

## COMMITTEE OF THE WHOLE COUNCIL MEETING

January 20, 2020

The meeting was called to order by the Chair at 7:02 p.m., in the Conference Room, in the Administrative Centre, in Barrington, NS, with the following members present:

- Jody Crook, Chair
- Lindsay (Eddie) Nickerson
- Murray Atkinson
- George El-Jakl
- Shaun Hatfield – Absent due to a family matter.
  
- Chris Frotten, CAO
- Lesa Rossetti, Municipal Clerk

### ADDITIONS TO THE AGENDA

There were no additions to the agenda.

### APPROVAL OF AGENDA

Being duly moved and seconded that the agenda be approved as amended.

Motion carried unanimously.

### APPROVAL OF MINUTES

Being duly moved and seconded that minutes of the last meeting held January 13, 2020, be approved as circulated.

Motion carried unanimously.

### DAVID HODD, NOVA SCOTIA NATURE TRUST

At the request of the Committee, David Hodd of Nova Scotia Nature Trust appeared before the meeting to discuss access and parking at Crow Neck Beach. This matter was brought up by the Committee when considering the Beach Strategy.

The first item discussed with Mr. Hodd was the lobster traps collected during a beach clean up in July which still remain on the beach. Mr. Hodd advised that they have been unable to find a contractor to pick up the traps. Access to the traps seems to be the issue. The Chair informed Mr. Hodd that the Municipality has been requested to provide pick up but now is not a good time due to snow removal and maintenance. Time will always be a challenge for the Municipality due to other duties and responsibilities of staff. Mr. Hodd indicated that he would go back to the Department of Lands and Forestry to obtain a solid plan to have the traps removed from the beach.

Discussion then took place regarding access and parking at the beach. Currently users have to park on the side of the highway which creates a safety issue and access down over the rocks is difficult for users, especially seniors.

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Mr. Hodd made reference to the Conservation Easement between the Department of Lands and Forestry and Nova Scotia Nature Trust which outlines permitted and prohibited uses. He reported that the purpose of the easement is to safeguard natural features at the beach which would include the piping plover. Mr. Hodd agreed to provide a copy of the easement to the Municipality.

Mr. Hodd was informed that the Municipality is proposing the development of a 6 car parking lot, a wooden structure over the rocks leading to the beach that would be installed in the spring and removed in the fall of each year and the installation of signage as suggested by Nature Trust. Mr. Hodd made it clear to members that Nature Trust would not be interested in increasing use of the beach. Any increased access would have to be tied to protecting the piping plover.

During discussion of this matter it was noted that it is not the intent of the Municipality to promote Crow Neck Beach and to establish facilities there. It is the feeling of members that the beach will be used as an undeveloped local beach.

Mr. Hodd agreed to review the Conservation Easement in more detail to determine whether the proposal of the Municipality would be permitted. He suggested that the Municipality prepare a proposal for review by Nature Trust and then once finalized it could be forwarded to the property owner, the Department of Lands and Forestry, for consideration.

Mr. Hodd was thanked for taking time to meet with members to discuss Crow Neck Beach and left the meeting

## FINANCIAL REPORT

Leah d'Eon, Director of Finance, provided information to members on the Financial Report Summary to December 31, 2019 and provided explanation where required.

Much discussion took place regarding the Deed Transfer Tax being used for recreational purposes. Discussion of this matter will continue during budget deliberations.

## MUNICIPAL CAPITAL PLAN DISCUSSION

### 2020-21 Capital Planning Process Handbook

In advance to the meeting members were provided with a 2020-2021 Capital Planning Process Handbook which provides the whys and hows of the capital planning and budgeting process.

### Capital Projects

A listing of Capital Projects for 2019-2020 was circulated to members for review and comment.

A listing of proposed Capital Projects for 2020-2021 was circulated to members along with Long Term Projects for 5 and 10 to 15 year terms. Members were asked to review listings and provide comments.

PROVINCIAL TREE HARVESTING PLANS

As a result of direction given to the CAO at the last meeting, a draft letter in response to the proposed forest harvest in the Deception Lake area was circulated to members for consideration. The letter requests that harvesting plans be put on hold until the ecological forestry practices included in the Lahey Report are seriously considered and assessed for implementation. The letter further stated the importance of the economic benefit of forest harvesting being properly balanced with the ecological sustainability and recreational uses of local residents.

Resolution COW200108

Being duly moved and seconded that it be recommended to Council that the letter drafted by the CAO regarding the proposed forest harvest in the Deception Lake area be accepted as presented and forwarded to the Minister of Lands and Forestry.

Motion carried.

AFFIRMATION

Jody Crook  
Murray Atkinson  
George El-Jakl

NEGATIVE

Eddie Nickerson

FIRE CAPITAL PURCHASING PLAN

Dwayne Hunt, Fire Services Co-ordinator was present for this portion of the meeting.

A Staff Report prepared by the CAO and Fire Services Co-ordinator was provided to members in advance to the meeting. This report is an update to the report presented at the December 2, 2019 Committee Meeting. A copy of the Staff Report is attached and forms part of the minutes.

Resolution COW200109

Being duly moved and seconded that it be recommended to Council that the Municipality set a Municipal Fire Capital Purchasing Tax Rate of 1.5 cents per \$100.00 of assessment and that the revenues accumulated from this rate be divided equally amongst the three fire departments and used for capital purchases.

Motion carried unanimously.

Resolution COW200110

Being duly moved and seconded that it be recommended to Council that the Municipality set fire area rates every three (3) years rather than every year to help stabilize fire area rates and allow the Municipality and the fire departments to better plan financially for the future.

Motion carried unanimously.

The Fire Services Co-ordinator and Director of Finance were both thanked for appearing before

the Committee and providing their input.

BILINGUAL STOP SIGN PROJECT

Correspondence has been received from a group of students from Ecole secondaire de Clare who is trying to change the law to bring bilingual stop signs to the Municipality of Clare. The group believes that a letter of support from an English-speaking region could bring a lot of strength to their request.

Resolution COW200111

Being duly moved and seconded that it be recommended to Council that the Municipality provide a letter in support of the student's request to bring bilingual stop signs to the Municipality of Clare.

Motion carried.

AFFIRMATION

Eddie Nickerson  
George El-Jakl  
Murray Atkinson

NEGATIVE

Jody Crook

QUARTERLY REPORTS - BUILDING PERMITS

In advance to the meeting, members were provided with Quarterly Reports showing the number of building permits issued during the period October to December 2019 and values.

TREATMENT PLANT ASSESSMENT RFP

A copy of the Proposal Evaluation Report was attached to the agenda which provided information on the Request for Proposals for the evaluation of the current condition of the Brass Hill Wastewater Treatment Facility.

Proposals were received from the following:

Details of Proposals Received:

| Proposals                      | Proposal Sums (lowest first) + HST |
|--------------------------------|------------------------------------|
| Dillon Consulting Limited      | \$9,740.00                         |
| ABLE Engineering Services Inc. | \$17,000.00                        |
| CBCL Limited                   | \$36,305.00                        |

It is the recommendation of staff that although CBCL Limited did not attain the most points in their evaluation of the proposals using the evaluation matrix, that their proposal be selected for the following reasons:

1. They performed a cursory evaluation of the plant in 2009, therefore they have a good understanding of our treatment plant and a good baseline upon which to evaluate data provided in this study.
2. Their approach and methodology were clear and detailed and closely reflected our desired goals and outcomes of the assessment.
3. The project team has decades of experience and they have completed a number of recent projects, both locally and in the Province, similar in scope to this project.

During discussion of this matter it was noted that both proposals from Dillon Consulting Limited and ABLE Engineering Services Inc. fall within the budget. The proposal from CBCL Limited will be \$5,500.00 over budget.

#### Resolution COW200112

Being duly moved and seconded that it be recommended to Council that the proposal received from CBCL Limited for the evaluation of the current condition of the Brass Hill Wastewater Treatment Facility, in the amount of \$36,305.00 plus hst, be accepted as recommended by staff.

Motion carried unanimously.

#### ACCESSIBILITY ADVISORY COMMITTEE

Recent legislation requires municipalities to form an Accessibility Advisory Committee by April 1, 2020 and have an Accessibility Plan in place by April 1, 2021. Municipalities, under the Act, may agree to have a joint Accessibility Committee to develop one Accessibility Plan. Correspondence has been received from the Municipality of Shelburne inviting us to consider working together to establish a Joint Municipal Accessibility Committee to develop one Plan for all of the municipalities in Shelburne County.

After careful consideration, it was decided that the Municipality would form their own Accessibility Advisory Committee, at the present time, but may want to join forces at a later date once everyone has had an opportunity to assess their own facilities.

It was agreed that the CAO respond to the invitation from the Municipality of Shelburne.

#### 2020 MUNICIPAL ELECTION

It was reported that the Municipal Elections Act requires the Municipality to appoint a Returning Officer not later than March 15, 2020 and a decision must be made on the method of preparation of the preliminary list of electors by April 15, 2020.

Each member was provided with a copy of an advertisement inviting applications for the position of Returning Officer and a copy of the Returning Officer Policy. The advertisement will appear in the Vanguard Newspaper on January 23<sup>rd</sup> and 30<sup>th</sup> as a display ad and has been posted on social media. Deadline for applications is February 5, 2020 at 2:00 p.m.

Resolution COW200113

Being duly moved and seconded that it be recommended to Council that the Provincial list of electors be used for the upcoming Municipal Election.

Motion carried unanimously.

Election fees were then discussed.

Resolution COW200114

Being duly moved and seconded that it be recommended to Council that the following fees be paid for the upcoming Municipal Election:

Returning Officer - \$6,000.00  
Deputy Returning Officer - \$200.00 per day  
Poll Clerks - \$150.00 per day  
Training Session - \$50.00 per session  
Hall Rental - \$100.00

Motion carried unanimously.

IN-CAMERA SESSION

At 10:32 p.m. an In-Camera Session was held in accordance with Sections 22(2)(c)(e) of the Municipal Government Act to deal with a personnel matter and contract negotiations.

The personnel matter was discussed in the presence of the Municipal Clerk in the absence of the CAO.

The Municipal Clerk then left the meeting and the CAO returned to discuss contract negotiations.

The regular Committee meeting was called back to order.

REPORT ON IN-CAMERA SESSION

It was reported that during the In-Camera Session discussion took place regarding a personnel matter as well as contract negotiations.

ADJOURNMENT

The meeting was adjourned at 11:20 p.m.

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Chair

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Secretary for the Meeting





## STAFF REPORT

SUBMITTED BY: Dwayne Hunt & Chris Frotten

DATE: January 20, 2020

SUBJECT: Fire Department Capital Plan

## ORIGIN

On May 27, 2019 council passed resolution C190509 that, following the 2019/2020 Budget that a freeze be placed on all area fire rates and capital purchases on all fire departments within the Municipality until staff have had an opportunity to review the process for all future capital purchases and information be presented to the Committee of the Whole Council for review and consideration.

## BACKGROUND

This is an update to the report presented at the December 2, 2019 Committee of the Whole Meeting, a copy of which is attached to this document.

## DISCUSSION

Working towards this recommendation has been a lengthy, but beneficial process. There have been several meetings with chiefs and treasurers as well as meetings with WSHS and BPLT departments individually to address concerns that they had. This process has processed a wealth of information for both the Municipality and the Fire Departments. At this point, everyone seems to have a much better understanding of the long-term planning and funding for fire departments and how to accomplish that plan with stable rates.

There is no doubt that there were concerns voiced by the fire departments which came from past experiences or perceived problems. For example, the BPLT Fire Department has voted against this proposal due to concerns they had regarding the financial management of the new rate. That being said, following our individual meeting with the members, they were much more comfortable with the plan and did not see it greatly affecting their operations. There has been a lot of changes in the last 6 years, which were necessary to get to where we are today and most of the concerns expressed have been related to those changes.

It is our belief that if we move forward in this manner and forget about the past, the relationship we have built will prevent future issues.

#### BUDGET IMPLICATIONS

This option would cause the smallest change in the area rates and by setting the rates for a fixed number of years, the only impact on the taxpayer would be changes in assessment. This option would also add certainty in the Municipality's budgeting.

#### LEGAL IMPLICATIONS

N/A

#### PUBLIC CONSULTATION/COMMUNICATIONS

As mentioned in the discussion section of this report, we have communicated regularly throughout this process with the group of chiefs and treasurers and have attended a meeting at the WSHS and BPLT fire departments. These meetings and conversations have allowed us to provide a background on the reasons why we are pursuing this and answer any questions or concerns.

For the most part, after meeting with the chiefs and treasurers and both the WSHS and BPLT fire departments, the feedback was positive regarding the implementation of a rate for capital purchase and setting rates for 3 years.

#### RECOMMENDATION

It is our recommendation to put in place a Capital Purchasing Rate of 1.5 cents per \$100 of assessment and have the funds generated from the rate divided equally between the three fire departments for capital equipment purchases.

Subsequently, that dollar amount would be removed from their budgets and we would set rates for three years is the best option to accomplish our goals and is fair to all departments. It will require some adjustments on the municipalities end to ensure there are no perceived discrepancies in the accounting of funds for the fire departments.

#### SUGGESTED MOTIONS

Move to set a municipal Capital Purchasing Tax Rate of 1.5 cents per \$100 of assessment and that the revenues accumulated from this rate be divided equally amongst the three fire departments and used for capital purchase.

Move to set fire area rate every 3 years rather than every year to help stabilize fire area rates and allow the Municipality and the Fire Departments to better plan financially for the future.

## ATTACHMENTS

1. Report previously presented at December 2, 2019 Committee of the Whole Meeting.



## STAFF REPORT

SUBMITTED BY: Dwayne Hunt & Chris Frotten

DATE: November 27, 2019

SUBJECT: Fire Department Capital Purchasing Plan Update

## ORIGIN

On May 27, 2019 Council passed resolution C190509 that, following the 2019/2020 Budget, put a freeze on all area fire rates and capital purchases on all fire departments within the Municipality until staff had an opportunity to review the process for all future capital purchases and information be presented to Committee of the Whole for review and consideration.

## BACKGROUND

The fire service in the municipality has undergone significant change in the last 10 years. We now have 3 firehalls compared to 6 and 17 vehicles instead of 27. Firefighter training as well as equipment and facilities are far superior to what they were. This has been accomplished through the dedication of the fire departments and council providing adequate funding. The Municipality of Barrington is well known for its excellent fire service.

Keeping that in mind, there are still improvements that can be made. Capital planning and purchasing, specifically of gear and vehicles, is one example. For this reason, Council tasked Staff to review the capital purchasing process and recommend changes to improve financial sustainability and achieve stable rates. Several funding models have been explored, and several meetings have been held with fire department chiefs and treasurers to discuss various options which were then taken back to their respective fire departments for feedback. The chiefs and treasurers were chosen because of their knowledge of the financial and future needs of the departments. The group was used to share information with the thought being that those officers would be in the best position to take factual information back to their respective departments for feedback. A special meeting was also held with the WSHS Fire Department to try and address their concerns.

Since the outcome will have some level of impact on the fire departments, it was felt that having them involved in the process would help foster relationships as we work towards a sustainable plan with stable rates.

To better understand our current situation, here is a table summarizing each department.

| <b>Municipality of Barrington Fire Departments Information 2019</b>       |               |               |               |               |
|---|---------------|---------------|---------------|---------------|
| <b>Training Summary</b>   |               |               |               |               |
|   | <b>BPLTFD</b> | <b>IBPFD</b>  | <b>WHSHFD</b> | <b>Total</b>  |
| Trained to FF-I   | 22            | 25            | 25            | 72            |
| Exterior  | 10            | 5             | 6             | 21            |
| Some FF-I Training (New)  | 0             | 8             | 1             | 9             |
| No FF-I Training Admin  | 4             | 4             | 2             | 10            |
| Membership  | 36            | 42            | 34            | 112           |
| 62% of the firefighters in the Municipality are trained to Firefighter I  |               |               |               |               |
| 18% of the firefighters are exterior trained firefighters                 |               |               |               |               |
| 9% of the firefighters in the Municipality are not formally trained (New) |               |               |               |               |
| <b>Vehicle Summary</b>  |               |               |               |               |
|   | <b>BPLTFD</b> | <b>IBPFD</b>  | <b>WHSHFD</b> | <b>Total</b>  |
| Vehicles  | 6             | 6             | 5             | 17            |
| Future Vehicles   | 4             | 5             | 3             | 12            |
| <b>Financial Summary (2019/2020)</b>                                      |               |               |               |               |
|   | <b>BPLTFD</b> | <b>IBPFD</b>  | <b>WHSHFD</b> | <b>Total</b>  |
| Assesment   | \$141,897,800 | \$197,116,300 | \$98,551,900  | \$437,566,000 |
| Rate Generated  | \$181,634     | \$246,395     | \$191,191     | \$619,220     |
| Other Sources   | \$68,500      | \$53,743      | \$10,291      | \$132,534     |
| Operating Cost  | \$250,134     | \$300,138     | \$201,482     | \$751,754     |
| <b>Call Summary (Jan. 2019 - Oct. 2019)</b>                               |               |               |               |               |
|   | <b>BPLTFD</b> | <b>IBPFD</b>  | <b>WHSHFD</b> | <b>Total</b>  |
| Fire  | 18            | 13            | 10            | 41            |
| Medical   | 6             | 6             | 86            | 98            |
| MVA   | 11            | 12            | 3             | 26            |
| Auto or Mutual Aid  | 6             | 9             | 12            | 27            |
| Other   | 31            | 77            | 21            | 129           |
| Total Calls   | 72            | 117           | 132           | 321           |

## DISCUSSION

As mentioned, several funding models were explored and discussed. Here is a summary:

### **1. One rate for all department budgets.**

This option would eliminate the three separate fire area rates and create a uniform municipal fire tax rate. Based on the current budgets, if the Municipality were to implement a uniform municipal fire tax rate for all fire departments, that rate would be 14.1 cents per \$100 of assessment.

### **2. One rate for existing loan payments and new trucks.**

This option would keep the three separate fire area rates but would reduce each rate by the dollar value of a corresponding municipal tax rate for existing loan payments and the purchase of new trucks. Based on the current budgets, if the Municipality were to implement a municipal tax rate for all truck purchases, that rate would be 7.7 cents per \$100 of assessment.

### **3. One rate for existing loan payment and new trucks and gear.**

This option would also keep the three separate fire area rates but would reduce each rate by the dollar value of a corresponding municipal tax rate for existing loan payments and the purchase of new trucks and gear. Based on the current budgets, if the Municipality were to implement a municipal tax rate for all truck and gear purchases, that rate would be 9.2 cents per \$100 of assessment.

After discussing these three options, all three were met with strong opposition from the fire departments. Some felt that the individual departments were better suited to make decisions on what type of trucks should be purchased rather than somebody else telling them what they could purchase, and others did not like the idea of their rates going up. For this reason, we worked on another option which would keep the decision-making authority with the departments but would set parameters to plan appropriately for these purchases.

### **4. A rate for capital equipment purchases based on the cost of 1 SCBA and 3 sets of turnout gear per year per department and set the fire area rates every 3-5 years rather than every year.**

This option would implement a municipal *fire capital equipment rate* of 1.5 cents per \$100 of assessment which would translate into \$65,634.90 (\$21,878.30/department) per year for capital equipment purchases. The corresponding dollar value would be removed from each department's budget and the chart below shows what the rates would become if this rate was implemented.

In the past 3 years, departments have spent anywhere between \$15,000 and \$45,000 on capital purchases. Upon review of the historical financial information and the upcoming capital purchases, the Fire Services Coordinator believes that \$21,878.30 per department per year is an adequate amount of funding to maintain standards.

| <b>Impact of Implementing a <i>Fire Capital Equipment Rate</i></b> |             |            |             |
|--|-------------|------------|-------------|
|  | <b>BPLT</b> | <b>IBP</b> | <b>WHSB</b> |
| Current Fire Area Rates  | 12.8        | 12.5       | 19.4        |
| Municipal Fire Capital Equipment Rate                              | 1.5         | 1.5        | 1.5         |
| Corresponding Fire Area Rate Reduction                             | (1.5)       | (1.1)      | (2.2)       |
| New Fire Area Rate   | 12.8        | 12.9       | 18.7        |

The funds collected from the rate would be intended for the purchase of SCBA and turnout gear, however, it could be invested for future capital equipment purchases under section 7.6 of the Fire Response and Emergency Services Policy (Policy #54). The assessment of the need to purchase gear would be made by the Fire Services Coordinated as he would have an up to date inventory of the equipment within each department and would have a clear understanding of their future purchases.

Structuring the rates this way and setting fire area rates every 3-5 years will allow the Municipality to ensure that the fire departments keep their gear up to standards and replace vehicles as loans are paid off. This option would also allow fire departments to build a capital reserve fund to be used for future capital purchases and make long term replacement planning easier for the departments. It would also put the onus on the fire departments to manage their finances in order to replace equipment in a more planned fashion.

To further explore this option, all three departments submitted a ten-year vehicle replacement plan which are attached. The replacement plan below, which indicates when loans are matured and the life expectancy of the trucks, was developed using the attached plans.

| MUNICIPAL FIRE SERVICE FIRE VEHICLES 2019 |  |            |              |               |          |           |               |           |              |           |         |               |
|---|--|------------|--------------|---------------|----------|-----------|---------------|-----------|--------------|-----------|---------|---------------|
|   | Quint  | Pumper     | Tanker       | Pump GPM      | Tank Gal | Rescue    | Utility       | Passenger | loan payment | Loan Paid | 20 year | Planned Rep   |
|   | Woods Harbour  |            | Shag Harbour |               |          |           |               |           |              |           |         |               |
| 15  |  | 1996 Volvo |              | 1050          | 1000     |           |               |           |              |           | 2016    | 2031          |
| 11  |  | 2016 Spar  |              | 1250          | 2500     |           |               |           | \$45,000     | 2031      | 2036    | 2041          |
| 14  |  |            |              |               |          | 2012 Spar |               |           | \$34,000     | 2022      | 2032    | 2031          |
| 16  |  |            |              |               |          |           |               | 2006 Chev |              |           | 2021    | 2023          |
| 23  |  |            |              |               |          |           | 2000 Ford     |           |              |           | 2020    | N/R           |
|   |  |            |              |               |          |           |               |           | \$79,000     |           |         |               |
|   | Island Barrington  |            | Passage      |               |          |           |               |           |              |           |         |               |
| 37  |  | 2007 Int   |              | 1050          | 1000     |           |               |           |              |           |         | N/R           |
| 36  |  |            | 2007 Int     | 420           | 3000     |           |               |           |              |           | 2027    | 2030          |
| 30  |  |            |              |               |          | 2007 Int  |               |           |              |           | 2027    | 2035          |
| 38  |  |            |              |               |          |           |               | 2018 Ford |              |           | 2035    |               |
| 34  |  | 1995 Int   |              | 420           | 1500     |           |               |           |              |           | 2015    | 2025          |
| 31  |  | 2015 Int   |              | 1250          | 1500     |           |               |           | \$49,000     | 2025      | 2035    | 2035          |
| 3   | 2020 Rose  |            |              | 1250          | 400      |           |               |           | \$85,000     | 2030      | 2040    | 2045          |
| Compressor                                |  |            |              |               |          |           |               |           | \$21,000     | 2026      |         | N/R           |
|   |  |            |              |               |          |           |               |           | \$155,000    |           |         |               |
|   | Barrington Port  |            | Latour       |               |          |           |               |           |              |           |         |               |
| 42  |  | 2001 GMC   |              | 1050          | 1000     |           |               |           |              |           | 2021    | 2026          |
| 43  |  |            |              |               |          | 2008 Ford |               |           |              |           | 2028    | 2026          |
| 41  |  |            | 2019 Int     | 420           | 2500     |           |               |           | \$24,000     | 2029      | 2039    |               |
| 44  |  | 2003 Freig |              | 1050          | 1000     |           |               |           |              |           | 2023    | 2029          |
| 45  |  |            |              |               |          |           | 2008 Chev     |           |              |           | 2023    |               |
| 46  |  | 2008 Ken   |              | 1050          | 2500     |           |               |           |              |           | 2028    | 2036          |
| Hall                                      |  |            |              |               |          |           |               |           | \$80,000     | 2026      |         | N/R           |
|   |  |            |              |               |          |           |               |           | \$104,000    |           |         |               |
|   | Total Yearly Loan Payments   |            |              |               |          |           |               |           | \$338,000    |           |         |               |
|   | Department yearly loan total   |            |              |               |          |           |               |           |              |           |         |               |
|   | Those highlighted in yellow are pumper tanker  |            |              |               |          |           |               |           |              |           |         |               |
|   | Replaced with Rescue Pumper  |            |              |               |          |           |               |           |              |           |         |               |
|   | Current cost of Rescue Pumper: Commercial Chassis \$450,000 Custom Chassis \$650,000 |            |              |               |          |           |               |           |              |           |         |               |
|   | Current cost of a Tanker: \$360,000  |            |              |               |          |           |               |           |              |           |         |               |
| <b>TRUCK REPLACEMENT SCHEDULE</b>         |  |            |              |               |          |           |               |           |              |           |         |               |
| YEAR                                      | 2020   | 2021       | 2022         | 2023          | 2024     | 2025      | 2026          | 2027      | 2028         | 2029      | 2030    | 2031          |
| DEPT.                                     |  |            |              | WHSH          |          | IBP       | BPLT          |           |              | BPLT      | IBP     | WHSH          |
| TRUCK TYPE                                |  |            |              | Passenger Van |          | Tanker    | Rescue Pumper |           |              | Pumper    | Tanker  | Rescue pumper |

This plan also incorporates replacing rescue trucks and pumper trucks with a rescue pumper truck and not replacing some vehicles. **This will allow the fleet to be reduced from 17 to 12 vehicles.**

Although this option did not please all the departments, it appeared to be the best received of the explored options.

**5. Keep the fire department rates as they currently are.**

This option represents the status quo. It would maintain the onus on the fire departments to their funding to keep their equipment and trucks up to standards but there would be no parameters put in place to improve financial sustainability and achieve stable rates. The Municipality could, however, mandate that a percentage of each fire department's budget must be earmarked for capital purchases or limit the amount of loans for truck purchases each department can have.

## BUDGET IMPLICATIONS

Budget implications vary depending on which option is chosen. Options 4 and 5 would have the smallest impact on the area rates but in either option, a clear understanding of where the revenue from offsetting funding (i.e. the Emergency Services Provider Fund, the sale of a vehicle and HST rebate from the purchase of capital equipment) would be posted. For example, if a fire department was to purchase a truck, would the revenue from the HST rebate be incorporated in the departments operating budget, would it need to be applied to the purchase of the truck or could it be held in reserve for the next capital equipment purchase?

Finally, by locking the rates for a fixed number of years the only impact on the taxpayer would be changes in assessment. This would then remove the uncertainty factor for municipal budgeting and make the process more efficient.

## LEGAL IMPLICATIONS

N/A

## PUBLIC CONSULTATION/COMMUNICATIONS

As mentioned on numerous occasions above, the consultation has been primarily with the group of chiefs and treasurers. We have, however, met with the WSHH fire department individually to discuss our intentions and hear their feedback.

## RECOMMENDATION

As this staff report is provided to you as an update to our process and to get feedback, there is no recommendation.

That being said, it should be noted that the fire departments have done a good job managing their funding and keeping the equipment up to standard thus far. We have, in the past 2 years, purchased new vehicles but this has been in correlation with their truck replacement plans and purchases will not happen every year. At this time, we would not recommend imposing a design/type or dollar limit on the purchase of new equipment and trucks.

## SUGGESTED MOTION

N/A

## ATTACHMENTS

1. Fire Department submitted 10-year truck replacement plans.
2. Fire service rates from other municipalities.

## IBPFD

### Truck Replacement Plan:

Current fleet:

#34-- 1995 tanker-1500gallon  
already past the 20 year ULC rating period. We would nurse this tanker for 6 more years until #31 is paid for and then replace it in 2024.

#36-- 2007 tanker 3000 gallon  
would be due for replacement in 2027. We would replace it in 2029 when the quint is paid for

#37 would be sold or traded towards the cost of the quint. \$100K - \$125K

#30--2007 heavy Rescue and #31--2014 pumper tanker would be due for replacement in 2034 and could be replaced in 2034 with a rescue pumper.

This replacement plan would be achievable with the proposed rate of 15.3 cents in place and it would space out the truck replacement to a manageable time frame.

## BPLT

BARRINGTON/PORT LATOUR VOL. FIRE DEPT.

10 YEAR CAPITAL PLAN (EQUIPMENT PROJECTIONS)

BASED ON CURRENT TAX RATE FOR 2019/20

| EQUIPMENT          | 2020/21  | 2021/22       | 2022/23           | 2023/24       | 2024/25      | 2025/26      | 2026/27                                 | 2027/28      | 2028/29      | 2029/30                      |
|--------------------|--|---------------|-------------------|---------------|--------------|--------------|---|--------------|--------------|------------------------------|
| CURRENT TRUCK LOAN | \$ 28,247.97                                     | \$ 27,543.96  | \$ 26,839.85      | \$ 26,135.97  | \$ 25,431.96 | \$ 24,727.97 | \$ 24,023.98                            | \$ 23,319.97 | \$ 22,615.97 | \$ 9,215.66<br>L/P AUG. 1/19 |
| CURRENT HALL LOAD  | \$ 78,840.22                                     | \$ 77,543.22  | \$ 76,108.32      | \$ 74,523.58  | \$ 72,792.64 | \$ 70,940.66 | \$ 68,994.50<br>L/P MAY 16/16           |              |              |                              |
| LOANS TOTAL        | \$ 107,088.19                                    | \$ 105,087.18 | \$ 102,948.17     | \$ 100,659.55 | \$ 98,224.60 | \$ 95,668.63 | \$ 93,018.48                            | \$ 23,319.97 | \$ 22,615.97 | \$ 9,215.66                  |
| TRUCK REQUIREMENTS | 2022/23 2 FRONT LINE TRUCKS GO OUT OF COMMISSION |               |                   |               |              |              | NEW TRUCK TO REPLACE 1 POSSIBLY 2 TRUCK |              |              |                              |
| TURN OUT GEAR      | 3 SETS   |               | 3 SETS            |               | 3 SETS       |              | 3 SETS                                  |              | 3 SETS       |                              |
| B/A'S              |  | 2 SETS        |                   | 2 SETS        |              | 2 SETS       |   | 2 SETS       |              | 2 SETS                       |
| PAGERS / RADIOS    |  |               |                   |               |              |              |   |              |              |                              |
| JAWS               |  |               | 1 (USED F/F FUND) |               |              |              |   |              |              |                              |

**WHSH**

**TO:** Fire Coordinator of Municipality of Barrington  
**FROM:** Woods Harbour Shag Harbour Volunteer Fire Department  
**DATE:** September 9, 2019  
**RE:** Truck Replacement Plan Proposal

1. Finish paying loan on Rescue 14.
2. Keep same amount of funding to go towards loan payments on Engine 11, OR
3. Replace passenger van.
4. Continue same funding until loan on Engine 11 is paid in full.

Ricky Bonds Treasurer

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## Comparable Municipal Fire Rates

### *District of Lunenburg*

|                                      |              |
|--------------------------------------|--------------|
| Big Tancook Island ERA               | 0.10         |
| Blockhouse FD                        | 0.143        |
| Clearland Fire Protection (MAB)      | 0.11         |
| Conquerall Bank FD                   | 0.15         |
| Cornwall and District FD             | 0.10         |
| Dayspring & District Fire Protection | 0.15         |
| District 1 and 2 Fire Commission     | 0.065        |
| Hebbs Cross FD                       | 0.15         |
| Hebbville FD                         | 0.113        |
| Hemford & District FD                | 0.15         |
| Indian Point FD                      | 0.10         |
| Italy Cross/Middlewood FD            | 0.12         |
| Lahave FD                            | 0.11         |
| Lapland and District FD              | 0.12         |
| Mader's Cove Fire Protection (MAB)   | 0.10         |
| Martins River FD                     | 0.17         |
| Midville and District FD             | 0.17         |
| New Germany Volunteer FD             | 0.15         |
| Northfield and District FD           | 0.14         |
| Oakhill and District FD              | 0.17         |
| Oakland Fire Protection (MAB)        | 0.11         |
| Petite Riviere FD                    | 0.19         |
| Pleasantville and District FD        | 0.13         |
| Riverport FD                         | 0.12         |
| Tri District Fire/Rescue             | 0.15         |
| United Communities FD                | 0.12         |
| Walden FD                            | 0.15         |
| Wileville FD                         | 0.11         |
| <b>Avg.</b>                          | <b>0.131</b> |

### *District of Chester*

|                    |       |
|--------------------|-------|
| Blandford          | 0.13  |
| Hubbards           | 0.105 |
| Mill Cove Hydrants | 0.28  |
| Chester Basin      | 0.11  |
| Western Shore      | 0.16  |
| Martins River      | 0.20  |

|                    |             |
|--------------------|-------------|
| New Ross           | 0.17        |
| Outside Area       | 0.074       |
| Islands (Fireboat) | 0.071       |
| <b>Avg.</b>        | <b>0.14</b> |

*District of Yarmouth*

|                                   |             |
|-----------------------------------|-------------|
| Carleton Fire Department          | 0.11        |
| Port Maitland Fire Department     | 0.14        |
| Yarmouth Fire Department          | 0.16        |
| Lakes & District Fire Department  | 0.17        |
| Lake Vaughan Fire Department      | 0.15        |
| Valley & District Fire Department | 0.08        |
| Kemptville Fire Department        | 0.11        |
| <b>Avg.</b>                       | <b>0.13</b> |

*District of Argyle*

|  |   |
|--|---|
| West Pubnico, Pubnico Head, Lr. Argyle | 0.07                                    |
| Wedgeport and District                 | 0.07                                    |
| SAR/Eel Brook                          | 0.125                                   |
| East Pubnico                           | 0.050                                   |
| East Kemptville                        | 0.030                                   |
| Quinan and District                    | 0.10                                    |
| Lake Vaughan                           | 0.050                                   |
| Islands and District                   | 0.07                                    |
| <b>Avg.</b>                            | <b>0.07</b>                             |
|  | <b>+ 0.08 (from their general rate)</b> |
|  | <b>0.15</b>                             |