

Implementation of New Municipal Requirements under the Buy Ontario Act (Public Sector Procurement), 2025

Date: May 13, 2026

To: City Council

From: Chief Financial Officer and Treasurer and Chief Procurement Officer

Wards: All

SUMMARY

The *Buy Ontario Act (Public Sector Procurement), 2025 ("the Act")*, establishes a new provincial framework intended to strengthen Ontario's economy by prioritizing Ontario- and Canadian-made goods and services in public sector procurement. Effective April 13, 2026, municipalities and their local boards and municipal services corporations ("Municipal Sector Entities") have been prescribed by regulation as Public Sector Entities under the Act. Municipal Sector Entities are required to comply with procurement directives issued by the Management Board of Cabinet.

This report provides an overview of the Act and its associated Municipal Buy Ontario Procurement Directive ("the Directive"), and outlines implications and implementation plans to bring the City into compliance. In particular, the report highlights specified requirements applicable to the procurement of light-duty fleet vehicles and capital infrastructure projects, including anticipated operational and financial impacts.

For Fleet Vehicles, the Directive includes a requirement to purchase Made-in-Ontario Vehicles, followed by vehicles from Ontario Vehicle Producers (those with at least 1,500 Ontario jobs), subject to availability and operational feasibility. For Capital Infrastructure, which includes Construction as defined in the Directive, the Directive introduces a new obligation for suppliers to disclose whether Major Goods and Services are from Ontario or Canada through the required submission of Domestic Supply Chain Plans as part of the procurement process, along with prescribed bid evaluation approaches that either prefer Ontario-Made Goods and Services and Canadian-Made Goods and Services or a commitment approach to achieving the same.

While implementation of the Act presents opportunities to leverage municipal purchasing power to further support Ontario and Canadian suppliers, it also represents a major operational and governance shift for the City of Toronto, requiring supplier engagement, new procedures and internal training. This report seeks Council authority to implement these new legislative requirements and engage with the Government of Ontario as needed to represent the interests of the City.

RECOMMENDATIONS

The Chief Financial Officer and Treasurer and the Chief Procurement Officer recommend that:

1. City Council amend Municipal Code Chapter 195, Procurement, as set out in Attachment 1 to this report, effective May 25, 2026 (the “Effective Date”), with changes to prefer Ontario-Made Goods and Services, followed by Canadian-Made Goods and Services, as well as to purchase or lease Ontario-Made Vehicles and vehicles from Ontario Vehicle Producers, as applicable, for City procurement as required by the *Buy Ontario Act (Public Sector Procurement), 2025*, and authorize the Chief Procurement Officer to take necessary actions to implement the changes.
2. City Council authorize the Chief Procurement Officer and/or their delegates, as appropriate, to participate in consultation opportunities related to the Act and any regulations or directives under it by making oral and/or written submissions to any groups or bodies, including the Ontario Legislature and Ontario's Regulatory Registry, on such issues as required to protect the interests of the City.

FINANCIAL IMPACT

The *Buy Ontario Act (Public Sector Procurement), 2025*, and the associated Municipal Buy Ontario Procurement Directive introduce new procurement requirements for Municipal Sector Entities that are anticipated to have both near-term operational impacts and potential longer-term financial implications, particularly in relation to capital infrastructure projects and light-duty fleet vehicles.

The City procures over \$3 billion of goods and services annually, with about 55% spent on construction services. Procurement of construction services advances the Council-adopted \$63.1 billion 2026-2035 Capital Plan, which includes key investments in transit (e.g., subway upgrades), water infrastructure (e.g., water treatment plants), housing (e.g., critical repairs to Toronto Community Housing buildings), and transportation (e.g., Gardiner Expressway rehabilitation).

Additionally, the City procures about 200 light-duty vehicles annually, with a forecasted annual budget of \$18 million allocated for light-duty vehicle procurement and contracts in place that expire in 2028. Currently, there are approximately 2,000 light-duty vehicles in service, with an overall fleet size of 5,300 assets.

Capital Infrastructure Projects

The Directive applies to new capital infrastructure procurements, including construction, renovations, transit vehicles, and construction-related fixtures, furniture and equipment. The City awards approximately \$1.65 billion in construction contracts annually. Future capital procurement volumes will vary year-to-year based on Council-approved capital plans and project timing.

Depending on the evaluation approach used and prevailing market conditions, implementation of the Directive may affect procurement outcomes, including the potential for reduced competition or awards being made at a higher bid value than would otherwise occur.

For illustrative purposes, a 5 percent increase in capital procurement costs, applied to current total construction award values of around \$1.65 billion, would represent approximately \$82 million; and a 10 percent increase would represent \$165 million.

The Directive includes a value-for-money exclusion that may allow a capital infrastructure procurement to be exempted from the requirements where a detailed market assessment demonstrates that costs could increase by 25 percent or more. Where applicable, this may help mitigate cost impacts, though its use will require additional upfront analysis and approval processes.

Fleet Vehicles

For fleet vehicle procurements, the financial impact is expected to be limited. The City's existing light-duty fleet procurement practices already rely largely on manufacturers that meet the Directive's criteria for Made-in-Ontario Vehicles or vehicles from Ontario Vehicle Producers. In addition, the Directive applies to a limited subset of fleet vehicles and includes exclusions for specialty vehicles, heavy-duty vehicles, used vehicles, existing contracts and short-term leases. Where Ontario-based options are unavailable or not operationally feasible, alternative procurement approaches may be used, subject to documentation and approval.

Process and Operational Impacts

Implementation of the Directive will require additional resources related to procurement planning, documentation, reporting and compliance monitoring, particularly for larger and more complex capital projects. These impacts are currently being managed within existing processes, with any related staffing implications to be addressed through future budgeting, or supplementary reporting to Council, as appropriate.

Summary

Overall, the financial impacts outlined above are high-level estimates based on historical data and assumptions that are subject to change. Actual financial impacts will be identified and managed through individual procurement processes, capital project budgeting and future reporting to Council, including through contract award reports and the City's capital planning and budget processes.

The City will continue to monitor procurement outcomes, supplier participation, pricing trends and administrative impacts, and will report back through future procurement award reports, budget processes or supplementary reporting as appropriate.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information presented in the Financial Impact Statement.

DECISION HISTORY

At its meeting on April 23, 2025, City Council adopted the Mayor's Economic Action Plan in response to US Tariffs – Update to Council. The report provided an update on the early implementation of the Mayor's Economic Action Plan in response to US tariffs and outlined six (6) long-term economic opportunities, including updates on Procuring Canadian measures.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX22.9>

At its meeting on March 26, 2025, City Council adopted the Mayor's Economic Action Plan in response to US Tariffs. The Plan details ten (10) immediate actions to be implemented over the following 30 days to ensure Toronto remains resilient amidst economic adversity while continuing to build a strong and diversified economy to enable growth with a commitment to return to Council with additional measures in the future. One of these immediate actions was to support Canadian businesses through changes to the City's procurement practices.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX21.2>

At its meeting on February 11, 2025, City Council directed the City Manager, as part of the forthcoming Toronto Action Plan, to develop a Resiliency Strategy to respond to the potential impacts of tariffs placed on Canadian goods and services by the United States, incorporating input from impacted sectors and the Mayor's Economic Action Team, in collaboration with the other orders of government. It also directed the Chief Procurement Officer to align procurement activities with the Government of Ontario's approach in responding to US tariffs.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.CC27.1>

COMMENTS

The *Buy Ontario Act (Public Sector Procurement), 2025* ("the Act") received Royal Assent on December 11, 2025, with the intent to leverage Government of Ontario and Broader Public Sector procurement spend to promote and protect Ontario businesses, as well as safeguard supply chains from global disruption through using more domestic suppliers and sourced materials. Following Royal Assent of the Act, the Province sought feedback in February from stakeholders on the potential inclusion of municipalities as Public Sector Entities by regulation, as well as on two draft policies applicable to municipal procurement.

On March 2, 2026, City of Toronto staff submitted comments in response to the proposal through the Ontario Regulatory Registry (Attachment 2), including feedback that:

- The proposed effective date of March 2026 was not feasible given the time needed to update policies, procedures and templates; engage suppliers; and train staff.
- The proposed requirements to introduce the evaluation of domestic supply chain plans may result in increased project costs and delivery time.

- Flexibility is needed to mitigate the risk of disadvantaging small businesses and undermining City initiatives advancing equitable access to procurement opportunities.

Ontario Regulation 54/26 (the "Regulation"), prescribing municipalities, local boards and municipal services corporations as Public Sector Entities under the Act, came into force on March 30, 2026. As detailed below, the Province subsequently released the Municipal Buy Ontario Procurement Directive (the "Directive"), comprising requirements for two strategic categories: Fleet Vehicles and Capital Infrastructure. On April 10, 2026, the Province notified the City Manager by email of the effective dates for the Regulation and Directive.

The Act establishes an enabling framework for regulating public sector procurement through the issuance of directives from the Management Board of Cabinet that outline requirements for Public Sector Entities. While the current Directive covers Fleet Vehicles and Capital Infrastructure, the Act allows for the Province to issue directives respecting other categories in the future.

The scope of directives can include requirements to:

- Prefer suppliers who can provide the highest proportion of Ontario- or Canadian-Made Goods or Services
- Support and promote Ontario businesses
- Evaluate only bids with compliant documents demonstrating the source of Major Goods and Services in Domestic Supply Chain Plans
- Implement supplier performance standards and practices respecting Domestic Supply Chain Plan commitments
- Use specified compliance measures as part of contract management with awarded suppliers to enforce Domestic Supply Chain Plan commitments
- Submit reports or established procedures to the Province upon request
- Participate in Provincial reviews for compliance under the Act

Through implementation of the Municipal Buy Ontario Procurement Directive, the City has an opportunity to leverage its purchasing power to further support Ontarian and Canadian suppliers, in alignment with the objectives set out in the Mayor's Economic Action Plan to procure Canadian goods and services. Staff are monitoring economic indicators for sectors impacted by this new legislation. This includes identifying opportunities to maximize benefit to Toronto where possible through current and upcoming directives, noting that the current Directive focuses on the automobile and construction sectors, whereas Toronto has a predominantly service-based economy (e.g., finance, technology, retail).

The Municipal Buy Ontario Procurement Directive

The Municipal Buy Ontario Procurement Directive took effect on April 13, 2026, prescribing municipalities, local boards (e.g., CreateTO, Exhibition Place, Toronto Transit Commission), and municipal services corporations (e.g., Build Toronto, Toronto Hydro) as Public Sector Entities under the Act. The Directive provides limited exceptions, including for urgent and unforeseen situations (e.g., emergencies), in which

the City's Procurement Bylaw, Procurement Policy, and Non-Competitive Procurement procedures would apply.

Applicable Sections in the Directive	Municipalities	Local Boards	Municipal Services Corporations
4.1 General	April 13, 2026	June 1, 2026	June 1, 2026
4.2.1 Strategic Category - Fleet Vehicles	April 13, 2026	June 1, 2026	June 1, 2026
4.2.2 Strategic Category - Capital Infrastructure	May 15, 2026	June 1, 2026	June 1, 2026

In addition, it introduces general procurement requirements, including additional records retention for procurements subject to the Directive and requirements to prepare and provide requested reports. It also establishes new definitions for:

- Canadian-Made Good
- Canadian Service
- Construction
- Made-in-Ontario Vehicle
- Major Goods
- Ontario Service
- Ontario Vehicle Producer
- Ontario-Made Good

Fleet Vehicles

The Strategic Category in the Directive covering Fleet Vehicles came into effect for municipalities on April 13, 2026, introducing prioritization requirements for the procurement (purchase or lease) of any new light-duty fleet vehicles with a Gross Vehicle Weight Rating (GVWR) up to 4,500 kg. It will come into effect for local boards and municipal services corporations on June 1, 2026. This requirement applies to light-duty vehicles procured as standard fleet vehicles, including those that will be fitted out for emergency service use (e.g., emergency services supervisor vehicles). It does not apply to specialty vehicles that are modified and upfitted for emergency services (e.g., ambulances and police cruisers), school buses or used vehicles.

The policy requires Municipal Sector Entities to prioritize light-duty vehicles that are Made-in-Ontario, defined as manufactured in Ontario with the number 2 as the first digit in the Vehicle Identification Number (VIN). If no Made-in-Ontario vehicles are available, or the Municipal Sector Entity determines that the option is not operationally feasible, staff may source vehicles from an Ontario Vehicle Producer, which means an original equipment manufacturer (OEM) that sells vehicles and has (or plans) a sufficient Ontario manufacturing presence to support at least 1,500 jobs annually across its Ontario assembly operations. If neither option is available nor considered operationally feasible, staff can consider alternative procurement approaches. These alternative approaches are not detailed in the Directive and are intended to provide Municipal Sector Entities with a measure of flexibility. Where staff determine that it is not

operationally feasible to source a Made-in-Ontario vehicle or from an Ontario Vehicle Producer, they must document the rationale and the alternative procurement approach applied, including how it aligns with the objectives of the Act, and retain a record of appropriate approval.

Implications for the City

There is minimal operational impact expected as a result of implementing the Made-in-Ontario Fleet Vehicle Policy. The City purchases about 200 light-duty vehicles annually, with 2,000 currently in service. This includes procurement of light-duty vehicles for Toronto Paramedic Services and Toronto Fire Services through existing provincial Vendor of Record arrangements. Many Ontario Vehicle Producers are existing City suppliers (Ford, GM, Stellantis, Toyota). As such, the main impact will be administrative, to justify and document procurement decisions to meet reporting and compliance review requirements.

Capital Infrastructure

The Capital Infrastructure requirements in the Directive apply to new capital infrastructure procurements and came into effect for municipalities on May 15, 2026. It will come into effect for local boards and municipal services corporations on June 1, 2026. It requires that solicitation documents include a list of all Major Goods and Services required for the project and that suppliers submit a Domestic Supply Chain Plan outlining whether the listed Major Goods and Services will be from Ontario or Canada. The policy applies to new capital infrastructure procurements, including new construction and renovation projects; professional consulting services related to a construction contract when they are included in the procurement; fixtures, furniture and equipment (FFE) related to construction; and transit vehicles (i.e., subways and buses).

The policy does not apply to medical equipment; information technology; FFE for ongoing or operational purposes after a facility is operational; and routine maintenance, repair and operations.

Municipal Sector Entities are required to use one of four approaches to apply the Act: (1) Evaluated - Bid Discount; (2) Evaluated - Increased Scoring; (3) Commitment; or (4) Alternative, as further described below.

Evaluated Approach

Under the evaluated approach, an evaluation advantage must be provided to the supplier with the highest proportion of Ontario-Made Goods and Ontario Services, followed by Canadian-Made Goods and Canadian Services in their Domestic Supply Chain Plan. The Directive provides for two different approaches to evaluation: (1) a 10% bid discount for the highest proportion of Ontario, followed by Canadian content, or (2) 10% of the total score applied to the Domestic Supply Chain Plan. For low-value procurements (below \$347,400 for construction procurements, and below \$139,000 for goods or services procurements), only Ontario-Made Goods and Ontario Services are given preference. For procurements above these thresholds, Ontario-Made Goods and Ontario Services are weighted at twice the value of Canadian-Made Goods and Canadian Services.

Commitment Approach

Under the Commitment Approach option, the solicitation document includes a mandatory eligibility requirement for suppliers to commit to a minimum proportion of Ontario- or Canadian-Made Goods and Services in a Domestic Supply Chain Plan. The minimum is determined by the Municipal Sector Entity and can vary by procurement or project type.

Alternative Procurement Model

If it would not be feasible to require suppliers to submit a Domestic Supply Chain Plan, Municipal Sector Entities may use an alternative procurement method that is consistent with, and advances, the objective of the Capital Infrastructure section in the Directive. As with Fleet Vehicles, alternative approaches are not detailed in the Directive and are intended to provide Municipal Sector Entities with a measure of flexibility.

Implications for the City

Longer Procurement Timelines: Key operational impacts are anticipated to begin from the onset of the procurement planning process, as staff will need additional time to plan and identify the Major Goods and Services for their procurements; conduct increased market research to assess domestic sourcing availability; and consider allocating extra time for suppliers to prepare their bid submissions, now inclusive of a Domestic Supply Chain Plan. Overall, there is an expected increase in the procurement cycle time, particularly for large construction projects and procurements using complex delivery models.

Administrative Resourcing: Staff resourcing will be required to administer changes, including up-front procedural updates and training, as well as ongoing administration. This includes added staff time spent on more complex procurement design, award decisions and documentation requirements (e.g., exemption rationales with appropriate approval level). Currently, implementation of the Act is being delivered within existing staff resources, with analysis underway to determine new positions that may be required to administer these legislative requirements and maintain City compliance.

Potential for Capital Project Cost Increases: Giving preference to the highest scoring Domestic Supply Chain Plans could result in procurements being awarded to a higher-priced bid. This impact will vary depending on the Provincially prescribed evaluation approach used for the procurement, the construction sector and the Major Goods and Services for the project.

For procurements that employ the Evaluated-Bid Discount approach, the cost differential may be up to 10%. For procurements that employ the Evaluated-Increased Scoring or Commitment approaches, the financial impact could be much higher. The Directive includes a Value for Money exclusion, under which Municipal Sector Entities may exclude the Act's requirements from a procurement when a detailed market assessment indicates that the requirements could result in a cost increase of 25% or more. This exemption can be used to balance cost considerations; however, advance market analysis, such as a market sounding or Request for Information, will require increased procurement time and specialized staff resources.

For all approaches, the increased administrative requirements for suppliers to bid, and to shift their supply chains and build new supply relationships, may reduce the competitiveness of City procurements. This may also lead to increased pricing, should fewer suppliers be eligible or willing to participate in City procurements.

Implementation Approach

To implement the Act, the Purchasing and Materials Management Division is consulting and collaborating with all impacted divisions on the following:

- **Policy and procedure** updates to embed new requirements within corporate procurement rules.
- **Supplier engagement** to inform new business processes and forms, as well as effective communication on new requirements.
- **Intentional outreach** and supports for small, Indigenous, Black and diverse suppliers, Social Enterprises and Equity-deserving communities.
- **Training** for all impacted staff on new procurement and documentation processes.
- **Compliance monitoring**, including centralized record keeping for a state of readiness for reporting and compliance review requests.

Purchasing and Materials Management Division will also support the City's local boards and municipal services corporation, as requested, to implement the Act.

Policy and Procedure Updates

This report recommends a new schedule in the Toronto Municipal Code Chapter 195, Procurement that outlines new corporate requirements. This includes changes to prefer Ontario-Made Goods and Services, followed by Canadian-Made Goods and Services, as well as to purchase or lease Ontario-Made Vehicles and vehicles from Ontario Vehicle Producers, as applicable, for City procurement as required by the Act, and authorize the Chief Procurement Officer to take necessary actions to implement the changes. Proposed amendments are set out in Attachment 1.

Procedure updates are also underway, in consultation with impacted divisions and suppliers.

Supporting Supplier Preparedness

Staff will engage suppliers to minimize disruption and support compliance. This can help mitigate unintended impacts on competition and supply chain diversity resulting from suppliers being disqualified for non-compliance with new requirements under the Act.

Supplier Engagement Activities

Principles	Activities
Awareness	<ul style="list-style-type: none"> • Post an announcement on the website • Host information sessions • Participate in relevant upcoming industry events • Leverage existing outreach and training initiatives, such as the City's monthly <i>Doing Business with the City</i> webinar
Equity and Accessibility	<ul style="list-style-type: none"> • Engage with suppliers to promote equitable and inclusive participation of Indigenous, Black and diverse suppliers, Social Enterprises and Equity-deserving communities, and to ensure resources are accessible and user-friendly. • Provide dedicated webinars, in partnership with Supplier Certification Organizations and Identity-Based Business Organizations
Timeliness	<ul style="list-style-type: none"> • Communicate new requirements with enough lead time for suppliers to understand the changes, assess their supply chains and prepare to participate in upcoming procurement opportunities
Readiness	<ul style="list-style-type: none"> • Engage with industry associations on their current supply chains and anticipated impacts • Ensure suppliers are equipped with practical tools to support compliance, including: <ul style="list-style-type: none"> • Updated solicitation templates available online • Simulated solicitations which provide an opportunity for suppliers to practice preparing a bid • Examples of completed Domestic Supply Chain Plans

Intentional outreach to reduce added barriers to doing business with the City

New supplier requirements may create additional barriers to doing business with the City, particularly for small and medium-sized businesses that may not have dedicated administrative and procurement personnel to develop detailed Domestic Supply Chain Plans and interpret legislation to ensure their bids are compliant. Further, the City has a Social Procurement Policy that is committed to addressing barriers to equal participation in the procurement process, particularly among Indigenous, Black and Equity-deserving communities.

Removing barriers to participation in the procurement process is important to ensure the City attracts a broad and diverse supplier base. This can lead to more competition and deliver better value for money, as well as greater supply chain resilience, which is integral to the delivery of critical services to residents.

Intentional outreach to small and medium-sized businesses, including those owned by Indigenous, Black and Equity-deserving communities, is important to support navigation of these complex new rules. Over time, this intentional approach will build supplier capacity, allowing smaller businesses to grow, gain experience, and then compete for larger and more complex projects, eventually providing the City with more options on large-scale work.

Planned supplier engagement activities to reach small businesses and suppliers from Indigenous, Black and Equity-deserving communities include:

- Sector-specific engagement with associations that have a focused membership of Indigenous, Black and Equity-deserving groups, including construction and infrastructure associations, Supplier Certification Organizations and Identity-Based Business and Organizations.
- Coordinated outreach with the City's Small Business Enterprise Centre.
- Continued one-on-one supplier support available by emailing dedicated inboxes: SocialProcurement@toronto.ca and IndigenousProc@toronto.ca.
- Continued promotion of monthly Doing Business with the City webinars through the eight* Supplier Certification Organizations and Identity-Based Business Organizations the City works with, encouraging construction sector suppliers to attend.

*Includes Afro Canadian Contractors Association, Black Entrepreneurs and Businesses of Canada Society, Buy Social Canada, Canadian Aboriginal and Minority Supplier Council, Canadian Council for Indigenous Business, Canadian Queer Chamber of Commerce, Inclusive Workplace and Supply Council of Canada, and Women Business Enterprises Canada Council.

Risk Mitigation and Compliance Monitoring

The Act gives the Province power to conduct compliance reviews. If Municipal Sector Entities fail to comply with any requirement under the Act, the Province can withhold all or part of provincial funding. The following will support City compliance with provincial legislation:

1) Establishing clear governance and accountability

Updated procedures will clarify roles and responsibilities across the procurement cycle to support consistent application of new requirements and appropriate use of exceptions and approvals, as set out in the Act.

2) Embedding compliance measures into system and process workflows

To support audit readiness, records will be maintained centrally in SAP Ariba, the City's online procurement system. Use of standardized corporate templates will be required, where appropriate, to ensure consistency and fairness across divisions. This includes updated solicitation templates and a corporate Domestic Supply Chain Plan Form. Staff training will emphasize documentation necessary to demonstrate compliance under the Act, including documenting and retaining a record of all decisions made with respect to

evaluation approach and exclusion approvals (e.g., deemed not operationally feasible, Value for Money Exclusion, etc.), in addition to clear documentation of all market research completed.

Other centralized tools to support internal compliance include documentation checklists, a database of completed market research, and centralized maintenance of all solicitations completed using exclusions permitted under the Act, enabling City-wide monitoring and trend tracking.

3) Defining clear supplier expectations with oversight

Suppliers can self-attest in their Domestic Supply Chain Plan to the source of origin for each Major Good and Service. Verification of the Domestic Supply Chain Plan at the time of bid submission is not required. Measures will be established to hold suppliers accountable to the commitments made in their Domestic Supply Chain Plan, recognizing the advantage it creates in bid evaluation. These measures include clearly defining supplier obligations in the solicitation and contract stages. The City will maintain oversight through routine contract management practices and as specified in the Domestic Supply Chain Plan, incorporate the delivery of domestic goods and services into performance evaluations. Where appropriate, standard contract management practices will be complemented by additional reviews to confirm that supply chain commitments are being met and that documentation is available to support Provincial compliance reviews.

4) Close monitoring for responsive action

Staff will actively monitor supplier participation, bid response rates, non-compliance rates and supplier feedback following implementation to identify any unintended consequences, such as reduced competition, including participation by Indigenous, Black and diverse suppliers, Equity-deserving communities, and Social Enterprises.

Staff will continue to engage with suppliers and industry representatives to gather feedback and identify issues as early as possible. In parallel, staff will maintain ongoing dialogue with other Municipal Sector Entities to share lessons learned and best practices, supporting continuous improvement and the ability to adapt approaches as provincial requirements evolve.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Procurement Bylaw Amendments to be made to Chapter 195, Procurement, to implement the requirements of the *Buy Ontario Act (Public Sector Procurement), 2025*

Attachment 2: Staff Comments on Proposed Policies under the *Buy Ontario Act (Public Sector Procurement), 2025*, Submitted March 2, 2026, on the Ontario Regulatory Registry