



Contract Awards, Facilities

To: Finance, Budget and Enrolment Committee

Date: 13 October, 2021

Report No.: 10-21-4162

Strategic Directions

- Allocate Human and Financial Resources Strategically to Support Student Needs

Recommendation

It is recommended that:

1. the contract awards on Appendix A be received for information.

Context

In accordance with the Board's Policy P.017 - Purchasing:

- The Director or designate may approve facility related contracts over \$50,000 and up to \$500,000 and report such contracts to Finance, Budget & Enrolment Committee;
- Finance, Budget & Enrolment Committee may approve facility related contracts in excess of \$500,000 and up to \$1,000,000; and
- The Board shall approve all facility related contracts over \$1,000,000. All contracts for Consulting Services in excess of \$50,000 must be approved by the Board;

The recommended suppliers and the term of each contract are shown in the attached appendices. Appendix A outlines contract awards provided for information; Appendix B outlines contracts requiring Finance, Budget & Enrolment Committee approval and Appendix C outlines contracts requiring Board approval. The amounts shown are based on the total value over the term of the contract unless indicated otherwise. Actual amounts depend on the volume of products/services actually used during the term of the contract.

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Contractors bidding on Board construction/maintenance projects must be pre-qualified. Consideration is given to bonding ability, financial stability, depth of experience, references, on-site safety record, and proof of union affiliation (applies to projects less than \$1.3M or additions less than 500 square feet). Issuing a market call to pre-qualify is periodically advertised in the Daily Commercial News and on electronic public bidding websites to facilitate broader public access.

When a Request for Tender is issued, the lowest cost bid is accepted where quality, functionality, safety, environmental and other requirements are met.

When a Request for Proposals is issued, a variety of evaluation criteria are used, including price. Each of those criteria is weighted based on relative importance to the Board. The bidder with the highest overall score is recommended for contract award.

Every effort is made to include input from the users in the development of specifications and the evaluation process.

Opportunities to bid on Tenders and Proposals are posted on the Bids & Tenders e-Tendering portal www.bidsandtenders.ca.

Copies of all bids received and detailed information regarding all recommended awards are available in the Purchasing Services department.

Special Note: Funding from the federal government, tied to the COVID-19 pandemic, has been made available to school boards for pre-approved capital infrastructure projects. This funding comes with extremely short and rigid timelines. According to the funding criteria, school boards are responsible for the cost of any projects that are not completed by the stated Ministry deadline. As a result, it is critical that projects get tendered and materials get ordered as quickly as possible to take full advantage of all funding available. The established emergency COVID purchasing process will be followed to expedite completion of all projects. As tenders/RFPs for projects and/or materials close, they will be reported to the Finance, Budget and Enrolment Committee for information.

Action Plan and Associated Timeline

Not applicable.

Resource Implications

Funding sources have been identified for each award listed in the attached appendices.

Communications Considerations

Not applicable.

Board Policy and Procedure Reference(s)

PO:17 - Purchasing

Appendices

- Appendix A: Contract Awards Provided for Information
- Appendix B: Contracts Requiring Finance, Budget & Enrolment Committee Approval – Nil Items this report
- Appendix C: Contracts Requiring Board Approval – Nil Items this report
- Appendix D: Summary of Select Facilities Contracts
- Appendix E: Briefing Note – Purchase of Supply and Transportation of Natural Gas

From

Maia Puccetti, Executive Officer – Facility Services and Planning, at 416-393-8780 or maia.puccetti@tdsb.on.ca

Chris Ferris, Senior Manager – Administrative Services at 416-395-8036 or chris.ferris@tdsb.on.ca

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APPENDIX D

Summary of Select Facilities Contracts
(September 1, 2021 to Present)

-	Project Classification	Total Number of Projects for this Report	Total Number of Projects of Projects 2021/22 to date	Total Expenditures for this Report	Total 2021/22 Contract Awards Reported to Date	Current Backlog
1	ROOFING	0	0	-	-	\$ 73,918,032
2	MECHANICAL	3	13	\$ 755,488	\$ 4,155,266	\$ 1,660,226,066
3	STRUCTURAL / BRICK WORK	0	1	-	\$ 84,000	\$ 146,843,259
4	WINDOWS	0	1	-	\$ 1,467,777	\$ 73,067,794
5	ELECTRICAL	0	1	-	\$ 219,500	\$ 425,691,172
6	BARRIER FREE	0	0	-	-	
7	PARKING LOTS	0	0	-	-	\$ 96,192,052
8	FIELD RESTORATION	0	0	-	-	\$ 242,432,336
9	INTERIOR COMPONENTS / FASCIA / PAINTING	1	3	\$ 59,550	\$ 354,358	\$ 931,643,271
10	OTHER (FDK, EL4, and Compliance)	0	0	-	-	

-	Project Classification	Total Number of CVRIS Projects for this Report	Total Number of CVRIS Projects 2021/22 to date	Total CVRIS Expenditures for this Report	Total CVRIS Contract Awards Reported 2021/22 to Date
-	COVID Resilience Infrastructure Funding Stream (CVRIS) Projects *	1	12	\$ 632,000	\$ 5,499,555

* Note: these CVRIS values are also reflected in the main Appendix D table above under their appropriate trade category.

Overall Running Total (CVRIS) Projects from April 2021 to Current:	75	Total Expenditures to Date:	\$ 46,095,451
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APPENDIX E

BRIEFING NOTE

Date 13 October 2021

To Finance, Budget, and Enrolment Committee

From Craig Snider – Associate Director, Business Operations and Service Excellence (Interim)

Maia Puccetti – Executive Officer, Facility Services

Marisa Chiu – Executive Officer, Finance

Subject **Purchase of Supply and Transportation of Natural Gas**

Purpose At the August 23, 2021 Special Finance, Budget & Enrolment Committee meeting the committee pre-approved the engagement of suppliers of natural gas and transportation of natural gas to ensure pricing could be locked in immediately following receipt of bids. At that meeting staff committed to providing the results of the RFP process back through the committee and board for information. Below is a summary provided by the energy consultant working with the Facility Services Energy Management Unit on the current state of the market, and the outcome of the recent RFP process.

The natural gas market has been in an unfavorable position for most of 2021, seeing mostly upward movement in both the day and forward markets. After seeing an extremely cold February which caused a spike in heating demand, and extended winter conditions this year that saw colder temperatures last well into April and early May, natural gas inventories in both Canada and the US took a significant impact. It is anticipated that the pricing of the natural gas market will continue to increase due to extreme heating and cooling demands in 2021.

With weekly storage injections remaining unimpressive and natural gas inventories continuing to trail historical levels, concern remains regarding what natural gas inventories will look like heading into the winter of 2021/22, which is the main reason for the upward pressure in the market as of late.

While we are hoping for somewhat “normal” fall weather to help curb the spikes in demand we’ve seen so far this year, given the volatility we’ve seen so far this year, we would more expect prices to plateau with normal fall conditions, rather than see a sharp drop off, then we would essentially need to see a milder start to winter to signal any sort of price recovery. The other factor that is working against the market is the rapid increase in US Liquefied Natural Gas (LNG) demand. With Europe and Asia expecting potential natural gas shortages this winter, this has pushed up the value of LNG and in turn has pushed up demand in the US, all while natural gas production remains flat. Natural gas prices have been all over the map over the past several weeks, with prices moving on a daily (both up and down) in the double digit range, which is also making the windows to lock transactions extremely small when there is softening in market conditions.

While pricing in the forward market does represent a significant year-over-year (YOY) increase in costs for TDSB, given the fact that the market is in an extremely bullish position with continued upward price risk, and the fact that TDSB was 100% exposed on the commodity for next year (Nov 2021-Oct 2022), the decision was made to get a hedge in place for the commodity in order to protect against any further increases.

Quotes were received from 3 suppliers (Twin Eagle, Direct Energy, Ag Energy) for individual year terms as well as 2-year and 3-year blended terms. The requested pricing for multiple years, was to take advantage of backwardation in the market and potential opportunity for TDSB to work down the price for the Nov 2021-Oct 2022 contract term by taking a blended approach to hedging, thus reducing the YOY cost increase.

Given the extreme upward market movement, the recommendation was made for a maximum hedge of 50% of TDSB’s volume (3250 gigajoules (GJ) per day), which will give some protection heading into next year, but at the same time some flexibility should we see a bit of price softening to add in an additional fixed layer at a later date. On the deregulated Dawn transportation, TDSB already has this secured for Nov 2021-Oct 2022, but pricing was requested for the Nov 2022 and Nov 2023 gas years as there is some backwardation in the market for transport as well, again looking at locking only 50% of TDSB’s volume right now, a securing the remaining at a later date.

As a result of the RFP, the following transactions were secured by TDSB:

Natural Gas Commodity

- 3250 GJ/day @ \$3.4925/GJ, Nov 1, 2021 to Oct 31, 2024 (3 years)
Vendor: Direct Energy
Estimated Annual Cost: \$4,142,978

Dawn Transportation

- 3250 GJ/day @ \$0.8645/GJ, Nov 1, 2022 to Oct 31, 2023 (1 year)
Vendor: Direct Energy
Estimated Annual Cost: \$1,025,513
- 3250 GJ/day @ \$0.7685/GJ, Nov 1, 2023 to Oct 31, 2024 (1 year)
Vendor: Twin Eagle
Estimated Annual Cost: \$911,633

While the hedge for the commodity does still represent a YOY cost increase in comparison to the Nov 2020-Oct 2021 contract year, from doing a 3-year blended hedge, this actually reduces the amount of the cost increase for Nov 2021-Oct 2022 by approximately \$600,000 in comparison to hedging for just the Nov 2021-Oct 2022 term itself. In regard to the secured Dawn transportation, the price secured for Nov 2022-Oct 2023 keeps TDSB's transportation costs relatively flat YOY in comparison to Nov 2021-Oct 2022, while the price secured for Nov 2023-Oct 2024 represents a YOY cost reduction of approximately \$114,000. As mentioned, the above transactions still give TDSB the flexibility to add in additional hedges at later dates to try and work down the weighted average cost. TDSB will continue to monitor the market for opportunities to secure additional supply and transport.