



February 28, 2024 Regular Council Meeting

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Addition to the Agenda Questions received from Council seeking additional information and the corresponding responses provided by staff regarding the February 28, 2024 Council agenda items.

Responses Appreciated Prior to Meeting

9.1.1 Report FIR-2024-001 Procurement Options for the Replacement of Pump 31 Truck

-Centre Wellington recently awarded contract to Dependable Emergency Vehicles for a pumper truck at \$1.09M.

What are the differences between their truck and one proposed for us?

CW RFP was for a stock truck ready to go. They had a two envelope system. First was a list of items that could be changed on the truck, such as water level gauges, medical cabinet, map box, tool boards, and front suction, to name a few. Dependable provided more of these options than the other two stock bids. The other two stock trucks were unable to include any change provisions. All three bids were close in pricing (2023 pricing); provisions offered, and delivery time were the major deciding factors. Dependable offered a summer 2024 delivery. As a note, all three prices increased by over \$100,000.00 in 6 months in 2023 on a truck already built.

The Township is seeking to prioritize quality, reputation, longevity, fleet standardization, specifications, and needed provisions. This includes more water capacity and a pump under chasey design to increase compartment space and allow for accessible lower hose loads for the safety of our staff. We require a larger foam tank, LED lighting and pump and roll capabilities. This protects VFF on the 401, where we have many hydrocarbon fires that need larger amounts of foam at times and require brighter scene lighting and roll capabilities for grass and brush fires. The Township would prefer to prioritize a larger engine based on experience with underrated engines.

It is important to note that our current P-32 truck is 2012 Dependable; it had an engine that failed early when it was 9 years old. This cost PFRS \$24K in 2021; the truck was out of service for



a number months, and finding a vendor to complete the repair wasn't easy. We had another issue with the engine electronics and pump after the 2021 repair in early 2022 that cost another 15K; the truck was out of service for another month. Staff note there are savings with a standardized fleet and a repair shop that is close (Woodstock) to minimize out-of-service time. Staff are very satisfied with the current Maxi Rescue truck for all the reasons listed.

- why should we use LAS if the cost is about \$140k less?

CW Truck is costing approximately \$1,093,000.00. Staff estimate a maximum of \$1,150,000.00 for a Maxi in 2024. A formal quote with our provisions is required for detailed costing. Staff estimate that the cost will be very similar to CW if a prepayment option of up to 10% is utilized subject to Council approval.

-could have we have also participated with this tender?

The Township was unaware of the RFP when the award for this stock truck was announced. Using a group purchasing approach is ideal for efficiency and cost saving.

why doesn't LAS carry Dependable Emergency Vehicles as a potential supplier?

Staff are not aware.

-can report wait for new chief to review and advise?

There is the option to pause this project for the Chief to provide insight. However, Council should be aware that this procurement is somewhat time-sensitive as prices continue to increase aggressively every month, and there is concern about running the current pump truck to failure.

-who prepared the specification and how will conformance with the specifications be ensured?

Maxi has standard specifications for various apparatus. Once an official quote is provided, there will be a prebuild meeting with the vendor, PFRS, and we will bring in a full-time master emergency vehicle technician (EVT) from a neighbouring full-time fire service. They have in the past assisted the Township with their expertise at no cost. There would also be a final inspection with the same group of people to ensure conformance as specified.

-can a LAS representative attend to discuss their procurement process that determined that Maxi Metal is the lowest cost manufacturer?

Maxi is not the lowest-cost manufacturer in Canoe. It is also not in the higher bracket either. All quotes vary based on the needs of the individual municipality. PFRS completed an in-depth review of the manufacturers listed in Canoe. Staff feel that the lowest bid should not be the deciding factor. Rather, quality, reputation, longevity, and specifications, including our needed



provisions plus the cost, should be weighted, and considered. This will provide us with a cost-effective solution that also provides PFRS with what we need for the 20-year life cycle of this vehicle.

Sarah Hubble is the Ontario Client Relations Manager of Canoe Procurement Group of Canada; she will attend the Feb 28 Council meeting and discuss the competitive bids and process in greater detail for Council.

Replacement of Pumper 31

- Report indicates that Maxi Metal offers a 10% discount with prepayment. Is this in addition to the 5.5% discount already being offered, or is this the total discount?

Correct. The 5.5% is included in the pricing on Canoe. The prepayment would then be applied and provide a further 10% discount.

Has the discount already been incorporated into the estimated \$1.1M - \$1.2M cost of the new pumper?

The discount has not been applied to the estimated \$1.15M 2024 price.

Does this prepayment jeopardize cash flow for the township?

The Township would review its cash flow prior to authorizing a prepayment option subject to the Township being satisfied with the terms and conditions of this option.

Do staff have any concerns about any risk in prepaying for a truck if the company goes bankrupt?

The Township would request a purchase or bid bond included in Maxi pricing. Other municipalities have recently authorized the prepayment option (ie. Cambridge, Guelph Eramosa). The Township would work with those municipalities and legal counsel to ensure appropriate protections are in place subject to the Township being satisfied with the terms and conditions of this option.

- The report indicates that stock trucks are rare and may not include the water capacity. If, by chance, a stock truck did come available with a capacity of 4,000 litres or more, approximately how much less would such a truck cost?

A stock truck may cost more because every minor change from small finishes to equipment placement, lighting options and any other order change has significant price increases. These



are also in high demand and tend to be priced competitively for fire departments that are in desperate need of immediate delivery.

- The 2022 report indicated that Tanker 37 is due to be replaced in 2030 at a cost of 750K. Should this projected cost be re-evaluated given the rising costs?
A tanker truck in 2024 is between \$900K and \$1M for a suitable apparatus for PFRS. PFRS suggests a preapproval in 2027 be considered to allow for the longer build times we are experiencing across the sector.

If council approves the purpose built pumper 31 replacement, combined with the purpose built rescue truck purchased in 2022 – can the 2030 replacement of Tanker 37 be a stock truck, or will this replacement also need to be a purpose built?

Staff can certainly investigate stock tanker options as tankers do not have the exact operational needs or equipment required for front-line pumpers. However, the purpose-built argument is about firefighter safety, specifically the crash rating. Due to the unique response area in Puslinch, explicitly the 401 and Highway 6, all our vehicles are exposed to much higher volumes and speeds of traffic. We do not recommend vehicles with reduced crash ratings.

Proposed Amendments to the Official Plan Adjustments Act

- Do we know if the County is planning on providing comment and if so, can it be included for Puslinch to include in comments for March 20 council meeting?
Staff are requesting comments/report from the County for the March 20 Council meeting for Council to consider prior to the March 21 deadline.

Report ADM-2024-010

-Enbridge Gas Follow Up – Would it be possible to provide some information regarding the OEB Leave to Consult Threshold? Trying to get an understanding of the implications of the \$2 million vs. \$10 million threshold.

Staff reached out to Enbridge Gas for more information but did not hear back in time for the Feb. 28 Council meeting.

-Is there any indication as to when a decision will be made on the passing of Bill 165?

Based on the below from the Legislative Assembly of Ontario, the Bill is still in Second Reading Debate.



Date	Bill stage	Event	Outcome	Committee
February 27, 2024	Second Reading	Debated	-	-
February 27, 2024	Second Reading	Debated	Debate adjourned	-
February 26, 2024	Second Reading	Debated	Debate adjourned	-
February 22, 2024	First Reading	Ordered for Second Reading	-	-
February 22, 2024	First Reading	Vote	Carried	-

-Do we have specific projects ready to submit to the Community Natural Gas Expansion Program that can be submitted quickly once timelines for next phase are announced?
Prior to the announcement made on December 21, 2023, staff were working with Enbridge Gas on the potential for natural gas expansion near Puslinch Lake. Given the residential density in this area, this area has the potential to qualify for the expansion program – subject to confirmation from Enbridge Gas and the public engagement process. Staff have contacted Enbridge Gas regarding the Bill 165 announcement but did not hear back prior to the Feb. 28 Council meeting.

Support for Municipality of Powassan support for province wide Public Works provincial-wide course that properly trains potential municipal public works employees, specifically relating to municipal heavy equipment. Q – what are staffs thoughts on this initiative?
Staff fully supports the Municipality of Powassan’s resolution and recommend a similar support resolution for Council’s consideration. Staff would recommend that should government funded training be offered, it focus on heavy equipment operations (backhoe, grader, plow truck). In addition, it should be noted that public works employees often are required to obtain a wide range of skills including proper forestry techniques, welding and metal fabrication, heavy equipment mechanics, and general carpentry skills. These skills are typically obtained through on the job training. It would be ideal to consider all aspects of a public works department when advocating for government funded training.



Delegation William Knetsch – Where are we at with funding for this project? What are the specific items that have not been completed? Have the quoted amounts changed or been adjusted since 2013?

The Township developed a Traffic Calming - Streetscaping Morriston strategy in cooperation with the Ministry of Transportation, Wellington County Planning Department, and the Township. Council at its meeting held on December 12, 2018 directed staff to move the Traffic Calming-Streetscaping Morriston project from 2023 to 2028 to allow for the completion of the Morriston By-pass. The Township has included funds of \$100K in its 2028 Capital Budget and Forecast based on preliminary landscape cost estimates received in previous years. No further work has been done on this project. As recommended in the 2024 budget process, staff will need some time to report back on downtown revitalization at a future date in order to incorporate both the County and the Traffic Calming - Streetscaping Morriston work. The County Economic Development department is presenting information related to potential next steps for the revitalization of the Aberfoyle and Morriston downtowns at the February 28 Council meeting.

6.6 Municipality of Powassan resolution regarding Association of Ontario Roads Supervisors Training

-do staff agree that there is a shortage of heavy equipment operators?

Yes, this has been demonstrated through recent recruitments County-wide.

-how have current operators gained their knowledge ie. courses, on the job training?

Combination of on the job training and formal training.

9.3.1 Report ADM-2024-010 Enbridge Gas Follow-up≠

-what opportunities are there to pursue natural gas service for our residents?

Prior to the announcement made on December 21, 2023, staff were working with Enbridge Gas on the potential for natural gas expansion near Puslinch Lake. Given the residential density in this area, this area has the potential to qualify for the expansion program – subject to confirmation from Enbridge Gas and the public engagement process.

9.3.3 Report ADM-2024-012 Radiocommunication Tower and Antenna Protocol Policy Amendment≠

-will staff or will a consultant be hired to undertake the necessary work for a proposed tower?

Staff will conduct the application processing including mail-outs and public engagement in



consultation with the proponent. A third party reviewer will be responsible for the technical review of the application.

9.4 Planning and Building Department

9.4.1 Report PD-2024-001 Telecommunication Tower Proposal

-re recommendation “Whereas the Township is not satisfied that the proponent Shared Tower Inc. has adequately investigated co-locating opportunities and/or alternative site locations, including a location approximately 300 metres to the southwest with an approved site that received little community objection; don’t you mean to the “southeast” ie at 7404 Wellington Rd 34

Based on the map below, 7404 Wellington Rd 34 is to the southwest of the subject property (proposed Shared Tower site).

