

COMMITTEE OF THE WHOLE COUNCIL MEETING
March 21, 2022

The meeting was called to order by the Chair at 7:04 p.m., in the Conference Room, in the Administrative Centre, in Barrington, N.S., with the following members present:

- Shaun Hatfield - Chair
- Jody Crook
- Lindsay (Eddie) Nickerson
- George El-Jakl – arrived at 7:06 p.m.

- Andrea Mood-Nickerson – Absent

- Chris Frotten, CAO
- Lesa Rossetti, Municipal Clerk

ADDITIONS TO THE AGENDA

There were no additions to the agenda, but it was agreed that Item 5 and Item 6 on the agenda be switched as the Fire Services Co-ordinator was present for the discussion of “Endorsement of Ordering a New Truck for IBPVFD”.

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 special meeting held March 12th and regular meeting held March 14, 2022, be approved as circulated.

Motion carried unanimously.

MATTERS ARISING FROM PREVIOUS MEETINGS

There were no matters arising from previous meetings.

ENDORSEMENT OF ORDERING NEW TRUCK FOR IBPVFD

In advance to the meeting, members were provided with a staff report regarding the Island and Barrington Passage Volunteer Fire Department’s intent to order a new rescue vehicle. A copy of the staff report is attached and forms part of the minutes.

This is the first vehicle order being requested since the implementation of the new multi-year funding formula and vehicle replacement plan which was approved by members in 2019 for a three year term.

Resolution COW220304

Being duly moved and seconded that it be recommended to Council that the Municipality endorse the order of a new medium rescue vehicle by the Island and Barrington Passage Volunteer Fire Department.

Motion carried unanimously.

The Fire Services Co-ordinator was thanked for appearing before members and left the meeting.

DISCUSSION RE: POLICY NO. 52 "COUNCIL MEETINGS AND PROCEEDINGS POLICY"

The CAO explained to members that as we have a number of ongoing projects and initiatives, it is important that we stay focused and on topic which may mean tweaks to policies and agendas in order to move forward in an organized and efficient manner.

Policy 52 "Council Meetings and Proceedings Policy" was reviewed section by section with a few suggestions being brought forward. It was agreed that the policy be redrafted with proposed amendments and presented back to committee for further discussion.

BRASS HILL WASTEWATER TREATMENT FACILITY RFP

On March 10, 2022, bids for the Brass Hill Wastewater Treatment Facility – Phase 1 Project were received by CBCL. Bids were received from the following:

- Higgins Construction - \$1,137,000.00 excluding HST
- Mid Valley Construction - \$2,975,100.00 excluding HST

Resolution COW220305

Being duly moved and seconded that it be recommended to Council that the bid received from Higgins Construction in the amount of \$1,137,000.00, for upgrades to the Brass Hill Wastewater Treatment Facility – Phase 1, be accepted.

Motion carried unanimously.

During discussion of this matter it was noted that the project would be funded from Gas Tax revenue.

LETTER RE: CONDITION OF WHARF INFRASTRUCTURE IN SOUTHWEST NOVA SCOTIA

In advance to the meeting, members were provided with a copy of an email received from Lucien LeBlanc with a draft letter from the Port Authority of Pinkneys Point addressed to MP Chris d'Entremont, MP Rick Perkins and Fisheries Minister Joyce Murray which expressed concern regarding the condition of port infrastructure throughout Southwest Nova Scotia.

Mr. LeBlanc is requesting councils from the Municipality of Yarmouth, Argyle, Barrington and Clare to also send a similar letter expressing concern regarding wharf infrastructure.

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Resolution COW220306

Being duly moved and seconded that it be recommended to council that staff craft a letter to reflect the contents of Mr. LeBlanc's letter in support of the harbour authorities and local wharf infrastructure within the Municipality of Barrington.

Motion carried unanimously.

NSFM UPDATE

In advance of the meeting, an NSFM Monday Memo Summary Sheet was provided to members covering the period February 22 – March 14, 2022.

Topics covered included:

- NSFM Virtual Regional Meeting
- NSFM Organizational Change Outline
- NSFM Municipal Group Insurance Committee Call for Members

IN-CAMERA SESSION – MGA SECTION 22(2)(c) PERSONNEL MATTERS AND SECTION 22(2)(e) CONTRACT NEGOTIATIONS

At this time, an In-Camera Session was held in accordance with Section 22(2)(c) and Section 22(2)(e) of the Municipal Government Act to deal with personnel matters and contract negotiations.

At 9:06 p.m. members returned to Open Session.

REPORT ON IN-CAMERA SESSION

The Chair provided information on the In-Camera Session and the following motions were brought forward.

2022-2025 Salary Scales

Resolution COW220307

Being duly moved and seconded that it be recommended to Council that salary scales, based on the salary review of the CAO, be approved as presented to members in the In-Camera Session.

Motion carried unanimously.

BRCC Operating Agreement

Resolution COW220308

Being duly moved and seconded that it be recommended to Council that the Barrington Regional Curling Club Operating Agreement, for a 10 year period effective May 31, 2022, be approved as presented.

Motion carried unanimously.

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ADJOURNMENT

The meeting was adjourned at 9:07 p.m.

Chair

Secretary for the Meeting



An ocean of opportunity

STAFF REPORT

SUBMITTED BY: Dwayne Hunt & Chris Frotten

DATE: March 17, 2022

SUBJECT: IBPFD Rescue Truck Order Endorsement

ORIGIN

The Island and Barrington Passage Fire Department (IBPFD) intends to place an order for a new rescue vehicle. This staff report is intended to provide details on the order and seek the endorsement of Council.

BACKGROUND

In 2019, we implemented a new multi-year funding formula for our fire departments and developed a replacement plan for vehicles (attached). In the past, fire truck purchases were brought to Council for approval because they involved a discussion on budget and possible area rate changes.

Now that we have a new multi-year funding formula and replacement plan, we have decided to bring the order request to your attention and seek an endorsement before moving forward. This would be the first step in a new process we will try.

DISCUSSION

First, plans and strategies are crucial to efficient operations and financial management. That said, we all know that plans and strategies are able to change after they are implemented. Planning is fundamentally an awareness-generating process. It helps identify goals, resources, timelines, drag points, and key assumptions. It helps do something more intelligently and effectively, for it helps avoid the swamps of a project and find the straight paths and favorable winds. It is true that you may still end up in a swamp or perhaps the weather will change, but the very reason we have a word like “unexpected” is that there are an awful lot of things that are not predictable.

Our vehicle replacement plan is no different. As time goes on, the departments plan for the future but also adjust for new developments or unexpected issues. In this case, the department has made sound financial decisions which have allowed them to pay off a loan sooner. This, in turn, allows them the opportunity to replace their rescue vehicle sooner than originally planned. Specifically, the IBPFD was scheduled to replace the 1995 tanker in 2024, once their loan would be paid off. That said, they have

managed to pay a loan off earlier than expected, in 2021. For this reason, they would like to replace the current heavy rescue with a medium rescue. The department feels that replacing the heavy rescue with a medium rescue makes the most sense from a driver perspective and the current one is larger than what they need.

Although this is a slight change to the plan, it is still meeting the goal of downsizing the fleet of trucks and working within the current funding framework and area rate.

This will be the first vehicle ordered under the new funding formula and replacement plan, so we wanted to provide the details to inform you but also try this process in obtaining approval of an order and purchase now that the replacement plan establishes when vehicles will be replaced. We are open to suggestions on other processes.

BUDGET IMPLICATIONS

The truck they are considering to order is \$319,000 and it will take over a year to be delivered. No payment is required until the vehicle is delivered so it will only be incorporated in the 2023/2024 budget.

They have sold a 1995 tanker they had as it was determined not to be needed based on the number of times it was used in previous years. They have used funds generated from the sale to pay off their compressor loan. They also plan to sell the heavy rescue and apply the funds of both the sale and some of their surplus to the purchase of the new medium rescue which will keep their loans within their current budgeted amount for loan payments.

For this reason, there will be no impact on the area rate or budget to replace this truck. Regardless, we felt it was important to advise you of the change from the originally scheduled replacement. This revision meets the requirement of loans being paid off before new trucks are purchased that was emphasized when the current funding arrangement was put in place.

LEGAL IMPLICATIONS

N/A

PUBLIC CONSULTATION/COMMUNICATIONS

N/A

RECOMMENDATION

As mentioned, the vehicle replacement plan will change over time as fire departments react to current realities or adjust to future operations. This first request shows that the fire departments are planning ahead to meet the goals of working within the funding framework and keeping an adequate fleet of up-to-date vehicles.

As mentioned, this is the first vehicle order that is being requested since the implementation of our new multi-year funding formula and vehicle replacement plan. We feel this process of advising you when an order is being considered, receiving an endorsement of that order and then assessing its impact on the funding formula and budget in more detail during the following fiscal year's budgeting process is our best option. The fire departments are showing good foresight and long-term planning for vehicle replacements within the financial framework that is in place, and we feel we should honour our commitment in providing them the flexibility to make those adjustment.

We also strongly feel that notifying you of any changes in the plan can and should be done in the same way for future truck replacements as it will be fair across the board. The fire departments will be required to meet the same criteria of paying off loans before new trucks are bought and keeping the amount in their budget for loan payments the same so there would be no impact on the area rate they have in place or other areas of their budget.

For the reasons outlined in this report, it is recommended that Council endorse the order of a new medium rescue vehicle by the Island and Barrington Passage Fire Department.

SUGGESTED MOTION

Move to recommend to Council that the Municipality endorse the order of a new medium rescue vehicle by the Island and Barrington Passage Fire Department.

ALTERNATIVES

- Request to delay the order of the vehicle.
- Reject the request to order the vehicle.

ATTACHMENTS

- January 20, 2020, Staff Report - Fire Department Capital Purchasing Plan #2



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 WSHH 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 WSHH 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.

Municipality of Barrington Fire Departments Information 2019				
Training Summary				
	BPLTFD	IBPFD	WHSHFD	Total
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)				
Vehicle Summary				
	BPLTFD	IBPFD	WHSHFD	Total
Vehicles	6	6	5	17
Future Vehicles	4	5	3	12
Financial Summary (2019/2020)				
	BPLTFD	IBPFD	WHSHFD	Total
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
Call Summary (Jan. 2019 - Oct. 2019)				
	BPLTFD	IBPFD	WHSHFD	Total
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.

Impact of Implementing a <i>Fire Capital Equipment Rate</i>			
	BPLT	IBP	WHSB
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											
TRUCK REPLACEMENT SCHEDULE												
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 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 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

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
Avg.	0.131

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
Avg.	0.14

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
Avg.	0.13

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
Avg.	0.07
	+ 0.08 (from their general rate)
	0.15