-915-5435	Gasoline - Operating	843	0	(843)	0
		Expense Total			932	0	(932)	0
	916 Vehicle 16	Expense	**1-20-22-916-4145**	Vehicle Repairs & Maintenance	2,163	0	(2,163)	0
			1-20-22-916-5435	Gasoline - Operating	297	0	(297)	0
		Expense Total			2,459	0	(2,459)	0
	917 Vehicle 17	Expense	**1-20-22-917-4145**	Vehicle Repairs & Maintenance	137	0	(137)	0
			1-20-22-917-5435	Gasoline - Operating	505	0	(505)	0
		Expense Total			642	0	(642)	0
	918 Vehicle 18	Expense	**1-20-22-918-5435**	Gasoline - Operating	366	0	(366)	0
		Expense Total			366	0	(366)	0
	919 Vehicle 19	Expense	**1-20-22-919-5435**	Gasoline - Operating	573	0	(573)	0
		Expense Total			573	0	(573)	0
	920 Vehicle 20	Expense	**1-20-22-920-4145**	Vehicle Repairs & Maintenance	132	0	(132)	0
			1-20-22-920-5435	Gasoline - Operating	534	0	(534)	0
		Expense Total			666	0	(666)	0

22 PS Fleet	920 Vehicle 20							
	921	Expense	**1-20-22-921-4145**	Vehicle Repairs & Maintenance	3,262	0	(3,262)	0
			1-20-22-921-5435	Gasoline - Operating	5,680	0	(5,680)	0
		Expense Total			8,942	0	(8,942)	0
	922	Expense	**1-20-22-922-4145**	Vehicle Repairs & Maintenance	1,989	0	(1,989)	0
			1-20-22-922-5435	Gasoline - Operating	3,205	0	(3,205)	0
		Expense Total			5,194	0	(5,194)	0
	923	Expense	**1-20-22-923-4145**	Vehicle Repairs & Maintenance	1,050	0	(1,050)	0
			1-20-22-923-5435	Gasoline - Operating	9,750	0	(9,750)	0
		Expense Total			10,800	0	(10,800)	0
	924	Expense	**1-20-22-924-4145**	Vehicle Repairs & Maintenance	203	0	(203)	0
			1-20-22-924-5435	Gasoline - Operating	4,824	0	(4,824)	0
		Expense Total			5,028	0	(5,028)	0
	925	Expense	**1-20-22-925-5435**	Gasoline - Operating	182	0	(182)	0
		Expense Total			182	0	(182)	0
	926	Expense	**1-20-22-926-5435**	Gasoline - Operating	498	0	(498)	0
		Expense Total			498	0	(498)	0
	942 Vehicle 42	Expense	**1-20-22-942-4145**	Vehicle Repairs & Maintenance	1,320	0	(1,320)	0
			1-20-22-942-5435	Gasoline - Operating	291	0	(291)	0
		Expense Total			1,611	0	(1,611)	0
	946 Vehicle 46	Expense	**1-20-22-946-4145**	Vehicle Repairs & Maintenance	1,181	0	(1,181)	0
			1-20-22-946-5435	Gasoline - Operating	834	0	(834)	0
		Expense Total			2,015	0	(2,015)	0
	947 Vehicle 47	Expense	**1-20-22-947-4145**	Vehicle Repairs & Maintenance	1,241	0	(1,241)	0
			1-20-22-947-5435	Gasoline - Operating	785	0	(785)	0
		Expense Total			2,026	0	(2,026)	0
	951 Vehicle 51	Expense	**1-20-22-951-4145**	Vehicle Repairs & Maintenance	305	0	(305)	0
		Expense Total			305	0	(305)	0

22 PS Fleet	**952 Vehicle 52**	Expense	**1-20-22-952-4145**	Vehicle Repairs & Maintenance	1,417	0	(1,417)	0
			1-20-22-952-5435	Gasoline - Operating	125	0	(125)	0
		Expense Total			1,542	0	(1,542)	0
	956 Vehicle 56	Expense	**1-20-22-956-4145**	Vehicle Repairs & Maintenance	43	0	(43)	0
			1-20-22-956-5435	Gasoline - Operating	101	0	(101)	0
		Expense Total			143	0	(143)	0
	960 Vehicle 60	Expense	**1-20-22-960-4145**	Vehicle Repairs & Maintenance	1,280	0	(1,280)	0
			1-20-22-960-5435	Gasoline - Operating	1,585	0	(1,585)	0
		Expense Total			2,865	0	(2,865)	0
	961 Vehicle 61	Expense	**1-20-22-961-4145**	Vehicle Repairs & Maintenance	9,172	0	(9,172)	0
			1-20-22-961-5435	Gasoline - Operating	6,100	0	(6,100)	0
		Expense Total			15,272	0	(15,272)	0
	962 Vehicle 62	Expense	**1-20-22-962-4145**	Vehicle Repairs & Maintenance	6,138	0	(6,138)	0
			1-20-22-962-5435	Gasoline - Operating	3,978	0	(3,978)	0
		Expense Total			10,115	0	(10,115)	0
	963 Vehicle 63	Expense	**1-20-22-963-4145**	Vehicle Repairs & Maintenance	93	0	(93)	0
			1-20-22-963-5435	Gasoline - Operating	62	0	(62)	0
		Expense Total			154	0	(154)	0
	964 Vehicle 64	Expense	**1-20-22-964-4145**	Vehicle Repairs & Maintenance	1,441	0	(1,441)	0
			1-20-22-964-5435	Gasoline - Operating	2,665	0	(2,665)	0
		Expense Total			4,106	0	(4,106)	0
	966 Vehicle 66	Expense	**1-20-22-966-4145**	Vehicle Repairs & Maintenance	847	0	(847)	0
			1-20-22-966-5435	Gasoline - Operating	407	0	(407)	0
		Expense Total			1,254	0	(1,254)	0
	967 Vehicle 67	Expense	**1-20-22-967-4145**	Vehicle Repairs & Maintenance	650	0	(650)	0
			1-20-22-967-5435	Gasoline - Operating	535	0	(535)	0
		Expense Total			1,186	0	(1,186)	0
22 PS Fleet Total					**199,717**	**183,333**	**(16,383)**	**275,000**

23 PS Courthouse	**100 General**	Revenue	**1-20-23-100-2035**	CSPT Court Security Prisoner Trans. Grant	0	(533,333)	(533,333)	(800,000)
			1-20-23-100-2510	Courthouse Recoveries	(23,748)	(33,333)	(9,586)	(50,000)
		Revenue Total			(23,748)	(566,667)	(542,919)	(850,000)
		Expense	**1-20-23-100-3010**	Reg Full-time Salaries & Wages	327,331	374,118	46,788	561,177
			1-20-23-100-3011	Reg Part-time Salaries & Wages	213,594	257,793	44,199	386,690
			1-20-23-100-3090	Overtime	(194)	3,333	3,528	5,000
			1-20-23-100-3120	Statutory Benefits	53,601	35,040	(18,560)	52,561
			1-20-23-100-3130	Employer Benefits	49,611	49,641	30	74,461
			1-20-23-100-3135	OMERS	39,685	49,423	9,738	74,135
			1-20-23-100-4024	Employee Assistance Program	0	333	333	500
			1-20-23-100-4027	Police College Training	539	333	(206)	500
			1-20-23-100-4168	OPTIC	0	6,667	6,667	10,000
			1-20-23-100-4176	Operating Equipment Rent/Lease	5,972	3,333	(2,638)	5,000
			1-20-23-100-4240	Telephone/Fax Services	11,734	13,333	1,599	20,000
			1-20-23-100-4272	Printing	1,231	1,333	102	2,000
			1-20-23-100-5010	General Supplies	5,844	6,667	823	10,000
			1-20-23-100-5011	Office Supplies	1,286	1,667	380	2,500
			1-20-23-100-5040	Health & Safety Supplies	1,006	1,333	327	2,000
			1-20-23-100-5045	Uniforms/Supplies	2,434	3,333	900	5,000
			1-20-23-100-5071	Office Furniture Purchases	0	667	667	1,000
			1-20-23-100-5075	Equipment	0	1,333	1,333	2,000
			1-20-23-100-5510	Books & Subscriptions	192	0	(192)	0
			1-20-23-100-5580	IT Systems	301	3,333	3,032	5,000
		Expense Total			714,167	813,016	98,849	1,219,524
23 PS Courthouse Total					**690,419**	**246,349**	**(444,070)**	**369,524**
24 PS Courthouse Fleet	**100 General**	Expense	**1-20-24-100-4145**	Vehicle Repairs & Maintenance	0	5,333	5,333	8,000
		Expense Total			0	5,333	5,333	8,000
	946 Vehicle 46	Expense	**1-20-24-946-5435**	Gasoline - Operating	546	0	(546)	0
		Expense Total			546	0	(546)	0
	963 Vehicle 63	Expense	**1-20-24-963-5435**	Gasoline - Operating	153	0	(153)	0
		Expense Total			153	0	(153)	0
24 PS Courthouse Fleet Total					**699**	**5,333**	**4,634**	**8,000**

Grand Total	**12,881,960**	**14,391,636**	**1,509,675**	**21,628,762**

Police Services Board Meeting

Constable Colin McGregor Building

REPORT

DIRECTED TO:	**St. Thomas Police Services Board**
PREPARED BY:	**Chief M. Roskamp**
SUBJECT:	***Tactical Readiness Vehicles***
MEETING DATE:	**August 7, 2026**
REPORT #	**CHIEF-2026-28**
REPORT TITLE:	***Tactical Readiness Vehicles***

Recommendation:

THAT the St. Thomas Police Service Board approve the purchase of two fully equipped 2024 Ford F-250 Super Duty tactical response vehicles from the Legislative Protective Service for a package price of $159,900, plus applicable taxes and necessary transfer costs;

AND THAT eligible acquisition costs be funded from available Police Services Development Charge Reserves, subject to confirmation by the City Treasurer that the expenditure is consistent with the current and future development charge background study, applicable development charge by-law, and municipal financial requirements;

AND THAT the Chief of Police, be authorized to complete all due diligence and execute the documents necessary to finalize the transaction;

AND THAT the Chief of Police revise the 2027 Police Service capital forecast contained in PSB Report CHIEF-2026-25 to reflect the acquisition of two of the three required tactical response vehicles, leaving one vehicle to be acquired in 2027.

Background:

The Police Service is transitioning from a Containment Team to a Tactical Response Team as part of a broader readiness and resourcing modernization plan. This transition reflects the complexity of contemporary critical incidents, the need for timely and disciplined specialized response, and the growth-related demands associated with St. Thomas's expanding population, employment base, industrial development, critical infrastructure, and community expectations.

Ontario's Community Safety and Policing Act, 2019 and O. Reg. 392/23 establish standards for Adequate and Effective policing, including specialized response functions, tactical units, containment functions, and extreme-incident readiness. The legislation does not prescribe a particular vehicle model; however, an effective tactical response capability requires suitable assets to safely transport personnel, specialized firearms, protective equipment, communications systems, and other mission-critical resources. These vehicles are therefore operationally necessary to deliver the mandated capability safely and effectively.

The three-vehicle model is intended to provide deployment capacity, geographic availability, continuity during maintenance, and 24/7 operational readiness. The vehicles will be assigned daily for general patrol use, ensuring that the investment supports routine frontline service and will not remain idle between tactical deployments.

Analysis:

The St. Thomas Police Service requires three tactically equipped response vehicles to complete the next phase of Tactical Team readiness and modernization. These vehicles will remain deployable general patrol assets while being configured to support specialized tactical response, providing daily operational value and immediate availability when critical incidents occur.

The Legislative Protective Service of the Legislative Assembly of Ontario is offering two 2024 Ford F-250 Super Duty 4x4 Crew Cab Lariat police vehicles as a package for $159,900. Both have low kilometres, are in near-new condition, and were professionally upfitted by MTC Fleet Solutions with high-grade police and tactical equipment. The vehicles are effectively turnkey and can be placed into service far sooner than vehicles ordered and outfitted through a conventional procurement process.

This is a rare and financially advantageous opportunity. Acquiring the pair now would satisfy two-thirds of the identified three-vehicle requirement, reduce the 2027 request from three tactical vehicles to one, and avoid the risk that these purpose-built vehicles are sold to another police or public safety agency.

Purchase Opportunity

- Two 2024 Ford F-250 Super Duty 4x4 Crew Cab Lariat police vehicles.
- Truck 1: VIN 1FT7W2BNXRED12926; 8,995 kilometres.
- Truck 2: VIN 1FT7W2BN7RED15041; 15,501 kilometres.
- Near-new condition, professionally maintained, and ready for service.
- Professionally upfitted by MTC Fleet Solutions for law-enforcement use.
- Package asking price of $159,900, compared with the advertised individual price of $84,900 per vehicle.

Installed Equipment

The installed equipment materially aligns with the Police Service's identified tactical requirements and includes:

- push bumpers;
- Whelen emergency lighting, sirens, and control systems;
- Motorola radio installation and custom electrical integration;
- Havis internal equipment console;
- TruckVault secure storage system;
- four-long-gun weapons mounting system; and
- crew cab, topper, and secure equipment-carrying capacity suitable for tactical and patrol operations.

Financial Impacts:

Item	Amount	Comment
Package purchase price	**$159,900**	Two fully equipped vehicles
Advertised individual price	**$84,900 each**	$169,800 if purchased separately
2024 base purchase price	**$84,029 each**	$168,058 combined
Original storage/upfitting	**$30,500 each**	$61,000 combined
Indicative original investment	**$229,058**	Combined base vehicles and advertised equipment values
Police development charge reserve	**Approx. $550,000**	Availability reported by the City Treasurer; final eligibility and draw to be confirmed

Value assessment. Based on the advertised 2024 vehicle price and stated original equipment values, the combined original investment was approximately $229,058. The $159,900 package price is approximately $69,158 lower, before considering avoided procurement effort, current replacement pricing, inflation, and the value of eliminating a lengthy upfitting delay.

Development charge funding. The latest development charge background study lists tactical vehicles as eligible growth-related Police Service capital resources, including designated historically listed and newly included items. Approximately $550,000 is available in Police Service development charge reserves. The recommended purchase would use approximately 29% of that balance before applicable taxes and transfer costs, leaving approximately $390,100 before those additional costs.

Growth-Related Rationale

The proposed vehicles are not a discretionary fleet enhancement. They are specialized capital resources required to build the right-sized policing capability for a rapidly growing community. Their growth relationship is demonstrated by:

- increased population, employment, industrial activity, and critical-infrastructure demands associated with major development, including the anticipated arrival of PowerCo;
- the corresponding need for enhanced tactical readiness, emergency response capacity, and business continuity;
- the requirement to transport a specialized team and mission-critical equipment safely and without delay;
- the need to maintain 24/7 frontline and specialized response capacity without withdrawing ordinary patrol vehicles from service; and
- their inclusion as eligible Police Service capital assets in the most recent development charge background study.

Subject to Board approval, the Chief of Police will:

- confirm development charge eligibility and the authorized funding draw;
- complete due diligence, including mechanical, equipment, ownership, warranty, and maintenance-record verification;
- finalize a purchase agreement at a package price not exceeding $159,900 before applicable taxes and necessary transfer costs;
- complete transfer, insurance, registration, radio programming, markings, and any required STPS-specific modifications;
- deploy the vehicles through general patrol with tactical-response configuration and availability; and
- revise the 2027 capital forecast to retain only the third tactical response vehicle requirement.

Conclusion:

This acquisition represents a prudent, growth-related investment in public safety and organizational readiness. The proposed vehicles are purpose-built, near-new, fully equipped, immediately available, and aligned with the Police Service's legislated responsibility to maintain adequate and effective specialized response capability. Purchasing the pair through available development charge reserves will secure exceptional value, improve readiness, and materially reduce the tactical vehicle pressure on the 2027 Capital Program.

This Report and included recommendations adhere to STPS Board Policy and Adequate and Effectiveness Standards found within *AI-017 Adequate and Effective Policing; AI-030 Financial Management; and AI-038 Purchasing.*

The acquisition of Police Service vehicles through the approved operating budget remains within the responsibility and governance purview of the St. Thomas Police Service Board. In this instance, however, the proposed funding source involves municipal Development Charge Reserves and the corresponding requirements governing the application of those funds. Accordingly, City Council is being respectfully notified of the proposed acquisition and its approval is being sought specifically for the use of eligible Development Charge Reserve Funding. This approach preserves the Board's authority over the operational requirement and vehicle purchase while recognizing Council's financial oversight responsibilities for municipal reserve funds.

Respectfully,

Marc Roskamp M.O.M.
Chief of Police

Police Services Board Meeting

Constable Colin McGregor Building

REPORT

DIRECTED TO:	**St. Thomas Police Services Board**
PREPARED BY:	**Chief M. Roskamp**
SUBJECT:	**Capital Budget Forecast Submissions 2027-2036**
MEETING DATE:	**August 04, 2026 (Interim Board Report for Consideration by Circulation)**
REPORT #	**CHIEF-2026-25**
REPORT TITLE:	**Capital Budget Forecast Submissions 2027-2036**

Recommendation:

THAT the St. Thomas Police Services Board receive PSB Report CHIEF-2026-25 "Capital Budget Forecast Submissions 2027-2036"; and further, THAT the Board support its submission to the City of St. Thomas for inclusion in the City's ten-year capital planning process, recognizing that project scope, timing, estimates and funding sources will be refined through future annual budget cycles.

Background:

Purpose and Planning Context

The City is preparing a comprehensive ten-year capital forecast for 2027–2036. The process is intended to improve long-term financial sustainability, align infrastructure investment with service-delivery requirements, identify future funding pressures and coordinate projects across municipal departments. Consistent with the City Treasurer's direction, this first forecast represents the best estimate available in 2026 and will be updated as information, project design and costs evolve.

For policing, multi-year capital planning is especially important. Police facilities, secure technology, emergency-response vehicles and protective equipment have long service lives, specialized procurement requirements and direct consequences for operational continuity, officer safety and public safety. Deferral can shift costs rather than eliminate them and may create operational, legislative, cybersecurity, health-and-safety or service-capacity risks.

Why Investment Is Required

St. Thomas has already reached an estimated population of approximately 51,000 in 2026 and is entering a period of further residential, industrial and service growth. PowerCo's investment of up to $7 billion is expected to establish Canada's largest electric-vehicle battery plant, with initial production anticipated in 2027 and thousands of jobs expected as operations ramp up. This growth will expand employment activity, traffic, critical-infrastructure considerations, major-event requirements and the range of incidents for which STPS must remain ready.

Demand is also changing in character. STPS recorded 23,214 incidents in 2024, an increase of 2.6% over 2023. During the same year, prisoner activity increased 27.7%, weapons offences increased 33%, intimate-partner-violence charges increased 39.3%, and the volume of digital data examined by forensic personnel increased 176.3%. The 2025 results continued to show rising operational activity in several consequential areas, as summarized below.

Operational Indicators (COMPLEXITY CHART)	2024	2025	Change
Police 9-1-1 calls	6,137	6,604	+7.61%
Total incidents	23,214	23,411	+1.6%
Arrests	2,180	2,320	+6.4%
Criminal charges	1,803	2,334	+29.5%
Bail-violation charges	216	233	+7.87%
Intimate-partner-violence incidents	761	782	+2.7%
Intimate-partner-violence charges	308	399	+29.5%
CIRT deployments (tactical responses)	32	62	+94%
Fraud occurrences	239	224	-6.8%
Arson occurrences	22	16	-27.2%

Table 1. Selected STPS 2025 operational changes. Percentages are reported as published in the 2025 Annual Report.

At the current point in 2026, occurrences are more than 1,000 ahead of the same period in 2025. Together, these indicators reinforce that capital requirements must be assessed against complexity, risk and required capability, not population or incident counts alone.

The official 2025 Statistics Canada police-service data confirm further reductions in each Crime Severity Index: overall CSI was 61.6, down 6.1% from 2024; violent CSI was 66.6, down 17.4%; and non-violent CSI was 60.1, down 0.1%. These results are encouraging and reflect effective policing and partnership work. They do not remove the need to maintain specialized readiness: CIRT deployments increased 94% in 2025, and the Service must remain capable of responding to serious, high-risk and increasingly complex incidents.

PLANNING PRINCIPLE: Capital investment should preserve successful service delivery while building the capacity required for the next stage of City growth – future-proofing. The objective is a measured program of intentional, well-thought-out investment, not reactive procurement after capacity has already been exceeded.

PowerCo Policing Responsibilities and Provincial Capital Funding

I have been actively engaging with the Government of Ontario regarding policing responsibility for the new PowerCo facility and the broader Yarmouth Yards Industrial Complex. STPS does not require additional staffing or a new police facility to satisfy the anticipated agreement obligations between PowerCo and the Province. The Service requires only a limited number of upscaled, specialized equipment assets to perform these new responsibilities safely and effectively.

I have therefore requested a dedicated provincial capital-expenditure funding stream to offset costs that arise directly from the new PowerCo policing responsibilities. Discussions are underway to pursue a funding approach comparable to the provincial capital support provided to the City for other growth-related requirements associated with the PowerCo/Yarmouth Yards development.

> **POTENTIAL PROVINCIAL FUNDING:** Three vehicle projects; tactical vehicles, a mobile command vehicle, and a tactical rescue and response vehicle - have been identified as PowerCo-related capital requirements. Their combined forecast value is $570,000. They remain in the STPS forecast for prudent planning and will be removed from the municipal capital program if the requested provincial funding is provided.

Analysis:

The proposed capital forecast identifies nine priority investments with a combined planning value of $2.32 million over the 2027–2036 period. The projects address tactical and major-incident readiness, forensic processing, secure fleet and employee accommodation, core information-technology resilience, facility capacity and the lifecycle replacement of protective equipment.

Of the gross forecast, $570,000 relates to three specialized vehicle projects connected to the new PowerCo policing responsibilities. Provincial Cap Ex funding has been requested for those projects. If it is provided, the affected projects will be removed from the municipal capital program, leaving a potential municipal forecast of $1.75 million.

This forecast is deliberately phased. It gives the Board and City Council early visibility into foreseeable requirements, improves coordination with the City's broader asset-management and financial planning, and reduces the risk of urgent, unplanned capital requests. Inclusion in the forecast does not create spending authority. Each project will return through the appropriate annual budget process with an updated scope, estimate, funding strategy and implementation plan.

Projects	Gross Forecast (10 yrs)	Potential Provincial Cap Ex	Potential Municipal Balance (10 yrs)
9	$2.32 million	$570,000	$1.75 million

Proposed Ten-Year Capital Program

Table 2 consolidates the proposed projects into an easy-to-follow schedule. Estimates are preliminary planning values expressed in 2026 dollars and are subject to inflation, procurement outcomes, detailed design and annual review.

Year	Capital Project	Estimate	Requirement / Cause	Funding Status
2027	Tactical vehicles	$120,000	Legislative • Growth • H&S	Provincial Cap Ex requested
2027	Forensic identification garage access	$120,000	Legislative • Growth	Municipal forecast
2027	Parking and covered fleet storage	$180,000	Growth • H&S	Municipal forecast

Year	Capital Project	Estimate	Requirement / Cause	Funding Status
2028	Mobile command vehicle	$250,000	Legislative • Growth • H&S	Provincial Cap Ex requested
2028	Tactical rescue and response vehicle	$200,000	Legislative • Growth • H&S	Provincial Cap Ex requested
2028	Critical IT infrastructure renewal	$400,000	Legislative • Growth • H&S	Municipal forecast
2029	Men's change-room expansion	$400,000	Growth • H&S	Municipal forecast
2030	Facility office-space expansion	$400,000	Legislative • Growth • H&S	Municipal forecast
2035	Body-armour lifecycle replacement	$250,000	Legislative • H&S	Municipal forecast

Table 2. Proposed STPS capital projects. Gold rows identify PowerCo-related projects for which provincial Cap Ex funding has been requested. Gross forecast: $2,320,000; potentially funded by Ontario: $570,000; potential remaining municipal forecast: $1,750,000. No specific project is presently scheduled for 2031–2034 or 2036; those years remain subject to annual asset, risk and service-level review.

Project Rationale and Public-Safety Value

2027 • Tactical Vehicles — $120,000

Requirement: Legislatively required • Growth-related • Health and safety-related

Supports the planned transition from the current Critical Incident Response Team model to enhanced tactical capability, including anticipated responsibilities associated with City growth and the PowerCo development. One purpose-built vehicle required to match the existing two tactical vehicles to support safe transport and deployment of team members and specialized equipment, command and control, and response to high-risk incidents. Provincial Cap Ex funding has been requested ($350,000 to cover all three vehicles); if provided, this project will be removed from the municipal forecast. Deferral without alternative funding would constrain tactical readiness and will leave a foreseeable capability gap as service demands expand.

2027 • Forensic Identification Garage Access — $120,000

Requirement: Legislatively required • Growth-related

Adds a second bay door to the existing large forensic garage. The current single-access configuration restricts the movement and processing of vehicles and other large evidentiary items. The project improves workflow, preserves continuity if one access point is unavailable, reduces reliance on off-site processing or storage, and supports increasingly complex investigative and evidentiary requirements.

2027 • Parking and Covered Fleet Storage — $180,000

Requirement: Growth-related • Health and safety-related

Creates approximately 10–15 additional employee parking spaces and extends the existing covered structure for approximately 10 fleet vehicles. The project responds to organizational growth, preserves secure on-site access for members, protects public-safety vehicles from weather exposure and supports reliable deployment. Deferral would increase reliance on off-site parking and expose more operational vehicles to avoidable deterioration and service disruption.

2028 • Mobile Command Vehicle — $250,000

Requirement: Legislatively required • Growth-related • Health and safety-related

Provides a properly equipped on-scene incident-command platform for major crime investigations, critical incidents, emergency operations, community events and inter-agency coordination. It enables secure communications, command oversight, briefings, continuity at extended scenes, and an appropriate on-site environment for crisis-negotiation operations. Provincial Cap Ex funding has been requested; if provided, this project will be removed from the municipal forecast. Deferral without alternative funding would reduce on-site command, crisis-negotiation and investigative coordination during events where time, information management and clear accountability are critically required.

2028 • Tactical Rescue and Response Vehicle — $200,000

Requirement: Legislatively required • Growth-related • Health and safety-related

Provides protected rescue and response capability for the tactical team during high-risk incidents. The vehicle supports the health and safety of members and the public, improves the ability to move personnel and equipment in hazardous environments, and strengthens emergency-response capacity. Provincial Cap Ex funding has been requested; if provided, this project will be removed from the municipal forecast. Deferral without alternative funding would limit rescue options and increase operational risk during serious incidents.

2028 • Critical IT Infrastructure Renewal — $400,000

Requirement: Legislatively required • Growth-related • Health and safety-related

Renews core technology approaching end of life and strengthens system reliability, cybersecurity resilience, legislative compliance and business continuity. Modern policing depends on secure and continuously available networks, records, communications, digital evidence and investigative systems. Planned renewal is more responsible than emergency replacement following failure or a cyber event; deferral increases the risk of service interruption, data compromise, reduced officer effectiveness and materially higher recovery costs.

2029 • Men's Change-Room Expansion — $400,000

Requirement: Growth-related • Health and safety-related

Adds approximately 15–20 locker spaces and updates employee accommodation to match expected staffing growth. Appropriate secure change and storage facilities support occupational health and safety, member wellness, equipment security and effective deployment. Deferral would create increasing space pressure and may constrain the Service's ability to accommodate authorized staffing growth.

2030 • Facility Office-Space Expansion — $400,000

Requirement: Legislatively required • Growth-related • Health and safety-related

Creates additional finished office and operational workspace as the Service grows. Police functions require secure, purpose-specific space for supervision, investigations, administration, privacy-protected work and specialized teams. Early identification allows the City and Board to coordinate design with the broader facility asset plan. Deferral may create inefficient temporary solutions, crowding and service-capacity constraints.

2035 • Body-Armour Lifecycle Replacement — $250,000

Requirement: Legislatively required • Health and safety-related

Provides planned replacement of body armour in accordance with manufacturer service-life specifications. This is a foreseeable protective-equipment lifecycle requirement directly connected to member safety. Including the replacement in the capital forecast avoids a large one-time operating pressure and supports consistent, timely replacement before equipment reaches the end of its rated service life.

Alignment with Board and City Priorities

- Community safety and readiness: strengthens the Service's ability to manage major incidents, serious violence, critical events and emergency operations.

- Growth and service capacity: anticipates population, staffing, industrial and infrastructure growth before operational limits are reached.
- Trust, accountability and legislative compliance: provides fit-for-purpose assets that support consistent standards, secure evidence handling, supervision and transparent stewardship.
- Organizational resilience: reduces single points of failure in facilities and technology and protects continuity of police operations.
- Responsible financial planning: stages foreseeable investments, supports reserve and funding decisions, and gives City Council time to coordinate projects with other municipal priorities.

Financial Impact:

The forecast should be understood as a planning envelope. Prior to implementation, each project will be validated against current operational need, asset condition, legislative and technical requirements, procurement conditions and available funding. Detailed business cases identify final scope, total project cost, lifecycle implications, operating impacts, procurement approach and available grants, reserves, development-related funding or partnerships.

The three PowerCo-related vehicle projects should remain visible in the forecast until the provincial funding discussions are resolved. If the requested $570,000 provincial capital expenditure stream is provided, those projects will be removed from the municipal capital program, reducing the potential municipal forecast from $2.32 million to $1.75 million. Project sequencing should also consider dependencies: the specialized fleet must align with capability development, while IT renewal requires sufficient lead time for architecture, procurement, migration, testing and business-continuity planning.

Risk of Deferral

Deferral does not affect every project in the same way; however, the combined risk profile includes reduced tactical and emergency-response capability, constrained forensic processing, avoidable fleet exposure, insufficient employee and office accommodation, cybersecurity and system-availability vulnerabilities, and delayed replacement of protective equipment. Annual review permits lower-risk timing changes while protecting critical health-and-safety, continuity and legislative requirements.

Conclusion:

The forecast is a prudent and transparent roadmap for foreseeable STPS asset needs. It addresses City growth and changing public-safety demands while preserving annual flexibility for the Board and City Council. It also clearly distinguishes the limited PowerCo-related equipment for which provincial capital funding has been requested. The program supports a safe, prepared and well-served community.

Respectfully,

Marc Roskamp M.O.M.
Chief of Police

ST. THOMAS THE RAILWAY CITY	**Report No.** TR-18-26
	File No.
Directed to: Mayor Joe Preston and Members of City Council	**Meeting Date:** July 13, 2026
Department: Treasury	**Attachment**
Authored By: Adam Boylan, City Treasurer	Sch. A – Capital Budget Tracking Sch. B – Reserve Forecasts Sch. C – Adjustments and Recommendations
Subject: 2026 Mid-year Budget Monitoring	

Recommendation:

THAT: Report TR-18-26 relating to 2026 Mid-year Budget Monitoring be received for information; and further,

THAT: Council approve the capital funding adjustments identified in Recommendation 1 of Report TR-18-26, as summarized in Schedule C; and further,

THAT: Council direct staff to prepare and bring forward a borrowing by-law authorizing the issuance of $7.4 million in long-term debt to finance the City's affordable housing initiatives; and further,

THAT: the proceeds of debt be used to replenish the Infrastructure Reserve.

Purpose:

The purpose of this report is to provide Council with a mid-year update on the City's 2026 financial position based on year-to-date actual results and current forecasts, identify significant budget variances and emerging financial trends, and outline any resulting financial implications. This report provides a snapshot of the City's projected year-end financial position and is intended to support ongoing financial monitoring and decision-making.

Summary of Findings:

- The City continues to manage its budget largely as approved, with only limited in-year adjustments required through staff recommendations and Council resolutions.

- The City's operating budget is currently forecasted to end the year with an approximate $500,000 deficit, primarily driven by higher-than-budgeted winter control expenditures, fuel-related cost pressures impacting the City's transit and waste collection contracts, and increased fire overtime associated with staffing vacancies and firefighters on leaves of absence.

- The capital program is generally progressing favourably, with many projects having been activated and advancing as planned. However, a significant number of pre-2026 projects remain open and continue to commit reserve funding, while some approved 2026 projects have yet to be activated.

- Capital project funding allocations have been revised following feedback from the administrators of the Ontario Community Infrastructure Fund (OCIF) and Canada Community-Building Fund (CCBF) programs regarding project eligibility.

- Staff are recommending the issuance of the $7.4 million in long-term debt originally contemplated in the budget for the City's affordable housing initiatives to restore the Infrastructure Reserve and improve the City's short-term financial position.

Operating Budgets:

The following section provides a summary of each department's year-to-date operating results and projected year-end financial position. The forecasts are based on actual financial results to date, and current spending and revenue trends. As with any forecast, the projected results remain subject to change as additional information becomes available throughout the year.

i. 2026 Annual Budget - The approved level of property tax support established through the 2026 Budget.
ii. Year-to-Date Actuals - Total expenditures incurred and recorded as of May 31, 2026.
iii. Budget Utilized - Percentage of the approved project budget expended to date.

iv. Forecast Trend - Staff's current assessment of the department's expected year-end financial position relative to the approved budget.

Department	2026 Annual Budget	Year to Date Actuals	Budget Utilized	Forecast Trend	
Mayor & Council	449,458	206,744	46%	On Track	-
City Manager	804,879	331,791	41%	On Track	-
City Clerk	1,809,379	634,126	35%	Surplus	*(1)*
Treasury	2,174,278	705,277	32%	Surplus	*(2)*
Corporate	5,718,587	2,931,360	51%	Surplus	*(3)*
Human Resources	3,108,033	1,182,391	38%	Deficit	*(4)*
Police Services	21,628,762	9,519,797	44%	On Track	*(5)*
Fire Services	12,311,157	5,708,456	46%	Deficit	*(6)*
Library	3,033,092	1,167,589	38%	On Track	-
Environmental Services	10,072,800	4,481,428	44%	Deficit	*(7)*
Parks & Recreation	5,281,206	1,966,071	37%	Surplus	*(8)*
Planning, Building & Property	3,104,099	911,271	29%	Surplus	*(9)*
Economic Development	1,186,336	643,249	54%	On Track	-
Social Services	5,798,512	1,752,211	30%	On Track	-
Valleyview	3,673,814	1,571,956	43%	On Track	-
Total	**80,154,392**	**33,713,717**	**42%**	**Deficit**	

Review Notes:

(1) Clerk's Office: Projected to finish the year with a surplus primarily due to staffing vacancies, including most notably the vacant Manager of By-law Enforcement position. Airport operations remain on budget despite higher fuel prices, as fuel costs are being recovered through corresponding resale pricing.

(2) Treasury: Projected to finish the year with a surplus driven by staffing vacancies, higher-than-budgeted bingo revenue (approximately $100,000), and strong user fee revenues as a result of user fee adjustments.

(3) Corporate: Projected to finish the year with a surplus due to higher interest earnings on tax arrears and accounts receivable, along with approximately $674,000 in additional taxation resulting from assessment growth recognized through the April tax rate by-law adjustment.

(4) Human Resources: Projected to exceed budget as WSIB costs are trending above historical levels. The increase is primarily attributable to a higher number of employees off work on WSIB claims, resulting in increased claim and benefit costs.

(5) Police: The Police Services budget is currently expected to finish the year on track. While legal expenses are trending well above budget, these costs are currently being offset by wage-related savings. Although policing wage expenditures can fluctuate throughout the year, current trends indicate that these savings will be sufficient to maintain an overall balanced budget by year-end.

(6) Fire: Projected to exceed budget due to higher-than-budgeted wage costs, primarily driven by overtime required to maintain service levels while employees are on leave. Equipment and supplies are also trending modestly above budget; however, these costs may still be managed within the approved budget depending on spending patterns over the remainder of the year.

(7) Environmental Services: Projected to finish the year with an operating deficit. Winter control costs are expected to exceed budget due to the severity and duration of winter weather, which resulted in increased snow clearing, ice control, and material usage. In addition, higher fuel prices are increasing the cost of contracted transit and waste collection services.

(8) Parks & Recreation: Recreation revenues are trending above both budget and the prior year, driven primarily by strong ice rental activity at the JTCC. Based on current trends, the additional recreation revenues are expected to largely offset the additional funding support approved by Council for the YMCA earlier this year. Expenditures are currently being well managed; however, the department is highly seasonal, making the year-end financial outlook difficult to assess at this stage.

(9) Planning, Building & Property: Projected to finish the year with a modest surplus due to staffing vacancies and stronger than expected planning and building permit fee revenues.

Overall Projected Year-end Deficit: $500,000

Capital Budget:

Schedule A provides a summary of all active capital projects, including approved budgets, year-to-date expenditures, projected year-end costs, and funding sources. The schedule incorporates forecasting based on all Council-approved budget amendments and staff input and serves as the basis for the capital and reserve projections contained in this report.

Reserves:

Schedule B provides the City's updated reserve forecast, incorporating all approved Council resolutions to date as well as staff operating and capital forecasts. Overall, reserve activity is generally trending in line with the assumptions reflected in the 2026 Budget. The City has notably experienced several favourable tender results within its 2026 capital program. While these savings are a positive outcome, the majority relate to projects funded through industrial-development related sources. As a result, the associated financial benefits are restricted and flow toward the funding strategy for the Dalewood Water Reclamation Plant, rather than being available to support the City's broader tax-supported reserve position.

The Infrastructure Reserve remains the City's primary tax-supported capital funding reserve and is the cornerstone of the City's reserve structure. It serves the dual purpose of funding the annual capital program while also providing financial capacity to respond to unforeseen capital needs, contingencies, and emergencies. As detailed in Schedule B, the reserve is currently overcommitted and projected to carry a negative balance, requiring temporary borrowing from other reserves to finance approved capital projects.

While the City continues to maintain positive balances in other reserves, including the Community Improvement Plan (CIP) Reserve and the Working Fund Reserve, staff similarly do not expect these reserves to independently satisfy their long-term funding commitments without additional budget interventions in future years making them a poor candidate to offset the Infrastructure Reserve deficit.

To improve the Infrastructure Reserve's financial position, staff are recommending the financing adjustment outlined in Schedule C. Issuing long-term debt, as originally contemplated in prior budgets for the City's affordable housing initiatives, would restore approximately $7.4 million to the Infrastructure Reserve, improving liquidity and strengthening the City's capacity to fund unforeseen financial pressures.

Recommended Adjustments:

1. Reallocate the budgeted capital funding previously anticipated from the Build Communities Strong Fund and the Ontario Community Infrastructure Fund to taxation, as certain projects submitted were determined to be ineligible for funding. This adjustment will result in a net draw of $684,298 from the Infrastructure Reserve, as reflected in Schedule B.

2. Authorize the issuance of $7.4 million in long-term debt to finance long-term affordable housing initiatives, with the proceeds used to replenish the Infrastructure Reserve.

Strategic Priority:

Strategic Pillar: Prepared and Resilient City - Priority #3: Fiscal Accountability and Continuous Improvement

Report Approval:

All reports are reviewed and approved by the City Manager.

Schedule A – Capital Budget Tracking

This schedule provides a consolidated summary of the City's capital program, including a complete listing of all active capital projects, along with their current status, financial performance, and expected outcomes at completion.

The following definitions are provided to assist in interpreting the information contained within this appendix.

Year: refers to the earlier of the year in which the first expenditures were incurred or the year in which the project was initially budgeted.

Status: reflects the recommended status of the project at the time of reporting. A status of "Close" indicates that the project is recommended to be formally closed through this report. Closed projects will not incur any further expenses or be reported on future financial updates to Council.

Budget: represents the total approved funding for the project. This includes amounts approved through the annual budget process as well as any subsequent approvals authorized by Council, including procurement award approvals or in year budget amendments.

Actual: represents the total expenditures incurred on the project from initiation to the reporting date.

Forecast: reflects the department's best estimate of the total cost of the project upon completion, based on current information.

Variance: represents the projected financial variance for the project, calculated as the difference between the forecast and the approved budget.

Active Project List by Department

Clerks & Airport

Year	*Status*	*Project*	*Budget*	*Actual*	*Forecast*	*Variance*
2018	Close	Airport Plan & Design	50,000	45,841	45,841	4,159
2025	Open	Expansion of Airport Maintenance Garage	720,000	358,974	720,000	0
2026	Open	Turn Pad Installation	325,000	20,169	325,000	0
		Total	**1,095,000**	**424,984**	**1,090,841**	**4,159**

Treasury

Year	*Status*	*Project*	*Budget*	*Actual*	*Forecast*	*Variance*
2024	Open	2025 DC, Water, Sewer Studies	190,000	192,592	192,592	(2,592)
2026	Open	Technology Upgrades and Projects	459,000	236,630	459,000	0
		Total	**649,000**	**429,222**	**651,592**	**(2,592)**

Police Services

Year	Status	Project	Budget	Actual	Forecast	Variance
2026	Close	Community Safety Equipment/Training Requirements	100,000	98,724	98,724	1,276
		Total	**100,000**	**98,724**	**98,724**	**1,276**

Fire Services

Year	Status	Project	Budget	Actual	Forecast	Variance
2023	Open	Dennis Redman Expansion	1,000,000	100,890	1,000,000	0
2024	Open	Foam Fire Truck	1,600,000	71,436	1,600,000	0
2025	Open	Training Facility	150,000	15,744	150,000	0
2025	Open	Pump 6 Replacement	1,200,000	1,365,985	1,365,985	(165,985)
2025	Open	Portable Radios	1,035,000	920,970	1,035,000	0
2025	Open	Fire Change Room Expansion	190,000	178,756	190,000	0
2025	Open	Mental Health Supports Expenditures	25,000	3,235	25,000	0
2026	Open	Fire Master Plan & Risk Assessment	100,000	0	100,000	0
2026	Open	Ice/Water Rescue Equipment	50,000	29,544	50,000	0
2026	Open	Emergency Preparedness Equipment	45,000	2,789	45,000	0
		Total	**5,430,674**	**2,725,010**	**5,596,659**	**(165,985)**

Library Services

Year	Status	Project	Budget	Actual	Forecast	Variance
2025	Open	Nature Lab in Lower Courtyard	1,000,000	925,666	1,000,000	0
		Total	**1,000,000**	**925,666**	**1,000,000**	**0**

Environmental Services

Year	Status	Project	Budget	Actual	Forecast	Variance
2020	Open	Transit Technology, Fleet, Amenities Update	5,538,150	3,871,093	5,538,150	0
2020	Open	PW07-240 5 ton Rodder light commercial W/WW	746,266	720,495	746,266	0
2021	Open	Aerated Storage Tanks - Odour Control	9,317,983	8,845,116	9,317,983	0
2021	Open	Evaluation & Expansion of Wastewater Storage Facili	4,598,798	3,855,994	4,598,798	0
2021	Open	Vehicle & Equipment Replacements	750,000	646,979	750,000	0
2021	Open	CRC Expansion	250,000	118,776	250,000	0
2022	Open	Vehicle Replacement - AP00-100	300,000	364,337	364,337	(64,337)
2023	Open	Rail Crossing Compliance Works	150,000	80,406	150,000	0
2023	Close	Complete Streets	200,000	1,259,397	1,259,397	(1,059,397)
2023	Open	Simcoe Street	2,000,000	1,642,933	1,642,933	357,067
2023	Open	Coyne Street	2,300,000	1,959,787	1,959,787	340,213
2023	Open	Parkside Drive & Bell Avenue	5,500,000	4,485,345	4,485,345	1,014,655
2023	Open	Barwick Bridge Design and Preliminary Work	300,000	5,395	300,000	0
2023	Open	Albert Roberts Generator and Electrical Infra	120,000	115,803	120,000	0
2023	Open	Parish Street Subdivision	257,000	116,952	257,000	0
2024	Open	Service Truck with Crane	250,000	0	250,000	0

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2024	Open	Active Transportation - Pedestrian Crossings PXOs	200,000	0	200,000	0
2024	Open	Annual Road Rehabilitation Program	500,000	342,580	500,000	0
2024	Open	Asset Management Software Upgrade	285,000	137,190	285,000	0
2024	Open	Complete Streets	275,000	783,252	783,252	(508,252)
2024	Open	Elysian Street & East Street	2,425,000	2,305,427	2,305,427	119,573
2024	Open	Meehan Street	1,350,000	1,139,739	1,139,739	210,261
2024	Open	Dieppe Drive	675,000	609,502	609,502	65,498
2024	Open	Third Avenue	4,475,000	4,333,058	4,333,058	141,942
2024	Open	Fairview Avenue Corridor Study	150,000	136,406	150,000	0
2024	Open	Traffic Signal Design	50,000	0	50,000	0
2024	Open	Stormwater Master Plan and Model	275,000	237,686	275,000	0
2024	Open	AP14-108 - Ground Power Unit Replacement	130,000	142,085	142,085	(12,085)
2024	Open	AP06-111 - Deicer Replacement	170,000	151,634	170,000	0
2024	Open	PK09-281 - Equipment Replacement	100,000	92,037	100,000	0
2024	Open	PK14-309 - Truck Replacement	95,000	91,349	95,000	0
2024	Open	PK15-526 - RTV Replacement	45,000	10	45,000	0
2024	Open	PW17-224 - Backhoe Replacement	235,000	235,036	235,036	(36)
2024	Open	PW14-225 - Truck Replacement	95,000	74,521	95,000	0
2024	Open	PW17-251 - Backhoe Replacement	235,000	219,415	235,000	0
2024	Close	PW13-265 - Plow Replacement	375,000	357,555	357,555	17,445
2024	Close	ES16-289 - Plow Replacement	500,000	530,298	530,298	(30,298)
2025	Open	First Ave Trunk Sanitary Sewer Upgrades	1,500,000	1,494,221	1,500,000	0
2025	Open	Annual Road Rehabilitation Program	1,050,000	1,173,917	1,173,917	(123,917)
2025	Open	Parking Management Strategy	150,000	0	150,000	0
2025	Open	Road Patrol & Winter Maint. Software	75,000	39,138	75,000	0
2025	Open	SCADA Servers and Equipment Upgrade	210,000	77,733	210,000	0
2025	Open	Speed Management Program	100,000	8,987	100,000	0
2025	Open	Traffic Signal Upgrade Program	530,000	103,478	530,000	0
2025	Open	Fairview Ave Rehabilitation Phase 1	7,000,000	5,447,623	7,000,000	0
2025	Open	Complete Streets	225,000	182,445	225,000	0
2025	Open	Centre St (Stanley to Elgin)	3,200,000	2,271,885	2,271,885	928,115
2025	Open	Smith Ave (Wellington to Forest)	1,850,000	1,605,163	1,605,163	244,837
2025	Open	Forest Ave (Ross to Fifth)	3,225,000	3,284,593	3,284,593	(59,593)
2025	Open	Chestnut St (Third to First)	2,100,000	2,076,718	2,076,718	23,282
2025	Open	Repl AP11-112 New Holland T5040	120,000	116,539	120,000	0
2025	Open	Repl AR07-504 Olympia	170,000	0	134,807	35,193
2025	Open	Repl AR11-501 Olympia	170,000	110	134,807	35,193
2025	Open	Repl EN15-257 Ford F250	87,000	0	87,000	0
2025	Open	Repl ES16-152 Ford Transit Connect	90,000	77,326	90,000	0
2025	Close	Repl PK15-320 Ford F250	110,000	105,429	105,429	4,571
2025	Open	Repl PK17-401 Kubota ZD1211R	27,000	0	27,000	0
2025	Open	Repl PK17-490 Kubota ZD1211R	27,000	0	27,000	0
2025	Open	Repl PW17-239 Plow	380,000	178,438	380,000	0
2025	Open	Repl TR2603	290,000	0	290,000	0
2025	Open	Repl TR2304	290,000	0	290,000	0

2025	Open	Secondary Transmission Watermain - MTO Crossings	790,000	0	790,000	0
2025	Open	Ford Water Tower design, contract & inspection	250,000	247,840	250,000	0
2026	Open	Fingal Line Servicing - Environmental Assessment	450,000	0	450,000	0
2026	Open	Talbot Street Trunk Sewer Upgrades	10,000,000	1,416,033	10,000,000	0
2026	Open	Watermain and Sewer Crossings - MTO Expressway	1,700,000	0	1,700,000	0
2026	Open	Northwest Area 1 Street A Sanitary Oversizing	600,000	432,160	600,000	0
2026	Open	Water Meter Replacement and Adv. Metering Reading	7,660,000	0	7,660,000	0
2026	Open	Effluent Pump Replacement	150,000	0	150,000	0
2026	Open	Water-Sewer SCADA Upgrade	1,200,000	0	1,200,000	0
2026	Open	Woodworth Pumping Station Upgrades	23,000,000	1,130,718	20,526,098	2,473,902
2026	Open	Complete Streets	200,000	14,709	200,000	0
2026	Open	Alma Street (Talbot to HWY 3)	6,500,000	1,387,869	6,569,586	(69,586)
2026	Open	St. George Street (Talbot to Scott)	1,450,000	141,541	874,572	575,428
2026	Open	Pearl Street (Scott to Elysian)	1,450,000	4,000	874,572	575,428
2026	Open	Woodworth Ave Construction	7,700,000	1,395,717	5,349,435	2,350,565
2026	Close	Annual Road Rehabilitation Program	970,000	5,230	5,230	964,770
2026	Open	Traffic Signal Upgrade Program	610,000	0	610,000	0
2026	Open	Transit Electrification and Master Servicing Plan	260,000	15,854	260,000	0
2026	Open	Repl EN15-279	80,000	0	80,000	0
2026	Open	Repl PK11-515	110,000	0	110,000	0
2026	Open	Repl PK17-249	150,000	0	150,000	0
2026	Open	Repl PW07-271	75,000	(1,686)	75,000	0
2026	Open	Repl PW10-298	40,000	0	40,000	0
2026	Open	Repl PW13-335	105,000	0	105,000	0
2026	Open	Repl PW18-238	425,000	0	381,114	43,886
2026	Open	Repl TR2605	380,000	0	387,238	(7,238)
2026	Open	Repl PW17-290	210,000	0	210,000	0
2026	Open	Repl PW18-212	170,000	0	170,000	0
2026	Open	Repl PW19-153	85,000	0	85,000	0
2026	Open	Sidewalk Plow & Attachments	240,000	0	240,000	0
2026	Open	Front End Loader	350,000	0	350,000	0
2026	Open	Elevated Water Storage Facility	8,200,000	874,527	8,200,000	0
		Total	**143,754,197**	**65,315,841**	**135,167,109**	**8,587,088**

ST. THOMAS THE RAILWAY CITY

Parks & Recreation

Year	Status	Project	Budget	Actual	Forecast	Variance
2016	Open	L&PS Rail Trail Project	285,452	0	285,452	0
2021	Open	Westlake-Evans Civic Park	2,100,000	1,178,298	2,100,000	0
2021	Close	Annual Sports Field Maintenance- Athletic & Cowan P	343,000	373,237	373,237	(30,237)
2022	Open	Phase One: JTCC Copper Pipe Replacement	100,000	11,707	100,000	0
2022	Open	Municipal Tree Inventory and Software	200,000	88,259	200,000	0
2023	Open	Pinafore,1Password,ShawValleySouth	200,000	159,945	200,000	0
2024	Close	Parks & Recreation Master Plan Study	125,000	143,846	143,846	(18,846)
2025	Close	JTCC Pad B LED Lighting	21,500	20,713	20,713	787
2025	Open	City Hall Clerks Area Renovation	75,000	68,333	75,000	0
2025	Close	JTCC Front Slider Door Units Replacement	32,500	28,768	28,768	3,732
2025	Open	JTCC Skate Park Sun Shelter	55,000	24,366	55,000	0
2025	Open	Waterworks Park Dam Assessment - Phase 1	370,000	72,000	370,000	0
2025	Close	Pinafore Park Admin Bldg Office Reno	50,000	26,586	26,586	23,414
2025	Open	Talbot Street Park Developments	145,000	0	145,000	0
2025	Open	Emslie Field Grandstand Structural Report	625,000	15,786	625,000	0
2025	Open	Annual Playground Replacement - Homedale	150,000	0	150,000	0
2025	Open	Annual Trail Development	250,000	43,164	250,000	0
2025	Open	Pinafore Shelter Replacement	250,000	244,472	250,000	0
2025	Open	Joe Thornton Statue	30,000	30,528	30,528	(528)
2026	Open	Generator - Joe Thornton Community Centre	949,762	2,798	949,762	0
2026	Open	Roof Replacement - Joe Thornton Community Centre	315,000	1,728	315,000	0
2026	Open	Annual Trail Development - Waterworks Park	125,000	0	125,000	0
2026	Open	Pinafore Park Beach Volleyball Courts	275,000	7,530	275,000	0
2026	Open	Shade Shelter - 1 Password Park	120,000	84,005	120,000	0
2026	Open	Jaycee Pool Sun Shelter	55,000	21,189	55,000	0
2026	Open	Ball Diamond Groomer	60,000	57,685	60,000	0
		Total	**7,307,214**	**2,704,944**	**7,328,891**	**(21,677)**

ST. THOMAS THE RAILWAY CITY

Planning, Building, Property

Year	Status	Project	Budget	Actual	Forecast	Variance
2019	Open	Animal Shelter	4,000,000	4,172,059	4,172,059	(172,059)
2022	Open	230 Talbot Dispatch Generator	75,000	59,042	75,000	0
2023	Open	JTCC Security System Replacement	38,000	0	38,000	0
2024	Open	Memorial Arena Video Cameras	60,000	49,567	60,000	0
2024	Open	Electric Vehicles - Building	300,000	0	300,000	0
2026	Open	City Hall HVAC System Upgrades	120,000	0	120,000	0
2026	Open	City Hall Sprinkler Valve Replacement	50,000	0	50,000	0
2026	Open	Emergency Response Room HVAC/Electrical	65,000	39,529	65,000	0
		Total	**4,708,000**	**4,320,197**	**4,880,059**	**(172,059)**

Economic Development

Year	Status	Project	Budget	Actual	Forecast	Variance
2024	Open	Horton Market Commercial Kitchen	230,782	242,708	242,708	(11,926)
		Total	**230,782**	**242,708**	**242,078**	**(11,926)**

Social Services

Year	Status	Project	Budget	Actual	Forecast	Variance
2024	Open	Housing Development	11,320,000	6,744,087	11,320,000	0
2026	Open	Childcare Centre	3,314,743	9,336	3,314,743	0
		Total	**14,634,743**	**6,753,423**	**14,634,743**	**14,634,743**

Valleyview

Year	Status	Project	Budget	Actual	Forecast	Variance
2022	Open	Nurse Call / Security System	540,000	536,317	540,000	0
2023	Open	Painting/Flooring Replacement	51,700	0	51,700	0
2023	Open	Resident Rooms Revitalization	175,000	121,451	175,000	0
2024	Open	Courtyard	51,000	0	51,000	0
2024	Open	Painting and Restoration	51,700	0	51,700	0
2024	Open	Valleyview Roof Maintenance	79,000	0	79,000	0
2024	Open	Storage Shed	40,000	0	40,000	0
2025	Open	Resident Lifting	73,590	0	73,590	0
2025	Open	Valleyview Roof Revitalization	495,000	0	495,000	0
2026	Open	Bed Replacement	106,000	53,520	106,000	0
2026	Open	Handrail Replacement/Revitalization	75,000	0	75,000	0
2026	Open	Resident Lifts	75,900	0	75,900	0
2026	Open	Industrial Washer Replacement	87,000	0	87,000	0
2026	Open	Adult Day Program Van	204,452	0	204,452	0
		Total	**2,105,342**	**711,288**	**2,105,342**	**0**

Police Services Board Meeting

Constable Colin McGregor Building

REPORT

DIRECTED TO:	**St. Thomas Police Services Board**
PREPARED BY:	**Chief M. Roskamp**
SUBJECT:	**Crime Severity Index (CSI) – Values for 2025**
MEETING DATE:	**July 24, 2026 (Interim Report – no meeting)**
REPORT #	**CHIEF-2026-24**
REPORT TITLE:	**Crime Severity Index (CSI) – Values for 2025**

Recommendation:

That: Report #CHIEF-2026-24; Crime Severity Index (CSI) – 2025 Results; be received for information, and further, that the report be forwarded to St. Thomas City Council for informational and awareness purposes.

Background:

Statistics Canada has released the 2025 Crime Severity Index values for police-reported crime in Canada.

The Crime Severity Index is a measure of police-reported crime that considers both the volume and relative seriousness of criminal offences. Unlike a traditional crime rate, which counts all offences equally, the CSI assigns greater weight to more serious offences based on sentencing patterns established through Canada's criminal justice system.

The CSI is separated into three primary measures:

- Overall Crime Severity Index
- Violent Crime Severity Index, and
- Non-Violent Crime Severity Index

These measures assist police services, Police Services Boards, municipalities and communities in understanding whether reported crime is becoming more or less serious over time. However, the CSI should not be viewed in isolation. It must be considered alongside calls for service, victimization, repeat offending, community disorder, intimate partner violence, population growth, operational demands and other indicators of community safety and organizational risk.

The comparative data contained in this report includes neighbouring and similarly sized Ontario communities and provides important context regarding the public safety environment in the City of St. Thomas.

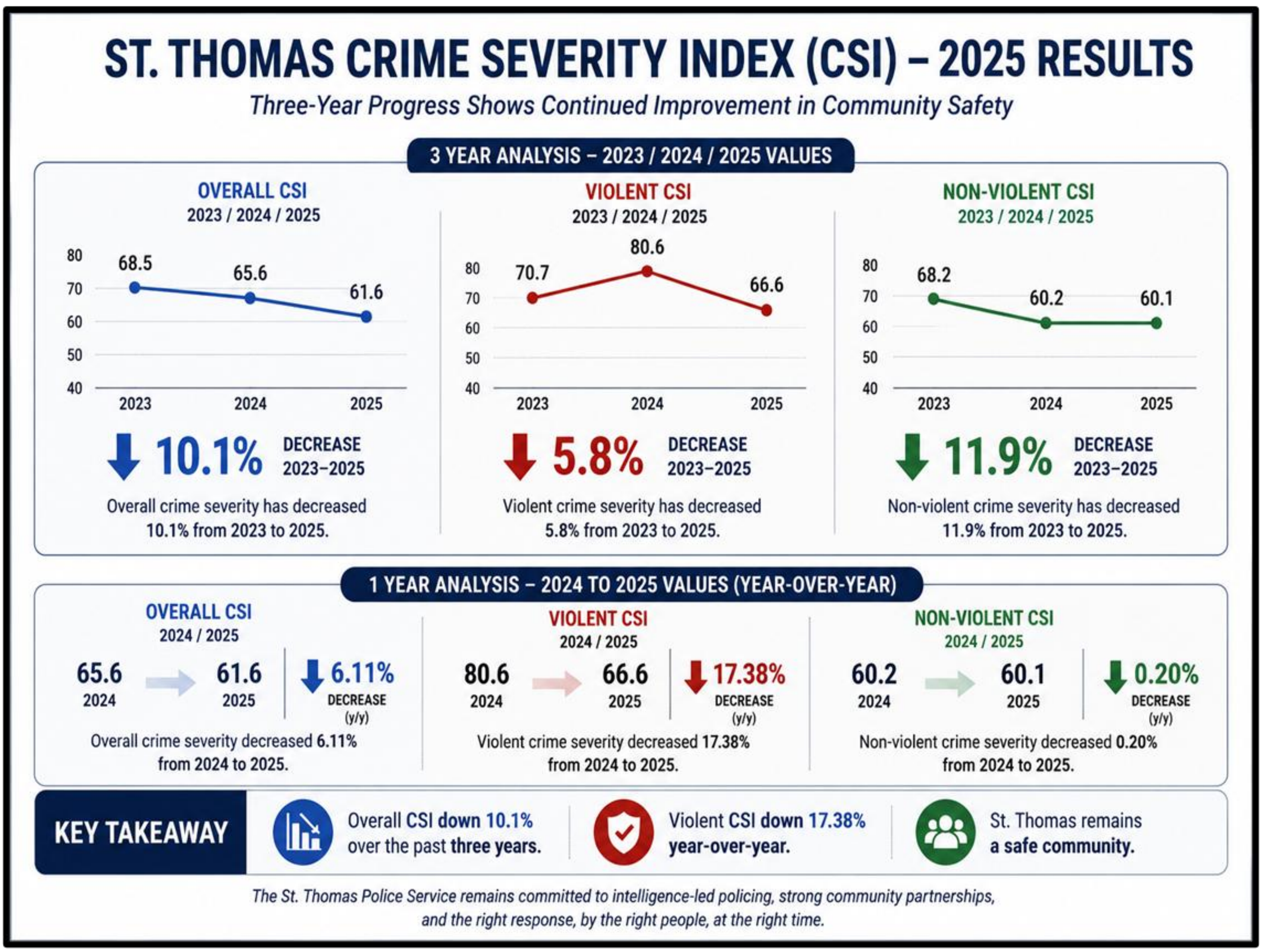
As you will recall, the 2024 reporting year presented unprecedented operational pressures for the St. Thomas Police Service. The organization experienced increased calls for service, greater incident complexity and a significant increase in violent crime severity. The Violent Crime Severity Index increased from 70.7 in 2023 to 80.6 in 2024.

That increase required an immediate and coordinated response.

Through strong investments made by the St. Thomas Police Services Board and St. Thomas City Council, the Police Service was able to strengthen frontline capacity, enhance specialized enforcement, expand intelligence-led policing and resource key areas of organizational and community risk.

As a result, the 2025 CSI values demonstrate that these investments, together with the sustained efforts of our members and community partners, are producing measurable results.

Analysis:



Key Findings

The 2025 CSI results provide objective and encouraging evidence that St. Thomas remains a safe city.

St. Thomas recorded an Overall Crime Severity Index of 61.6 in 2025, representing a 6.1% reduction from 2024 and a 10.1% reduction since 2023. The city's overall CSI remains considerably lower than several of the comparative Ontario communities included in this report.

The Non-Violent Crime Severity Index remained stable in 2025 at 60.1 and has declined by 11.9% since 2023. This sustained reduction reflects continued progress in addressing property crime, criminal activity associated with social disorder and other non-violent offences affecting residents, businesses and public spaces.

Most significantly, the Violent Crime Severity Index declined from 80.6 in 2024 to 66.6 in 2025. This represents a substantial year-over-year reduction of 17.4%.

The elevated Violent CSI experienced in 2024 was a serious organizational and community concern. It required deliberate action, increased operational capacity and sustained attention to high-risk individuals, and harm-harm locations and behaviours.

The investments made by the Police Services Board and City Council provided the Police Service with the capacity to resource these priority areas more effectively. These investments supported increased frontline capacity, targeted enforcement, intelligence-led deployment, enhanced investigative capabilities and improved coordination across the organization.

The reduction in violent crime severity cannot be attributed to one program, unit or enforcement initiative alone. It reflects the collective work of Frontline Officers, Communicators, Investigators, Supervisors, Analysts, Special Constables, civilian members and the experience of the Executive Leadership Team, supported by our municipal, health, social service and community partners.

The implementation and continued development of the Community Resource Unit, investments in the Street Crime and Property Crime Units, increased frontline resourcing, the creation of a Crime Analysis Unit, the addition of a second Police Service Dog team, enhancements to the Forensic Identifications Unit and Digital Forensics Unit, and the strategic redeployment and restructuring of uniformed resources have strengthened our capacity to identify, prioritize and respond to areas of elevated risk.

These results also demonstrate the value of the Police Service's '*Right Person-Right Care-Right time'* approach.

Not every public safety concern is best resolved through enforcement alone. Sustainable community safety requires police, health, housing, addiction, mental health, victim services, justice and social service partners to work within their respective mandates while sharing responsibility for appropriate and timely intervention.

Finding and strengthening the right partnerships has been a central strategic objective of the St. Thomas Police Service in recent years. That work is paying off.

Our partnerships are helping ensure that vulnerable individuals are connected with the most appropriate services, that police resources remain focused on public safety and criminal behaviour, and that complex community concerns are addressed through coordinated rather than isolated responses.

This approach is contributing to greater stability in several key risk areas while reducing avoidable reliance on police-led responses where another professional or service provider is better positioned to assist.

The 2025 results are encouraging and represent a marked improvement from the violent crime pressures experienced in recent years as a result of city growth and crime displacement from larger cities. They should be recognized as evidence that focused investments, effective policing and strong partnerships can produce measurable public safety outcomes.

However, the work is not complete.

Violent offending, repeat offending, intimate partner violence, illicit drug trafficking, community disorder and the increasing complexity of calls for service remain significant areas of concern. A single serious incident or a small number of high-harm offenders can materially affect CSI values in a community the size of St. Thomas.

At this point in the year, Incident/Event volumes in 2026 have already exceeded the same period in 2025 by nearly 1,000 occurrences. For these reasons, the Police Service must remain disciplined and avoid interpreting one year of improvement as a reason to reduce attention or capacity. The progress achieved must be protected through sustained operational focus, continued evaluation and responsible future investment.

2027 Budget and Operational Planning

The 2025 CSI results will now form part of the evidence base used to develop the proposed 2027 Police Services Operational Budget.

The budget will not be built on CSI data alone. It will be informed by a broader range of operational, organizational and community safety indicators, including:

- violent and non-violent recidivism;
- intimate partner violence;
- community disorder and calls for service;
- high-risk and prolific offending;
- crime trends and geographic concentrations;
- investigative and frontline workload;
- population and municipal growth;
- member wellness and organizational resilience;
- provincial legislative and regulatory obligations; and
- the availability and sustainability of provincial grant funding.

We will continue to examine where risks are increasing, where investments are producing results and where resources may need to be adjusted to ensure that the right people are responding with the right resources at the right time.

Ongoing provincial grant support will remain an important component of our financial and operational planning. Grant funding has allowed the Police Service to strengthen priority areas and introduce initiatives that may otherwise have been difficult to implement within the municipal tax-supported budget.

However, as we know, temporary or restricted grant funding should not support permanent operational requirements. Therefore, the 2027 Police Services Budget will once again carefully distinguish between time-limited initiatives and the sustained resources required to provide legislated adequate and effective policing over the longer term.

Our objective will be to preserve the gains achieved, respond to emerging risks and ensure that investments remain targeted, measurable and aligned with both community needs and the responsibilities of the Police Service under the Community Safety and Policing Act.

Financial Impact

These results provide clear evidence that the strategic investments made by the St. Thomas Police Services Board and St. Thomas City Council are producing tangible and measurable public safety outcomes.

In recent years, the Chief of Police and the Board have deliberately focused on strengthening frontline capacity, improving specialized enforcement, expanding intelligence-led policing, deepening community partnerships, and ensuring that the right people are responding with the right resources at the right time. The 2025 Crime Severity Index results demonstrate that this strategy is working.

The significant reduction in violent crime severity, together with the continued decline in overall crime severity and the stabilization of non-violent crime, reflects the impact of sustained and well-directed investments. These results should be recognized not only as an improvement in public safety, but also as evidence that responsible planning and timely intervention can reduce future organizational pressures.

If these investments are sustained, they will help preserve the gains already achieved, strengthen community safety, improve operational stability, and reduce the risk of costly reactive responses in future years. A stable and properly resourced police service is better positioned to manage emerging risks, reduce reliance on overtime and emergency staffing measures, protect member wellness, and provide greater predictability within future police budgets.

This has been the precise strategic objective of the Chief of Police and the Police Services Board: to make thoughtful, evidence-informed investments today that improve safety, strengthen organizational capacity, and create greater financial and operational stability in the years ahead. The current results confirm that this approach is yielding meaningful returns.

I am grateful that the City of St. Thomas has identified public safety as its highest priority and, more importantly, has taken meaningful action to support that vision. The investments made by City Council have provided the Police Service Board and the Chief of Police with the resources required to respond to elevated risks, strengthen key operational areas, and deliver measurable improvements for the community.

These were wise and necessary investments. They are working. Our collective responsibility is now to recognize the progress achieved, sustain the areas producing results, and continue building a safe, resilient, and financially responsible public safety system for the future.

Future budgets will remain aligned with the actual requirements of policing a growing and changing city. Population growth, increased density and changing social conditions create new opportunities for St. Thomas, but they also place additional pressure on housing, mental health services, addiction supports, youth services, emergency response systems and the justice sector.

These pressures are frequently reflected in calls for service involving vulnerable persons, community disorder, repeat offending, victimization and complex incidents requiring significant police time and coordination.

Sustainable community safety cannot be achieved through police investment alone. It requires continued investment in the primary health, housing and social service systems that are responsible for addressing the underlying conditions contributing to crisis and vulnerability.

The St. Thomas Police Service has been deeply committed to this collaborative model for several years. Our experience continues to demonstrate that the most effective and sustainable outcomes occur when public policy, policing, health services, social agencies and the justice system work in alignment.

The 2025 CSI results are positive. They demonstrate that St. Thomas is a safe city and that the collective efforts of the Police Services Board, City Council, Police Service members and community partners are producing measurable results.

Our responsibility now is to build on that progress.

The Police Service will continue to assess risk, respond to emerging pressures and bring forward responsible budget recommendations that support community safety, organizational readiness and the long-term well-being of St. Thomas.

Respectfully,

Marc Roskamp M.O.M.
Chief of Police

APPENDIX A

3 Year Analysis - 2023 – 2024 - 2025 Values

CITY	OVERALL CSI 2023/2025	%	VIOLENT CSI 2023/2025	%	NON-VIOLENT CSI 2023/2025	%
St. Thomas	68.5/65.6/61.6	-10.1	70.7/80.6/66.6	-5.8	68.2/60.2/60.1	-11.9
London	70.6/65.8/73.0	+3.4	88.5/81.9/88.8	+0.3	64.0/59.9/67.3	+5.2
Woodstock	77.4/69.6/62.2	-19.6	66.4/65.5/53.4	-19.6%	82.4/71.8/66.2	-19.7%
Timmins	131.3/115.8/126.1	-4.1	174.8/145.4/191.0	+9.3	115.1/104.9/101.2	-12.1
Cornwall	119.9/96.3/97.2	-18.9	149.9/121.9/107.2	-28.5	109.0/86.9/94.0	-13.8

1 year Analysis - 2024 to 2025 Values (y/y)

CITY	OVERALL CSI 2024/2025	%	VIOLENT CSI 2024/2025	%	NON-VIOLENT CSI 2024/2025	%
St. Thomas	65.6 / 61.6	-6.11	80.6 / 66.6	-17.38	60.2 / 60.1	- 0.20
London	65.8 / 73.0	+10.87	81.9 / 88.8	+8.38	59.5 / 67.3	+12.26
Woodstock	69.6 / 62.2	-10.61	65.5 / 53.4	-18.48	71.8 / 66.2	-7.75
Timmins	115.8 / 126.1	+8.91	145.4 / 191.0	+31.35	104.9 / 101.2	-3.51
Cornwall	96.3 / 97.2	+0.86	121.9 / 107.2	-12.06	86.9 / 94.0	+8.11

Police Services Board Meeting

Constable Colin McGregor Building

REPORT

DIRECTED TO:	**St. Thomas Police Services Board**
PREPARED BY:	**Chief M. Roskamp**
SUBJECT:	**Operational Budget 2027**
MEETING DATE:	**September 09, 2026**
REPORT #	**CHIEF-2026-26**
REPORT TITLE:	**Operational Budget 2027**

Recommendation:

That the St. Thomas Police Services Board receive PSB Report CHIEF-2026-26, Operational Budget 2027*, and endorse the proposed 2027 Operational Budget submission of $24,220,687.50, representing an increase of 11.98%, for submission through the municipal budget process.*

Background:

Community Safety and Policing Act – Budget Estimates

Under section 50 of Ontario's Community Safety and Policing Act, 2019, the Police Services Board is responsible for preparing and submitting operating and capital estimates sufficient to comply with the Act, provide adequate and effective policing, supply the police service with required equipment and facilities, and fund the Board's operations. The Board is responsible for reviewing and determining the individual budget items; accordingly, line-by-line oversight and allocation of the police budget rest with the Board.

City Council's separate legislative responsibility is to review the Board's estimates and establish the overall funding envelope for the Police Services Board. The Act distinguishes Council's consideration of the overall budget from the Board's responsibility for individual line items. This framework preserves the Board's independent governance of policing priorities while maintaining Council's responsibility for determining the municipality's overall financial contribution.

Adequacy, Effectiveness and Provincial Comparability

Under the Community Safety and Policing Act, 2019 and its applicable regulations, the Police Services Board is responsible for ensuring that *Adequate and Effective* policing is provided in St. Thomas. *Generally Applicable Standards (GAS)* comparisons with similar size and/or regionally located Ontario police services are an important and legislatively required planning tool: they help identify emerging best practices, assess relative resourcing and costs, and place local budget decisions in a broader provincial context.

The most recent available comparison, based on 2026 budget and staffing data, places STPS among the lower-cost services in the comparator group on a per-capita basis, reflecting responsible financial governance. At the same time, STPS carries one of the highest population-per-officer ratios. That staffing context must be monitored alongside service demand and complexity, officer availability, overtime, burnout risk, and occupational or other medical leaves.

2026 Police Budget Comparisons — Cost per Capita (lowest to highest)

Police service	Authorized officers	Residents per officer	2026 Budget	Population	Cost per capita
Aylmer	15	513.3	$3,262,854	7,700	**$423.75**
St. Thomas *	93	548.3	$21,628,762	51,000	**$424.00**
Woodstock *	100	573.7	$24,325,090	57,371	**$424.00**
London	758	590.1	$198,000,000	447,255	**$442.70**
Brockville	46	519.5	$11,261,357	23,899	**$471.21**
Timmins *	96	481.4	$22,000,000	46,212	**$476.07**
Belleville	110	584.5	$33,524,718	64,300	**$521.38**
Stratford	78	397.4	$16,843,160	31,000	**$543.33**
Cornwall *	112	485.2	$30,224,528	54,346	**$556.15**
North Bay *	118	446.3	$32,161,031	52,662	**$610.71**

Table 1; Note: Based on the proposed 2027 STPS budget requirement of $24,220,687.50, a population base of 51,000 and 95 authorized sworn positions, the estimated St. Thomas police cost is $474.92 per capita, with approximately 537 residents per authorized officer. These data points continue to support the same conclusion: STPS remains comparatively low in cost per capita and high in residents per officer.
****Denotes closest comparator police services in Ontario.***

Community Consultation

Throughout 2026, STPS conducted several budget consultation sessions with community groups, business owners and elected officials. This input has informed budget and strategic planning, helping align proposed investments with local community safety and well-being needs and the Service's legislative responsibilities.

Conducted over a four-week period during July and August 2026, the STPS Community Survey generated 439 responses from a broad cross-section of the community, including residents, business owners, students and youth, parents and guardians, community partners, school representatives, elected officials and STPS members. The response volume, diversity of participants, clearly defined consultation period and full reporting of results provide a sound and credible evidence base for understanding community experiences, priorities and expectations.

The findings demonstrate that 92% of respondents were very satisfied, satisfied, or neither satisfied nor dissatisfied with STPS services, while 85% felt very safe, safe, or neither safe nor unsafe in St. Thomas. These combined measures provide a broad indication of community confidence while clearly distinguishing neutral responses from positive ratings. In addition, 75% were confident or very confident that members act fairly, respectfully and professionally. Ninety percent reported high, very high, or moderate trust and confidence in the Service.

Respondents identified mental health and addictions (74%), drug use and drug trafficking (71%), and homelessness (57%) as the leading current community-safety concerns. Looking ahead, drug use and addictions (75%), mental health (63%), and homelessness (52%) remained the most frequently identified future challenges. The community's five highest policing priorities for 2027-2031 were addressing drug activity, crime prevention, police visibility and community safety, emergency response, and addressing violent crime.

The results strongly validate the Service's strategic direction: 65% viewed complex community-wellness issues as a shared responsibility, 91% considered collaboration with health, education, housing, social-service and community organizations important or very important, and 93% supported continued investment in proactive crime prevention, public education and community outreach. Collectively, these findings support STPS's intentional path of strengthening partnerships and advancing a *Right Person, Right Care* model that connects people with appropriate services and reduces the need for police involvement wherever possible.

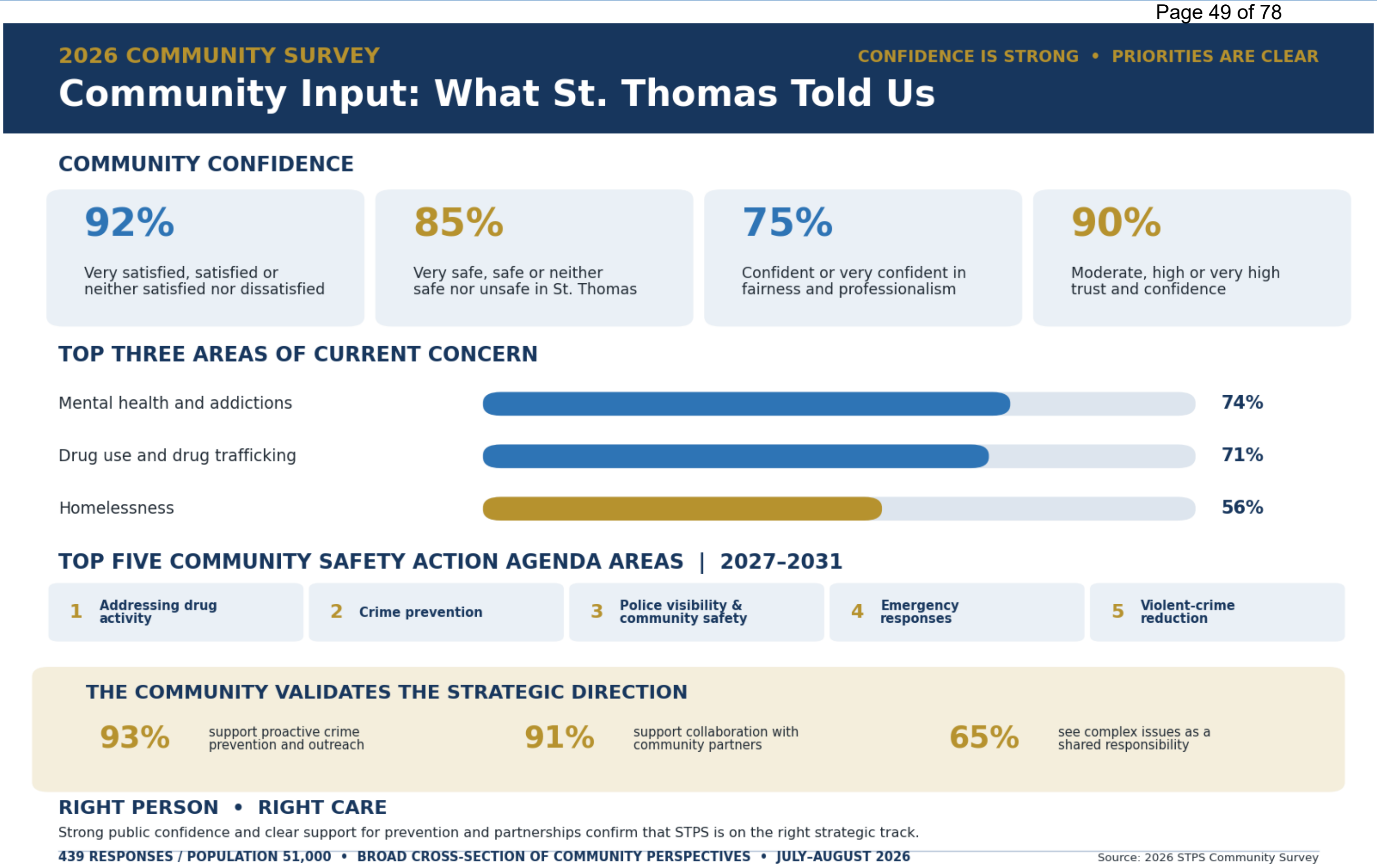


Table 2; Community Input; Citizen Satisfaction Survey 2026

Crime Severity Index Context

Board Report CHIEF-2026-24 (July 24, 2026) presented the 2025 Crime Severity Index results for St. Thomas and confirmed meaningful improvement, while reinforcing the need for sustained capacity. The CSI measures both the volume and seriousness of police-reported crime; more serious offences carry greater weight. It should be interpreted alongside the complexities of calls for service, victimization, repeat offending, intimate partner violence, population growth, community disorder and operational demands, and not as a stand-alone measure of community safety.

St. Thomas CSI measure	2025 result	Change from 2024	Operational interpretation
Overall CSI	61.6	−6.1%	Down 10.1% since 2023; St. Thomas remains a safe city.
Violent CSI	66.6	−17.4%	Substantial improvement following elevated violent-crime severity in 2024.
Non-violent CSI	60.1	−0.2%	Stable year over year and down 11.9% since 2023.

These results provide objective and encouraging evidence that focused investments, effective policing and strong partnerships are producing measurable public-safety outcomes. The significant reduction in violent crime severity reflects stronger front-line capacity, targeted enforcement, intelligence-led deployment, enhanced investigative capability and coordinated work across STPS and its community partners. The progress must nevertheless be protected: repeat offending, intimate partner violence, illicit drug trafficking, community disorder and increasing complexity in calls for service remain significant concerns, and a small number of high-harm incidents can materially affect CSI values in a community the size of St. Thomas.

These results are encouraging and reflect effective policing and partnership work. They do not remove the need to maintain specialized readiness: CIRT deployments (tactical responses) increased 94% in 2025, and the Service must remain capable of responding to serious, high-risk and increasingly complex incidents.

Additional Evidence — Downtown Core

Longer-term downtown call data provides further noteworthy validation that the investments made by the Police Services Board and City Council are producing measurable results:

- Calls for service in the downtown core of St. Thomas have decreased by 18% since 2020.
- Calls involving unwanted persons in the downtown core have decreased by 75% since 2021.
- Complaints involving drug-use behaviour or activity in the downtown core have decreased by 84% since 2020.

Analysis:

Service-Level Commentary

Call demand remains a central concern. As of August 2026, the STPS has recorded more than 1,200 additional occurrences compared with the same period in 2025. This level of increase has never occurred in the history of the STPS in such a short period of time. This is not a temporary workload issue: it increases front-line deployment pressure, investigative follow-up, disclosure obligations, supervisory oversight, records processing, victim support requirements and the organizational cost of maintaining safe, timely and effective responses.

St. Thomas continues to grow, and growth brings greater volume and complexity across violent crime, intimate partner violence, mental-health and substance use disorder calls, illicit drug activity, traffic demands, cybercrime and fraud, major-crime investigation, tactical readiness and calls involving vulnerable persons. **The proposed budget is intended to ensure that STPS can prioritize responses with the right people and the best available resources, while preserving proactive policing and organizational resilience.**

The 2027 Operational Budget continues the measured work of strengthening STPS for a growing city and a more complex public-safety environment. It preserves front-line capacity, strengthens financial governance and maintains readiness through intentional investments in people, technology, vehicles, equipment and training.

The proposed operational requirement is $24,220,687.50, an increase of $2,591,925.32 or 11.98% after the planned $150,000 Infrastructure Reserve reduction. A significant portion of this increase is attributable to guaranteed collective-agreement obligations, including the 4% wage increase for 2027 and related increases in benefits, specialty pay and shift premiums. The proposed budget also reflects the stronger foundation established through the wise and timely investments made by City Council and the Police Services Board in 2026.

$24.2M	**11.98%**	**3 FTE**	**~96%**
Municipal requirement	Increase after reserve	2 Constables + 1 Financial Coordinator	Collective Agreement Guaranteed Salary/Benefits share

Budget Overview and Tax Levy Implications

Measure	2026 Budget	2027 Budget	Change
Requirement before reserve	$21,628,762.18	$24,370,687.50	$2,741,925.32 | 12.68%
Infrastructure Reserve reduction	$0.00	($150,000.00)	($150,000.00)
Final municipal requirement	$21,628,762.18	$24,220,687.50	$2,591,925.32 | 11.98%

For context, the 2026 budget rose from approximately $17.674 million in 2025 to $21.629 million in 2026, an increase of approximately $3.955 million or 22.37%. The 2027 Budget therefore represents a significantly lower rate of increase while continuing the Service's planned capacity-building program.

Development Charges – Police Service Infrastructure Reserve Funds

Development charges are collected by municipalities under Ontario's *Development Charges Act, 1997* to help fund eligible infrastructure and capital requirements arising from community growth, thereby reducing the financial burden that would otherwise fall on existing taxpayers. These revenues must be deposited into service-specific reserve funds and used for qualifying growth-related costs associated with the service for which they were collected. In a recent meeting with the City Treasurer, the available police services development-charge infrastructure reserve funds were identified as an option to offset growth related expenses. The expenditures identified for 2027 have been confirmed as growth-related and compliant with the applicable development-charge framework. They include one additional patrol vehicle, equipment required for two new police officers, training, general supplies, IT infrastructure and tactical-readiness equipment, and building maintenance increases. I recommend that $150,000 of the available reserve be applied against these expenditures, thereby reducing the net municipal funding requirement for 2027. Pending further direction from the Police Services Board, this offset has been incorporated into the proposed 2027 Operational Budget.

PRINCIPAL 2027 BUDGET DRIVERS

Budget driver	2026 → 2027	Change	Growth related	DC reserve applicable	Collective Agreement
Full-time salaries and wages – operations	$15,696,218 → $17,160,486	+$1,464,268	✓		✓
Benefits and OMERS – operations	$5,453,264 → $5,944,516	+$491,252	✓		✓
Member wellness	$70,000 → $80,000	+$10,000	✓		
Training	$175,000 → $250,000	+$75,000	✓	✓	
Forensic analyst	$12,000 → $60,000	+$48,000	✓	✓	
General supplies	$50,000 → $100,000	+$50,000	✓	✓	
Uniforms and body armour	$105,000 → $160,000	+$55,000	✓	✓	
Critical Incident Response Team	$30,000 → $55,000	+$25,000	✓	✓	
Contracted building maintenance	$55,000 → $70,000	+$15,000	✓	✓	
Axon equipment	$120,000 → $150,000	+$30,000	✓	✓	
IT systems	$200,000 → $225,000	+$25,000	✓	✓	
Vehicle purchases	$175,000 → $300,000	+$125,000	✓	✓	
Vehicle repairs and maintenance	$275,000 → $300,000	+$25,000	✓	✓	

✓ Growth: all rows | ✓ DC reserve: gold rows | ✓ Collective Agreement: salaries and benefits

Why Investment Is Required

St. Thomas has already reached an estimated population of approximately 51,000 in 2026 and is entering a period of further residential, industrial and service growth. PowerCo's investment of up to $7 billion is expected to establish Canada's largest electric-vehicle battery plant, with initial production anticipated in 2027 and thousands of jobs expected as operations ramp up. This growth will expand employment activity, traffic, critical-infrastructure considerations, major-event requirements and the range of incidents for which STPS must remain ready.

Demand is also changing in character. STPS recorded 23,214 incidents in 2024, an increase of 2.6% over 2023. During the same year, prisoner activity increased 27.7%, weapons offences increased 33%, intimate-partner-violence charges increased 39.3%, and the volume of digital data examined by forensic personnel increased 176.3%. The 2025 results continued to show rising operational activity in several consequential areas, as summarized in *Table 4* below.

At the current point in 2026, occurrences are more than 1,200 ahead of the same period in 2025. Together, these indicators reinforce that operational and capital requirements must be assessed against complexity, risk and required capability, not population or incident counts alone.

Operational Indicators (COMPLEXITY CHART)	2024	2025	Change
Police 9-1-1 calls	6,137	6,604	+7.61%
Total incidents/events requiring police	23,214	23,411	+1.6%
Arrests	2,180	2,320	+6.4%
Criminal charges	1,803	2,334	+29.5%
Bail-violation charges	216	233	+7.87%
Intimate-partner-violence incidents	761	782	+2.7%
Intimate-partner-violence charges	308	399	+29.5%
CIRT deployments (tactical responses)	32	62	+94%
Fraud occurrences	239	224	-6.8%
Arson occurrences	22	16	-27.2%

Table 4; Selected STPS 2025 operational changes. Percentages are reported as published in the 2025 Annual Report.

2027 Staffing Requirements – ADDITIONS

NEW Positions	FTE	Operational rationale
Constable	2	Adds deployable front-line and investigative capacity; supports response, proactive enforcement, workload distribution, long term medical leave coverage and officer safety.
Financial Coordinator	1	Strengthening forecasting, purchasing controls, grants, reporting, audit readiness and asset planning, while supporting the City's planned decentralization of Treasury responsibilities.

The two Constable positions respond directly to increasing occurrence volume and the need to maintain effective 24/7 policing. The Financial Coordinator is an essential organizational-capacity investment and also supports the City's plan to modernize by decentralizing Treasury responsibilities at City Hall. As greater day-to-day financial responsibility shifts to individual departments, STPS requires dedicated professional capacity to assume and manage those functions effectively. A police budget of more than $24 million, together with increasingly complex grants, procurement, capital planning, contracts and compliance requirements, demands specialized financial coordination and has been a strategic objective to implement in 2027. This position will improve internal control, forecasting accuracy, audit readiness and the quality of financial information provided to the Chief and the Board, while supporting an orderly transition to the City's decentralized model.

With the proposed additions, the 2027 staffing complement would comprise 94 full-time and 1 part-time sworn member, excluding Ontario Police College secondments, together with 53 full-time and 6 part-time civilian members.

2027 NEW Positions	FTE	2027 budget impact	Share of requirement
Constable	2 sworn	$223,248.66	0.92%
Financial Coordinator	1 civilian	$118,800.00	0.49%
Total	3	$342,048.66	1.41%

The two Constable positions will enhance front-line service delivery, strengthen the Service's capacity to address an increasingly complex public-safety environment, and mitigate the operational effects of existing long-term medical absences. The Financial Coordinator will support daily fiduciary responsibilities.

Employee compensation is the dominant component of the police budget. The collective agreements guarantee a 4% wage increase in 2027, together with related increases in statutory and employer benefits, OMERS, specialty pay and shift premiums. These contractual obligations represent a significant portion of the 11.98% overall budget increase and are not discretionary service enhancements. The remaining compensation changes reflect salary progression, the proposed positions and the full-year financial impact of staffing decisions already incorporated into the Service's multi-year staffing plan. Goods and services investments protect operational readiness, evidence quality, officer safety, fleet reliability, digital capability and legislated training requirements.

Financial Impact:

The executive summary below reconciles the principal operating categories, including revenues, grants and the $150,000 Development Charges – Infrastructure Reserve reduction, to the final 2027 municipal requirement of $24,220,687.50. This represents an increase of $2,591,925.32, or 11.98%, over the approved 2026 budget.

Budget Area	2026 Budget Amount	2027 Budget Amount	Difference	% Increase/Decrease (from 2026 to 2027)	% of 2027 Budget
Police Services Board	$ 17,840.00	$ 17,840.00	$ -	0.00%	0.07
Salaries & Benefits - Operational	$ 21,366,691.02	$ 23,380,249.45	$ 2,013,558.42	9.42%	96.53
Retiree Benefits	$ 307,536.16	$ 307,536.16	$ -	0.00%	1.27
Goods & Services - Operational	$ 1,433,000.00	$ 1,879,900.00	$ 446,900.00	31.19%	7.76
Development Charges - Infrastructure Reserve	$ -	$ (150,000.00)	$ (150,000.00)	100.00%	-0.62
Grants	$ (2,168,708.44)	$ (1,338,861.63)	$ 829,846.81	-38.26%	-5.53
Revenue Streams	$ (1,522,001.30)	$ (1,830,888.91)	$ (308,887.61)	20.29%	-7.56
Grant Expenses	$ 389,881.00	$ 93,100.00	$ (296,781.00)	-76.12%	0.38
Building	$ 302,000.00	$ 322,000.00	$ 20,000.00	6.62%	1.33
Vehicles	$ 275,000.00	$ 300,000.00	$ 25,000.00	9.09%	1.24
Courts	$ 1,227,523.74	$ 1,239,812.43	$ 12,288.69	1.00%	5.12
	$ 21,628,762.18	**$ 24,220,687.50**	**$ 2,591,925.32**	**11.98%**	**100.00**

Table 5; Executive Summary - 2027 Operational Budget.

Revenue, Recoveries and Grant Assumptions

The 2027 Budget strengthens recurring operating recoveries while taking a prudent approach to grant funding that has not yet been finalized. General operating recoveries will increase, driven primarily by an increase of approximately $268,888 in Ontario Police College recoveries and an additional $40,000 in paid-duty recoveries. Together with $105,000 in dispatch revenue, total revenue streams are budgeted at $1,830,888.91.

- The Community Safety and Policing - Local Priorities Grant remains budgeted at $262,308, with a matching distributed-wage allocation. This has been included in the 2027 Ops Budget.
- The School Resource Officer Grant is budgeted at $142,821.63 (non-competitive), with an equal distributed-wage allocation that offsets an existing salary commitment. This has been included in the 2027 Ops Budget.
- The RIDE Grant is budgeted at $13,132, based on the current allocation.
- Court Security and Prisoner Transportation Grant revenue is budgeted at $772,500, with courthouse recoveries of $55,000.
- Grant allocations have not yet been finalized, and several provincial grant programs have not yet been released or awarded. STPS will continue to apply for all applicable funding opportunities to help offset expenses. Any grant funding secured to offset salaries already included in the budget will further reduce the final municipal funding requirement.
    - The Community Safety and Policing Grant – Provincial Priorities was announced and submitted in late-August 2026 and is a competitive process that may bring up to $500,000 per year for the next 3 years and will recover existing salaries and expenses. This has not been included in the 2027 Ops Budget.
    - The Preventing Auto Thefts Grant was announced and submitted in August 2026 and is a competitive process that may bring up to $300,000 for 2026-27 and will recover some existing salary and expenses. This has not been included in the 2027 Ops Budget.
    - The Proceeds of Crime – Front Line Policing Grant was announced in the Spring of 2026 and is a competitive grant process that may bring $300,000 per year for 3 years and will recover some existing salaries and expenses. This has not been included in the 2027 Ops Budget.

Future-Proofing the Organization

The 2027 Budget is not simply a response to current cost pressures. It follows carefully designed Strategic Plans of the both the St. Thomas Police Service and the *City's Brighter Future Strategic Plan 2024-2027*. It is part of a deliberate effort to future-proof the police service and its public safety capabilities as St. Thomas grows. Intentional and well-thought-out investments in people, training, fleet, technology, evidence systems, critical-incident readiness and financial governance reduce the risk of service gaps, deferred replacement costs, operational failure and unsustainable dependence on overtime.

The stronger foundation provided through the 2026 budget has moderated the increase required for 2027. Those investments now allow the Service to focus on targeted capacity rather than attempting to recover from accumulated deficits in staffing, equipment and readiness. The objective is a stable, resilient police service able to meet its obligations under the Community Safety and Policing Act and the expectations of the community.

WSIB Schedule 2 Employer Impacts

As a Schedule 2 employer, STPS is self-insured and responsible for funding WSIB benefit payments for injured members, together with the associated administrative costs. Occupational medical leaves therefore create direct and potentially unpredictable operating-budget pressures. Member wellness, prevention, early intervention, recovery and resiliency training remain organizational priorities. The 2027 financial impact will depend on claim activity and duration and will be monitored throughout the year. *The safety and well-being of police members is vital to effective police services that meet public expectations for safe and healthy communities. Police leaders support strong mental health care and a WSIB system that helps members recover and return to work where possible.* Recent experience is summarized below:

Year	Active WSIB claims	STPS cost
2023	6	$884,513.09
2024	3	$414,522.34
2025	2	$320,905.79
2026	3	$515,181.91

Conclusion:

The 2027 Operational Budget is a responsible and forward-looking financial plan. It builds upon the significant investments provided by City Council and strategically directed by the Police Services Board in fulfilling its legislative responsibility to ensure adequate and effective policing. The Budget keeps the year-over-year increase well below the 2026 increase while targeting resources toward the areas of greatest operational need. The addition of two Constables and one Financial Coordinator will strengthen service delivery, financial governance and organizational resilience as call demand, municipal growth and the complexity of public-safety needs continue to increase.

The proposed budget supports the Service's commitment to ensuring that people are safe and feel safe, while responding directly to the community's five highest policing priorities for 2027-2031: addressing drug activity, crime prevention, police visibility and community safety, emergency response, and violent-crime reduction. These priorities will guide the Service's strategic focus while maintaining accountability and prudent stewardship of public funds.

Respectfully,

Marc Roskamp M.O.M.
Chief of Police

NALOXONE

DETAILS

Transaction Date: Friday, 03 July 2026

Transaction Time: 08:10

ITEMS

** Fire, Police, St. John Ambulance **

- [x] Number of Overdoses where First Responders Administered Naloxone
  - [x] Number of overdoses where first responders administered naloxone *Quantity:* 1
- [ ] Did not administer

OPTIONS

Save | Cancel

Ontario

Harm Reduction Database Initiative

camhPSSP

Inspectorate of Policing | Service d'inspection des services policiers

Office of the Inspector General of Policing
777 Bay St.
7th Floor, Suite 701
Toronto ON M5G 2C8

Bureau de l'inspecteur général des services policiers
777, rue Bay
7e étage, bureau 701
Toronto ON M5G 2C8

July 10, 2026

Dear Chiefs of Police and Board Chairs,

In recent months, policing communities across Ontario and Canada have experienced a number of tragic line-of-duty deaths and serious injuries. While each loss has affected a family, a police service, and a community in a deeply personal way, their collective impact has been felt across the policing profession.

I have been moved by the compassion, professionalism, and care shown across the policing community as members, leaders, and police associations come together to stand alongside those affected by these tragedies. Moments like these remind us that loss is not experienced by individuals alone. It is shared by colleagues, organizations, and communities, and its effects are often felt long after public attention has moved on. The support, leadership, and commitment shown throughout this period have been a testament to the strength of Ontario's policing community.

As leaders, you are often called upon to support others while also navigating loss within your own organizations and communities. I want to acknowledge the emotional toll that recent events may have had on many within Ontario's policing community, including those in leadership roles.

On behalf of the Inspectorate of Policing, I extend my sincere condolences to all those affected by these recent tragedies. We remember those who have lost their lives, wish strength and recovery to those who have been injured, and recognize the lasting impact these events will continue to have on families, colleagues, and communities across the province.

Sincerely,

Ryan Teschner
Inspector General of Policing of Ontario

THE JOURNAL
SERVING SARNIA-LAMBTON

Sarnia’s housing fear versus what St. Thomas already proved

Nathan Colquhoun
Jul 31, 2026 12:13 PM

Chief Marc Roscamp of St. Thomas

Police chiefs are not usually the ones pointing out the failures of reactive enforcement.

Yet Chief Marc Roskamp of St. Thomas recently sat down for an interview and said something that should make every reactionary NIMBY and tight-fisted politician in Sarnia squirm: Indwell and permanent supportive housing are crucial to community safety, and refusing to support them is completely nonsensical.

Roskamp didn’t mince words. He called Indwell one of his top partners, noted that people given a home and wraparound health supports are vastly less likely to interact with police, and openly admitted he doesn’t understand communities that fight these projects.

This is not an activist lecturing from a podium. This is a 30-year law enforcement veteran looking at his own budget, his own officers, and his own streets, and stating the obvious: policing social breakdown after it happens is a catastrophic failure of basic policy.

The Human Fear vs. The Sarnia Reality

Having sat in the council chamber facing the wall of panic whenever supportive housing comes up, I know the emotion driving the opposition. People fear losing quiet streets, safety, or property values. That fear is real. The political conclusions drawn from it are destructive.

Feeding that fear in Sarnia produces the exact nightmare people claim to hate.

When politicians and neighbourhood groups block supportive housing because they're afraid of "those people" moving in, unhoused community members don't vanish. They are forced to live rough in parks, doorways, and alleys—desperate and unsupported. When those conditions inevitably bleed into public safety issues, City Hall's default response is to throw tens of millions more at aggressive policing to temporarily push human misery out of sight.

It's a revolving door designed to generate fear, drain public coffers into a $38-million-and-growing police budget, and solve absolutely nothing.

The Data Sarnia Ignores

Chief Roskamp isn't operating on a hunch; he's reading the balance sheet.

In St. Thomas, people housed in Indwell properties saw a 30 percent drop in police calls compared with when they were on the street. Downtown calls for service dropped 14 percent, drug-related calls plunged, and encampments were prevented not through sweeps and tickets, but by putting roofs over people's heads.

The broader evidence is overwhelming:

- The Denver Social Impact Bond study showed supportive housing led to a 34 percent reduction in police contacts and a 40 percent reduction in arrests.
- Canada's national At Home/Chez Soi trial demonstrated that Housing First models stabilize complex mental health and addiction crises while reducing emergency-room visits and justice-system involvement.

When someone is housed and wrapped in care, they stop “spiraling”—Roskamp’s word—and they stop ending up in the back of a cruiser.

Stop Managing Decay—Build the Alternative

In St. Thomas, the Chamber of Commerce and municipal leaders invite other cities to take a page out of their playbook.

In Sarnia, the pattern has been bureaucratic stalling, bad-faith debates about “fit,” and demands for “special safety plans” that treat unhoused neighbours as inherent security risks. The result is predictable: neighbours freeze in tents, overdose deaths mount, and the police department asks for millions more to manage the wreckage.

Real community safety is not built inside a police fortress. It is built when people have roofs, food, and consistent human care.

If a 30-year police chief can look at supportive housing and say he doesn’t understand why any city would reject it, then Sarnia’s remaining excuses aren’t just thin—they’re indefensible. The playbook is working an hour away down the 402. It’s time to stop letting fear write housing policy and start building the alternative right here.

Editor's Note: earlier versions of this article had the improper spelling of Chief Marc Roskamp and has been updated.

Trending

707  Swimmer attempts Lake Huron crossing: Watch live GPS here

567 What are we doing wrong - this city has been stagnant

197 Bluewater Health welcomes orthopaedic surgeon Dr. Hyder Ali Khan to its professional staff

169 What if trees could vote?

THE HAMILTON SPECTATOR

St. Thomas council excerpts

St. Thomas city councillors discussed and/or decided the following at their meeting on Monday, Aug. 10.

Aug. 19, 2026
2 min read
Save

By Hayden King, Local Journalism Initiative Reporter Aylmer Express

St. Thomas city councillors discussed and/or decided the following at their meeting on Monday, Aug. 10.

Age-friendly community

City councillors, sitting as the committee of the whole, endorsed an updated age-friendly community strategy for 2026.

Strategic Initiatives Manager Taylor Mooney wrote in a report to council that the Elgin St. Thomas Age Friendly Committee recently completed an updated strategy, informed by feedback from residents, service providers and organizations who support older adults.

The updates, paired with several recommendations, were based on five main points: access to healthcare and community supports, housing options supporting aging in place, social/recreation/community, transportation and accessible outdoor spaces and buildings.

“I’d like to keep that conversation going that we have with the seniors in our community, not just at Valleyview, but also at the library and the senior centre," said Councillor Lori Baldwin-Sands, who questioned how seniors were being engaged.

Ms. Mooney said there are many city staff members who work at those locations that sit on the committee, who collect information and bring it back to their respective groups.

Councillors reaffirmed the city's commitment to maintaining its designation as an Age Friendly Community and supporting initiatives that enhance the quality of life, inclusion and participation of older adults.

Transit plan

Councillors, sitting as the committee of the whole, received a report on the transit master servicing plan, which included the results of a community survey.

The survey was conducted this spring by an outside consultant to establish short-, medium- and long-term goals to guide transit network planning and operations. The consultant held pop-up sessions, did bus ride-alongs and targeted outreach to collect responses from residents, employers and city staff.

Key takeaways from the survey included: extending conventional evening service hours past 5:45 p.m.; improving conventional route frequencies currently at 60-minute frequencies; expanding capacity within the paratransit/on-demand system; expand service coverage to support new industrial and residential growth, and; improving regional connectivity to include potential links to Port Stanley, Aylmer and increased service to London.

The consultant will conduct another survey in the fall and report back to council next year.

Crossing guard

Councillors, sitting as the committee of the whole, unanimously approved the deployment of a school crossing guard at the intersection of Edward and Balaclava streets this September.

Following a June update to the city's school crossing guard policy, staff had received numerous requests for a crossing guard near June Rose Callwood Public School, specifically at the all-way stop intersection at Edward and Balaclava.

Staff completed an assessment of the intersection and determined the north and east approaches of the location met the criteria outlined in the update policy.

Police tactical vehicles

Through a report from St. Thomas Police Chief Marc Roskamp, councillors approved the purchase of two fully equipped tactical readiness vehicles for a total of $159,900.

Chief Roskamp, while addressing questions from council, said the police services had been working on transitioning from a containment team to a tactical response team next year.

Because of the growth the city is seeing, Chief Roskamp said the transition is legislatively required to provide timely, specialized response in critical incidents.

The two vehicles being purchased are two 2024 Ford F-250 police vehicles from the Legislative Protective Service of Ontario, fully equipped with police lighting, weapon mounts, radios and other components.

“What these vehicles will do is they will provide further readiness,” Chief Roskamp said. “We’re not quite there but we are getting ourselves there for the arrival of PowerCo.”

Chief Roskamp added the team has been used extensively since it’s inception in 2024, with the team being involved 94 per cent more than they were in 2025.

The funding for the two police trucks would come from the development charge reserve fund.

‘PUBLIC SAFETY IS THE FOUNDATION OF EVERY HEALTHY COMMUNITY’ – ST. THOMAS POLICE CHIEF MARC ROSKAMP

A comprehensive report from St. Thomas Police Chief Marc Roskamp on public safety is included on the agenda for Monday’s (Aug. 10) city council meeting.

We sat down with the chief last week for a lengthy discussion on the report and related matters, including Bill C-14, the Bail and Sentencing Reform Act.
More on that later in this post.

Roskamp’s report to council was initially presented to the Police Services Board last month and addressed the 2025 Crime Severity Index values as reported by Statistics Canada.

The Crime Severity Index (CSI) is a measure of police-reported crime that considers both the volume and relative seriousness of criminal offences. Unlike a traditional crime rate, which counts all offences equally, the CSI assigns greater weight to more serious offences based on sentencing patterns established through Canada’s criminal justice system.

The CSI is separated into three primary measures:
• Overall Crime Severity Index
• Violent Crime Severity Index, and
• Non-Violent Crime Severity Index

Roskamp noted, “These measures assist police services, Police Services Boards, municipalities and communities in understanding whether reported crime is becoming more or less serious over time.”

However, he cautions, “The CSI should not be viewed in isolation. It must be considered alongside calls for service, victimization, repeat offending, community disorder, intimate partner violence, population growth, operational demands and other indicators of community safety and organizational risk.”

Backtracking to 2024, that year “Presented unprecedented operational pressures for the St. Thomas Police Service,” stressed Roskamp.

“The organization experienced increased calls for service, greater incident complexity and a significant increase in violent crime severity. The Violent Crime Severity Index increased from 70.7 in 2023 to 80.6 in 2024. That increase required an immediate and coordinated response.”

Roskamp continued, “Through strong investments made by the St. Thomas Police Services Board and St. Thomas city council, the police service was able to strengthen frontline capacity, enhance specialized enforcement, expand intelligence-led policing and resource key areas of organizational and community risk.

“As a result, the 2025 CSI values demonstrate that these investments, together with the sustained efforts of our members and community partners, are producing measurable results”

“This sustained reduction reflects continued progress in addressing property crime, criminal activity associated with social disorder and other non-violent offences affecting residents, businesses and public spaces.”

Delving into the report, St. Thomas recorded an Overall Crime Severity Index of 61.6 in 2025, representing a 6.1 per cent reduction from 2024 and a 10.1 per cent reduction since 2023. Roskamp stressed, “The city’s overall CSI remains considerably lower than several of the comparative Ontario communities included in this report.”

The Non-Violent Crime Severity Index remained stable at 60.1 in 2025 and has declined by 11.9 per cent since 2023.

Roskamp pointed out that “This sustained reduction reflects continued progress in addressing property crime, criminal activity associated with social disorder and other non-violent offences affecting residents, businesses and public spaces.”

Most significantly, the Violent Crime Severity Index declined from 80.6 in 2024 to 66.6 in 2025. This represents a substantial year-over-year reduction of 17.4 per cent, Roskamp noted.

“The 2025 CSI results are positive. They demonstrate that St. Thomas is a safe city and that the collective efforts of the Police Services Board, city council, police service members and community partners are producing measurable results.”

He continued, “The elevated Violent CSI experienced in 2024 was a serious organizational and community concern. It required deliberate action, increased operational capacity and sustained attention to high-risk individuals, harm locations and behaviours.

“The investments made by the Police Services Board and city council provided the police service with the capacity to resource these priority areas more effectively.

“These investments supported increased frontline capacity, targeted enforcement, intelligence-led deployment, enhanced investigative capabilities and improved coordination across the organization.

“The reduction in violent crime severity cannot be attributed to one program, unit or enforcement initiative alone. It reflects the collective work of frontline officers, communicators, investigators, Supervisors, analysts, special constables, civilian members and the experience of the Executive Leadership Team, supported by our municipal, health, social service and community partners."

Roskamp concluded, "The 2025 CSI results are positive. They demonstrate that St. Thomas is a safe city and that the collective efforts of the Police Services Board, city council, police service members and community partners are producing measurable results.

"Our responsibility now is to build on that progress. The police service will continue to assess risk, respond to emerging pressures and bring forward responsible budget recommendations that support community safety, organizational readiness and the long-term wellbeing of St. Thomas."

With 2027 budget deliberations looming, Roskamp indicated the 2025 CSI results will form part of the evidence base for developing the upcoming operational budget.

He indicated that the budget will not be built on CSI data alone. It will be informed by a broader range of operational, organizational and community safety indicators, including:

• violent and non-violent recidivism;
• intimate partner violence;
• community disorder and calls for service;
• high-risk and prolific offending;
• crime trends and geographic concentrations;
• investigative and frontline workload;
• population and municipal growth;
• member wellness and organizational resilience;
• provincial legislative and regulatory obligations; and
• the availability and sustainability of provincial grant funding.

So, the outlook for the 2027 St. Thomas Police Service operational budget, forecasted Roskamp, "Will reduce last year's 22 per cent increase in half, because of the good work and the resources.

"We're starting to find the formula that's working."

Shifting the conversation to Bill C-14, the legislation reforms Canada's bail and sentencing laws, including changes to reverse-onus provisions, bail conditions, sentencing factors, and restrictions on house arrest, to increase public safety.

The bill received Royal Assent on June 15, officially passing into law. The majority of the changes and stricter measures officially come into force on July 15.

Roskamp testified before the Justice Committee last fall, at the invitation of Elgin-St. Thomas-London South MP Andrew Lawton.

He stressed to the committee that "The core issue is this: our communities are increasingly and consistently being harmed by individuals who are repeatedly released into the public while facing serious charges, only to reoffend, often violently, while on bail."

He continued, "Pretrial recidivism and chronic criminality are not abstract concepts. They are daily realities for frontline officers, for victims and for communities who are, quite frankly, begging police services for relief from violence and disorder."

In our most recent conversation, Roskamp was adamant that, "Public safety is the foundation of every healthy community. Our residents expect that violent, repeat offenders will be dealt with firmly and fairly.

"If these reforms help to hold offenders accountable and reduce victimization, then they will represent meaningful progress for a safe community."

He is encouraged that 39-year-old James Alexander Brown of St. Thomas, who was charged with attempted murder in a case of domestic violence at a Talbot Street apartment on May 16, 2023, last month was designated a Dangerous Offender in court.

In most cases, the Dangerous Offender designation results in an indeterminate sentence, meaning there is no predetermined release date.

Continuing with his analysis of Bill C-14, Roskamp noted that the revisions are an important step because "Public safety is the foundation of every healthy community. Our residents expect that violent, repeat offenders will be dealt with firmly and fairly. If these reforms help to hold offenders accountable and reduce victimization, then they will represent meaningful progress for a safe community."

Roskamp stressed, "But no single piece of legislation will solve every challenge within the criminal justice system.

"Success will ultimately be measured by whether our community experiences fewer repeat violent offences, fewer victims, and greater public confidence in the administration of justice."
From an accountability lens, Roskamp pointed out that "Every citizen deserves to feel safe in their neighbourhood. Every police officer deserves to know that when we arrest a repeat

violent offender, the justice system has the appropriate tools to properly assess the risk that the individual poses to the public."

From the repeat offender lens, Roskamp noted that, "A relatively small number of prolific offenders are responsible for a disproportionate amount of violent crime and victimization. If these reforms reduce repeat offending and interrupt that cycle of violence, our community will benefit."

Roskamp concluded that for victims, "Justice isn't simply about an arrest. It's about confidence that the entire justice system, from arrest through sentencing, is working to protect them."

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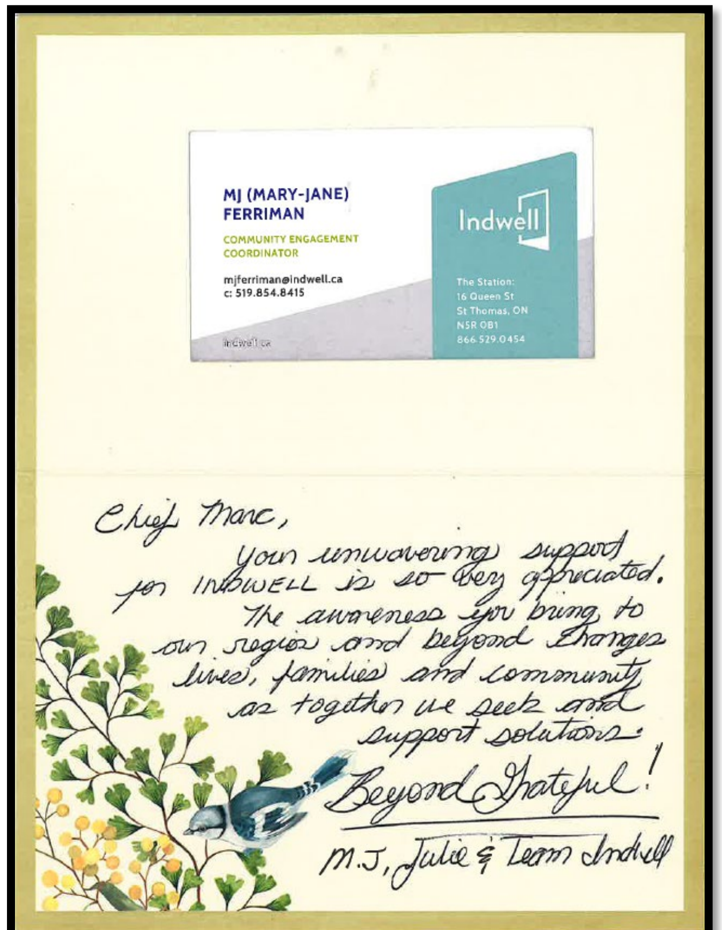

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Chief Marc,

Your unwavering support for INDWELL is so very appreciated. The awareness you bring to our region and beyond changes lives, families and community as together we seek and support solutions.

Beyond Grateful!

M.J, Julie & Team Indwell

London region's homicide rate falls to six-year low

Seven homicides were recorded across the region in 2025, down from 10 the previous year.

Author of the article:
By **Dale Carruthers**
Published Aug 10, 2026

London police forensic officers gather on the porch of a house at 944 Chippewa Dr. in London as police investigate the death of a woman whose body was found inside the home on Tuesday, Jan. 7, 2025. (Mike Hensen/The London Free Press)

The London region's homicide rate fell to its lowest level in six years, according to recently released statistics.

Seven homicides were recorded last year in the London metropolitan area, a region that includes St. Thomas, Strathroy-Caradoc and parts of Elgin and Middlesex counties, new figures from Statistics Canada show.

The London region's homicide rate dropped to 1.1 per 100,000 residents – the lowest level since 2019 – from 1.59 the previous year, when there were 10 homicides, the data show.

Five of the seven killings last year happened in London, while the other two were in St. Thomas and Strathroy.

"That's the one people pay attention to," St. Thomas police Chief Marc Roskamp said of the homicide rate. "When you get people being killed in your city, it's an indicator and crime trend that scares people."

But the homicide rate on its own doesn't paint a full picture of public safety, Roskamp said, adding other measures such as the crime severity index (CSI) should also be considered.

"When we see meaningful reductions in homicides, and the violent crime severity indices on a whole, it reflects collective efforts of the police service, community partners, justice system and so forth," he said.

London police Chief Thai Truong, left, and St. Thomas police Chief Marc Roskamp. (Free Press file photos)

Police in the London region have laid charges ranging from first-degree murder to manslaughter in the cases, six of which remain before the courts.

The only case to be resolved is the Jan. 23, 2025, overdose death of a 17-year-old male in London. Logan Beckett, 23, was charged with manslaughter, trafficking in cocaine and possession of cocaine for the purpose of trafficking. He pleaded guilty to the drug charges in April – the manslaughter charge was withdrawn – and was given a three-year sentence.

In the past decade, police have started laying manslaughter charges against drug dealers in some fatal overdose cases, leading to those deaths being classified as homicides. But securing manslaughter convictions in court has proven difficult, with most of the charges ultimately withdrawn.

Across Canada, homicides decreased for the fourth straight year in 2025, dropping to 672 from 797 the prior year and well below the 802 recorded in 2021. The national homicide rate was 1.61 last year, down from 1.93 the previous year.

The latest homicide figures were released along with statistics on the CSI, a measure of the volume and severity of crime relative to the population.

The London region's CSI worsened for the first time in five years, rising to 65.95 last year from 61.26 in 2024, but remaining lower than the national rate of 75.

London police Chief Thai Truong previously said three factors appeared to be behind the region's higher CSI score: a spike in gunfire associated with gang and organized crime, an increase in child sexual abuse material uncovered through proactive investigations, and a crackdown on open-air drug use that resulted in a surge in opioid possession cases.

St. Thomas Police Service Successfully Launches Next Generation 9-1-1 (NG911)

August 12, 2026

St. Thomas, ON – *Wednesday August 12th 2026*

The St. Thomas Police Service is pleased to announce the successful implementation of **Next Generation 9-1-1 (NG911),** marking a significant milestone in the modernization of emergency communications for the City of St. Thomas. As the community's **Primary Public Safety Answering Point (PSAP),** the St. Thomas Police Service receives all 9-1-1 emergency calls through Canada's next-generation emergency communications network, providing a more secure, reliable, and resilient platform for connecting residents with emergency services.

NG911 represents the next evolution of Canada's emergency communications system. While residents will continue to dial 9-1-1 in the same way they always have during an emergency, the new technology provides a more secure, reliable, and resilient platform capable of supporting future enhancements as they become available across Ontario and Canada.

The transition to NG911 is the result of extensive planning, collaboration, testing, and training involving Communications Centre staff, technology partners, emergency service agencies, and government partners.

The St. Thomas Police Service also recognizes and thanks the Government of Ontario and the City of St. Thomas for their financial support, which played a vital role in helping the Service achieve this important milestone. Their investment in modern emergency communications demonstrates a shared commitment to public safety and ensuring first responders have the tools necessary to serve our growing community.

Although the underlying technology has changed, the public's experience remains the same. Residents should continue to call **9-1-1 only for emergencies** requiring immediate police, fire, or ambulance assistance.

NG911 establishes the foundation for future emergency communications capabilities that will be introduced nationally over time, including enhanced data sharing and other advanced features as they are approved and implemented by Canada's emergency communications network.

The St. Thomas Police Service remains committed to investing in technology, partnerships, and innovation that enhance community safety while providing reliable, professional emergency service to the residents we serve.

"This is an important investment in the future of public safety for our community," said Chief Marc Roskamp. *"Our Communications Centre professionals are the first point of contact during some of the most critical moments in a person's life. Implementing Next Generation 9-1-1 ensures they have access to modern, resilient technology that strengthens our ability to respond when our community needs us most.*

This milestone would not have been possible without the support and collaboration of many partners. I want to thank the City of St. Thomas and the Government of Ontario for their financial investments in this project, as well as everyone who contributed to its successful implementation. In particular, I want to recognize our Police Service's Information Technology team, whose leadership, technical expertise, and unwavering commitment over the past four years have been instrumental in bringing this project from planning to reality."

London

6 people charged with 64 offences in St. Thomas fentanyl investigation

Police say drugs seized during Project Apex had an estimated street value of $32,185

CBC News · Posted: Aug 27, 2026 11:01 AM EDT | Last Updated: August 28

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St. Thomas police have concluded a multi-month drug-trafficking investigation known as Project Apex. (Isha Bhargava/CBC News)

comments

The St. Thomas Police Service (STPS) says six people have been charged with a total of 64 criminal offences following a months-long investigation into the alleged trafficking of fentanyl and other controlled substances.

Police say Project Apex began in March, with the six accused arrested between March and August.

During the investigation, officers executed search warrants at several locations in St. Thomas and seized fentanyl, cocaine, methamphetamine, prescription drugs, cash and weapons.

Police estimate the total street value of the drugs seized at $32,185.

The seized drugs included:

- 194.3 grams of fentanyl – estimated street value of $19,430
- 54.4 grams of cocaine – estimated street value of $5,440
- 22.6 grams of methamphetamine – estimated street value of $2,260
- 16.8 grams of crack cocaine – estimated street value of $1,680
- 487 prescription tablets, including Oxycodone, Dilaudid, Morphine and other suspected controlled substances – estimated street value of $3,375

Police also seized $4,016.28 in Canadian currency, a conducted energy weapon, a crossbow and ammunition.

"Fentanyl continues to have devastating consequences for individuals, families and our broader community," said Chief Marc Roskamp.

"Addressing this threat requires a balanced approach, focused on enforcement against those who traffic these substances, while supporting collaborative health, social service, housing and recovery pathways for people affected by addiction."

STPS Insp. Matt Lobsinger called the operation a significant success for the police service.

"No single investigation is going to entirely eliminate the illicit supply of fentanyl, but what an investigation like this can do is disrupt it from coming into our community and remove the dangerous drugs from circulation," said Lobsinger.

"Any investigation of this magnitude ... is going to be successful. Every one of these arrests and all these investigations are significant."

Lobsinger couldn't share specifics on the ages or identities of the accused, but said a majority of them lived in the St. Thomas area.

"We're going to hold those people accountable, [and] provide deterrent for people thinking about getting into it, while gathering information for future investigations," Lobsinger said.

The investigation remains ongoing, police said.

The allegations have not been proven in court.

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