



CENTRAL YORK FIRE SERVICES

2019-04-11

FIRE SERVICES REPORT 2019-03

To: Joint Council Committee
Origin: Central York Fire Services - Deputy Chief Rocco Volpe
Subject: **Motor Vehicle Collision Cost Recovery Program**

RECOMMENDATIONS

THAT Fire Services Report 2019-03 Motor Vehicle Collision (MVC) Cost Recovery Program dated 2019-04-11 be received;

And that the Joint Council Committee (JCC) review the options provided in this report and give direction to staff on which option to proceed with;

And subject to the option selected by Council, that JCC approve the hiring of a regular part-time administrative assistant in October 2019 for a launch in January 2020.

COMMENTS

The purpose of this report is to provide JCC with information on a cost recovery program by charging for services rendered at the scene of motor vehicle collisions on municipal roadways.

BACKGROUND

The Municipal Act (S391 (1) a) provides that a municipality may impose fees or charges "for services or activities provided or done by or on behalf of it". The Municipal Act also provides that the "costs included in a fee or charge may include costs incurred by the municipality related to administration, enforcement, and the establishment, acquisition and replacement of capital assets".

CYFS provides a variety of services to the residents of Aurora and Newmarket, as well as providing emergency services for those who travel through these two municipalities. The costs to provide these fire services are funded from municipal taxes. The funding supplied to CYFS is offset marginally by fees collected from two adjoining municipalities that have entered into Fire Protection Agreements (Whitchurch-Stouffville and King City), in addition to other services provided by CYFS (i.e. fire extinguisher training, requests for inspection).

Whitchurch-Stouffville Fire and Emergency Services (WSFES) Fire Master Plan was approved by their Council in 2018. The plan identifies many recommendations, one of which is to increase the fire suppression compliment at the Ballantrae Fire Station. On January 1, 2019, WSFES went to 24/7 coverage in Ballantrae by staffing with two firefighters on the night shift. The Whitchurch-Stouffville (WS) Fire Master Plan recommends the hiring of additional firefighters over the next several years to bring the night shift complement to five firefighters.

An article dated August 14, 2018 references the desire of WSFES, to sever the agreement with CYFS (see Appendix A). The current Fire Protection Agreement is in effect until December 31, 2021. A written six month notice period for cancellation is required to terminate the agreement. Taking this information into account, CYFS has been proactively looking for alternate sources of revenue to offset any potential financial loss associated with the severing of this agreement. In an effort to maintain the revenue, there may also be an opportunity to renegotiate the Fire Protection Agreement with WSFES. If the Fire Protection Agreement is terminated, the MVC cost recovery program may reduce negative tax implications for residents of Aurora and Newmarket.

The CYFS Fire Protection Agreement with WSFES consists of two financial parts:

- An annual retainer based on a CYFS percent of approved budget
- A "fee per call" consists of the MTO rate plus the actual hourly rates of staff attending the incident based on the current Collective Agreement.

The table below shows the revenue that was received from this agreement in the past six years.

Year	Retainer Fee	Total revenue (Retainer + Fee per Call)	Number of Calls
2013	\$152,717	\$167,728	19
2014	\$164,782	\$188,002	25
2015	\$170,055	\$191,781	23
2016	\$174,817	\$200,066	23
2017	\$180,236	\$238,599	51
2018	\$188,527	\$226,174	36

Within York Region, CYFS is the only fire service that does not charge service fees for attending motor vehicle collisions on municipal roadways. An in depth review of surrounding municipalities identified that a potential revenue source could be instituted by CYFS. The following chart indicates the revenue generated by surrounding municipalities invoicing for emergency services provided at motor vehicle collisions. These charges are for incidents on municipal roadways based on the current Ministry of Transportation (MTO) standard (\$465.42 per hour per truck with the exception of Vaughan Fire that set their own rate).

Due to accounting practices, Vaughan, Markham and Richmond Hill, are not able to separate the annual revenue generated from municipal roads and highways. Therefore, the dollar amount presented in the chart is for both municipal roads and highways. Fire Departments that have provincial highways running through their jurisdictions have the ability to recover their costs for services by submitting their invoices to the MTO. Unfortunately, the towns of Aurora and Newmarket do not have a provincial highway in their jurisdiction (i.e. 404), therefore we cannot bill the MTO.

York Region Fire Service	MVC Program (municipal roads)	Invoice Resident or Non	Invoice at Fault Drivers	Admin Fee	Rate Charged	Annual Revenue (estimated)
Georgina	Yes	Non Res only	Yes	No	MTO Rate	\$65,000
East Gwillimbury	Yes	Both	No	No	MTO Rate	\$45,000
Whitchurch/Stouffville	Yes	Non Res only	No	No	MTO Rate	\$55,000
King	Yes	Non Res only	Yes	No	MTO Rate	\$88,000
Vaughan	Yes	Both	Yes	No	\$600 / hr	\$650,000
Markham	Yes	Both	Yes	Yes	MTO Rate	\$205,000
Richmond Hill	Yes	Both	Yes	No	MTO Rate	\$300,000

Simcoe County Fire Services	MVC Program (municipal roads)	Invoice Resident or Non	Invoice at Fault Drivers	Admin Fee	Rate Charged	Annual Revenue (estimated)
New Tecumseth	Yes	Both	Yes	Yes	MTO Rate	\$30,000
Orillia	Yes	Non Res only	Yes	No	MTO Rate	\$2,000
Springwater	Yes	Both	Yes	No	MTO Rate	\$133,000
Essa	Yes	Both	Yes	No	MTO Rate	\$90,000
Bradford	Yes	Non Res Only	No	No	MTO Rate	\$6,000
Barrie	Yes	Non-Res only	No	Yes	MTO Rate	\$55,000

Durham Region Fire Departments	MVC Program (municipal roads)	Invoice Resident or Non	Invoice at Fault Drivers	Admin Fee	Rate Charged	Revenue (approx.)
Brock	Yes	Non Res only	No	No	MTO Rate	\$10,000
Scugog	Yes	Non Res only	Yes	Yes	MTO Rate	Started program in 2019
Uxbridge	Yes	Both	Yes	Yes	MTO Rate	\$50,000
Whitby	No	n/a	n/a	n/a	n/a	n/a
Clarington	No	n/a	n/a	n/a	n/a	n/a
Ajax	No	n/a	n/a	n/a	n/a	n/a
Pickering	No	n/a	n/a	n/a	n/a	n/a
Oshawa	No	n/a	n/a	n/a	n/a	n/a

Over the last year, CYFS has collected data on 378 actual MVCs in Aurora and Newmarket. The analysis was undertaken in order to evaluate the number of incidents that could generate potential revenue.

Central York Fire Services	MVC Program (municipal roads)	Invoice Resident or Non	Invoice at Fault Drivers	Admin Fee	Rate Charged	Revenue (approx.)
Option #1 (Status quo)	No	n/a	n/a	n/a	n/a	\$0
Option #2	Yes	Non Res only	No	Yes	MTO Rate	\$89,000
Option #3	Yes	Both	Yes	Yes	MTO Rate	\$203,000

If option #2 or #3 are selected by JCC, further discussions will occur among JCC, Finance and CYFS staff to determine an invoicing model. The following options will need to be discussed to provide direction on how to proceed:

- Invoicing residents and / or non-residents
- Divided equally amongst all parties involved in the collision, regardless of who is at fault and residency
- At fault driver only regardless of residency
- Invoice to be sent to the insurance company or to their personal address
- MVCs requiring less than 20 minutes on scene time will not be invoiced (fender bender, no injuries)
- Updating of Town of Newmarket 2019 User Fees – schedule A to add invoicing for MVCs

FINANCIAL IMPACT

By implementing a fee for service for attending MVCs, CYFS will have the ability to generate some revenue and offset a small portion of current operational costs.

Currently, CYFS does not have sufficient administrative support complement to conduct a cost recovery program for MVCs. In order to implement and administer such a program, CYFS is requesting a regular part-time administrative assistant. In consultation with Human Resources, the estimated cost of this position would be:

- Permanent Part-Time (24 hours per week)
- \$39,962 + \$7,193 (benefits) = \$47,155

The estimated net revenue less administrative costs for the part-time employee are:

Option #1 \$ 0;
Option #2 - \$41,845;
Option #3 - \$155,845

CONCLUSION

The completion of this research showed comparable career fire departments within York Region (Vaughan, Richmond Hill and Markham) invoice at-fault drivers for both residents and non-residents. Research also showed that volunteer/composite fire departments (Georgina, King and Whitchurch-Stouffville) invoice non-residents only, with the exception of East Gwillimbury in which they invoice both parties.

CONSULTATION

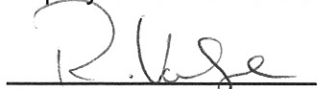
The Senior Fire Management Team consulted with the Town of Newmarket Finance, Human Resources, as well as, fire departments within the regions of York, Durham and Simcoe County.

IMPACT ON THE MASTER FIRE PLAN

This report has no impact on the Master Fire Plan.

CONTACT

Deputy Chief Rocco Volpe



Rocco Volpe, Deputy Chief
Central York Fire Services

Attachment: Appendix A

Fire master plan could bring changes to the Stouffville Fire department

Town considering severing its agreement with Central York

News Aug 14, 2018 by Simon Martin Stouffville Sun-Tribune



If council approve a new fire master plan some big changes to the Whitchurch-Stouffville
Emergency Services - Town of Whitchurch-Stouffville p

A new fire master plan in the town of Whitchurch-Stouffville could bring some major changes to the town's fire department. The town has deferred a decision on the plan until the Aug. 28 council meeting.

As part of the report, the town is considering ending its mutual aid agreement with Central York Fire Services. Fire Chief Richard Renaud told council he was of the belief residents would be better served from the Ballantrae Station.

Members of council, including Ward 1 Coun. Ken Ferdinands, had some concerns, including the fact home insurance could go up for some residents if they were farther away from a fire station.

Central York Fire Services currently services a portion of the western end of the town. The retainer is \$180,000, with an additional \$4,800 per call. The plan said that although Central York provides an added level of response, it would be appropriate to examine if the contract should be

cancelled or the terms could be renegotiated to something more reasonable financially. According to the report, the contract is up for renewal and there is a proposed increase to the contract to up it to \$215,000 for the retainer.

“The question to be answered here is, does this agreement meet the overall needs of that portion of the community being serviced by CYFD?” the report stated. “If not, does the cost of hiring additional full-time staff present a more efficient and effective long-term alternative for the community?”

The master plan recommends increasing the fire suppression complement at the Ballantrae station over the next five years to achieve 24/7 coverage.

According to the report, the town is experiencing some difficulties with its volunteer base in Ballantrae. Due to the large homes and more senior residents living in the Ballantrae station area, the availability of volunteers is greatly reduced. Backup for the area comes from the Stouffville station, which is a 10 to 15 minute from Stouffville.

The large turnover in the force and decreased availability of volunteers crates a staffing shortage at night in Ballantrae.

In 2016, there were 16 times where volunteers were paged but were unable to leave the Ballantrae station due to the lack of a driver or officer. Response was ultimately provided from Stouffville with a significant delay.

The town had 24 suppression officers in 2008 when the population was 32,000. In 2017, they still had a suppression staff of 24 with a population over 47,000.

The town is hiring two new fire staff this year. According to the report, the current challenge at the Ballantrae station is lack of drivers and officers. With the hiring of two new staff, they would be assigned to the Stouffville station night shift, bringing the normal complement up to five.

Once four additional staff are hired, a two-man night crew could be established at the Ballantrae station. According to the report, a two-person night crew at the station is not ideal, but would work temporarily. Ideally, the report recommends hiring six or more staff to provide a full night shift with four per night.