



COMMITTEE OF THE WHOLE

Thursday, June 9, 2022

Held Electronically
and Transmitted via the SCRD Boardroom,
1975 Field Road, Sechelt, B.C.

AGENDA

CALL TO ORDER 9:30 a.m.

AGENDA

1. Adoption of Agenda

PRESENTATIONS AND DELEGATIONS

2. Ryan Staley, Getting There Society and Coastal Rides
Regarding: Partnering with SCRD for On-Demand
Transportation and Grant Funding
3. Brenda Rowe, Sunshine Coast Junior Hockey Society
Regarding: Application to have a Junior Hockey team based
on the Sunshine Coast and partnering with the SCRD with
regards to ice rentals and other operational needs

REPORTS

- | | |
|--|----------------------|
| 4. Water Supply Update
<i>General Manager, Infrastructure Services</i>
Regional Water (Voting – A, B, D, E, F and Sechelt) | VERBAL |
| 5. 2022-2023 BC Transit Annual Operating Agreement (AOA)
<i>Manager, Transit and Fleet</i>
Public Transit (Voting – B, D, E, F, Sechelt, Gibsons and SIGD) | Annex A
Pages 1-4 |
| 6. Transit Safe Restart and Recovery - Additional Contribution 2022
<i>General Manager, Community Services</i>
Public Transit (Voting – B, D, E, F, Sechelt, Gibsons and SIGD) | Annex B
pp. 5-9 |
| 7. RFP 2261308 Sunshine Coast Arena Roof Replacement – Bitumen
Contract Award
<i>Manager, Facility Services</i>
Community Recreation Facilities (Voting – B, D, E, F, Sechelt,
Gibsons and SIGD) | Annex C
pp. 10-11 |

- | | |
|--|---|
| <p>8. Request for Proposal 2211601 Pickup Trucks: Fire Departments
Award Report
<i>Manager, Protective Services</i>
Fire Protection Services (Voting – B, E, F and Gibsons)</p> <p>9. Water Supply Advisory Committee Minutes of May 16, 2022
Regional Water (Voting – A, B, D, E, F, Sechelt)</p> | <p>Annex D
pp. 12-14</p> <p>Annex E
pp. 15-17</p> |
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COMMUNICATIONS

NEW BUSINESS

IN CAMERA

ADJOURNMENT

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Committee of the Whole – June 9, 2022

AUTHOR: James Walton, Manager, Transit and Fleet

SUBJECT: 2022-2023 BC TRANSIT ANNUAL OPERATING AGREEMENT (AOA)

RECOMMENDATION(S)

THAT the report titled 2022-2023 BC Transit Annual Operating Agreement (AOA) be received for information;

AND THAT the delegated authorities be authorized to execute the 2022-2023 BC Transit Annual Operating Agreement.

BACKGROUND

Every year, BC Transit and the Sunshine Coast Regional District (SCRD) enter into an Annual Operating Agreement (AOA) to establish transit service hours, costs and funding for the BC Transit fiscal year, from April 1 to March 31.

At its November 25, 2021 Corporate and Administrative Services Committee meeting, the Committee received the report titled 2022-2023 BC Transit Annual Operating Agreement Draft Budget. At its December 9, 2021 Board meeting, the SCRD Board adopted the following recommendations:

330/21 **Recommendation No. 9** *2022-23 BC Transit Annual Operating Agreement Draft Budget*

THAT the report titled 2022-23 BC Transit Annual Operating Agreement Draft Budget be received for information;

AND THAT the 2022-2026 Financial Plan be updated to reflect the draft Annual Operating Agreement budget values, \$133,401 for 2022 and \$62,217 for 2023, while utilizing operating reserve funding to mitigate tax increases;

The purpose of this report is to present the highlights of the final 2022-2023 AOA in preparation for formal execution.

DISCUSSION

The SCRD budget process usually concludes prior to receipt of the final AOA budget from BC Transit in March or April. It is therefore not always possible to incorporate any changes into the annual SCRD Financial Plan. This can result in funding surpluses or shortfalls. Historically, such changes have not had a material financial impact.

Operational Impacts in 2021-2022

The COVID-19 Pandemic continues to have an impact on the transit service on the Sunshine Coast. The overall ridership has decreased by 36% from March of 2020 to present which aligns with BC Transits projections that anticipate ridership at 65% of pre-COVID levels for 2022.

BC Transit continues to focus on strategies to increase ridership and build consumer confidence including new technology like Nextride 2.0 and the introduction of an electronic fare collection system coming in 2023.

Financial Implications

Provided below is a summary of the overall financial implications of the executed AOA. It is not recommended to amend the Financial Plan and any related variances will be reported through the quarterly variance reports to the Board. Any changes impacting the 2023 portion of the Budget will be reflected next year.

Revenue and Cost Summary

The tables below summarize the changes between the draft AOA as presented in November 2021 and the final 2022-2023 AOA for the Custom and Conventional Services.

Custom Service	2022-2023 Draft AOA Budget	2022-2023 Final AOA Budget	Net Change	% Change
Total Revenue	5,861	6,414	553	9.44%
Total Operating Costs	379,731	375,934	(3,797)	-1.0%
Total Costs	414,171	410,110	(4061)	-1.0%
SCRD Net Share of Costs	148,936	130,418	(18,519)	-12.4%

Conventional Service	2022-2023 Draft AOA Budget	2022-2023 Final AOA Budget	Net Change	% Change
Total Revenue	612,349	663,174	50,825	8.3%
Total Operating Costs	3,717,870	3,796,547	78,677	2.11%
Total Costs	4,139,474	4,192,849	53,375	1.29%
SCRD Net Share of Costs	1,756,299	1,721,412	(34,887)	-1.99%

The figures above are based on the BC Transit fiscal year and are not reflective of actual SCRD budget values which incorporate pro-rated portions of both AOAs as well as non-shareable costs.

Further information on each line item is detailed below.

Revenues

AOA revenues include fares and advertising and are applied against the local share of operating costs. 2022-2023 final AOA values show a slight increase for Conventional Service and Custom

Service as compared to the 2022-2023 draft. This difference is based on updated projections from BC Transit which are based on actual 2021 ridership data.

Operating Costs

The total operating costs included in the 2022-2023 final AOA has increased by approximately \$74,880 or 1.83% when combining the decrease to the custom service and the increase to the conventional service.

Total Costs

Total costs are reflective of operating costs plus the local share of lease fees for buses, equipment, land and buildings. The total costs for 2022-2023 is \$4,602,959 which increased by \$49,314 as compared to the draft AOA budget.

SCRD Net Share of Costs

The SCRD net share of costs is the portion of shareable costs. It is calculated as the SCRD share of total shareable operating costs less fare and advertising revenue and any reserve fund adjustment, if applicable. The net share of costs in the 2022-2023 final AOA budget decreased by \$53,406 as compared to the draft AOA budget. This decrease is primarily the result of the \$25,566 overall decrease in lease fees as well as the \$16,437 accumulated in the Custom Local Transit Fund that was not included in the draft AOA.

The SCRD net share of costs is funded from taxation, Transit [310].

2022 Taxation Impact

Due to the difference in fiscal years between the SCRD budget and the BC Transit AOA budget, pro-rated values from both the 2021-2022 and 2022-2023 AOAs are used to calculate the budget values for the SCRD financial plan.

On a pro-rated basis and adjusting for the actual year end shared reserve balance available, the SCRD's net share of costs in the 2021-2022 and 2022-2023 final AOA budget decreased by \$40,055 as compared to the draft AOA budget. Under normal circumstances, this would likely result in a surplus at the end of 2022; however, due to the combination of all the measures taken in response to the COVID-19 pandemic, it is currently not possible for staff to predict if there indeed could be a surplus for this function at year-end.

Interim results will be reported through regular quarterly variance reporting in July and October.

Timeline for next steps

Staff recommend the 2022-2023 final AOA be approved and executed. The AOA must be signed and returned to BC Transit no later than June 30, 2022.

STRATEGIC PLAN AND RELATED POLICIES

N/A

CONCLUSION

The revised (final) AOA indicate the potential for a small surplus based on the taxation approved in the 2022 SCRD Transit Budget [310]. Staff recommend that the BC Transit 2022-2023 Annual Operating Agreement be approved and the delegated authorities be authorized to execute the Agreement.

Reviewed by:			
Manager		CFO/Finance	X - T. Perreault X - B. Wing
GM	X – S. Gagnon	Legislative	
CAO	X - D. McKinley	Other	

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Committee of the Whole – June 9, 2022

AUTHOR: Shelley Gagnon, General Manager, Community Services

SUBJECT: TRANSIT SAFE RESTART AND RECOVERY – ADDITIONAL CONTRIBUTION 2022

RECOMMENDATION(S)

THAT the report titled Transit Safe Restart and Recovery – Additional Contribution 2022 be received for information;

AND THAT the Board confirm acceptance of the Safe Restart and Recovery Additional Contribution 2022 thereby committing to maintain transit service at or above essential transit service levels and limiting average annual fare increases to 2.3% through to March 31, 2025;

AND FURTHER THAT subject to execution of the 2022-2023 BC Transit Annual Operating Agreement, the delegated authorities be authorized to incorporate the amendments to the agreement.

BACKGROUND

In 2020, the Province announced joint federal/provincial funding support for local governments to address fiscal impacts related to COVID-19. The funding was intended to support local governments in addressing increased operating costs and lower revenues due to the pandemic.

BC Transit was allocated additional Safe Restart and Recovery funding in March 2022 to provide support to local government partners. Based on forecasted revenue shortfalls through 2024/25, BC Transit is allocating the following additional contribution to the Sunshine Coast Transit System:

- \$210,757 for Conventional Transit System
- \$10,495 for Custom Transit System

See Attachment A – BC Transit Letter regarding Safe Restart and Recovery - Additional Contribution 2022 - Sunshine Coast, dated March 30, 2022

The purpose of this report is to accept the additional COVID-19 Safe Restart and Recovery funds and to approve an amendment to the 2022-2023 BC Transit Annual Operating Agreement (AOA).

DISCUSSION

The Sunshine Coast Transit System returned to full service levels in June 2021, however, ridership has not recovered to pre-COVID levels. Despite the gradual recovery, revenue projections in the Annual Operating Agreement anticipate ridership at 65% or pre-COVID levels for 2022, 85% for 2023 and back to 100% by 2024. The announcement of additional funds is welcomed news and will provide relief to transit operations that are still recovering from the COVID-19 pandemic period.

There are no reporting requirements for Safe Restart and Recovery Additional Contribution.

Financial Implications

The announcement of additional Safe Restart and Recovery funding coincided with BC Transit's year end, and on March 31, 2022, the funding was placed into the Local Transit Fund for the SCRD held by BC Transit. The SCRD can request that the Local Transit Funds be allocated to offset current year operating expenses, thereby reducing the municipal share of expenses. Use of the funds to reduce the net municipal share will require an amendment to the 2022-23 Annual Operation Agreement.

Given that the SCRD 2022 Budget was approved prior to Safe Restart and Recovery funds being allocated, acceptance of these funds is expected to result in a year end surplus equal to this amount. Per the Financial Sustainability Policy, these funds will then be transferred into the SCRD Transit Operating Reserve. Similar to this year, the use of reserve funding (which includes the 2022 Safe Restart and Recovery Funding) will be considered in the annual budget analysis to mitigate tax increases in future years that would otherwise be required to offset reduced revenues while ridership recovers and/or COVID-19 related operating expenses.

Organizational and Intergovernmental Implications

The SCRD must confirm acceptance of the Safe Restart and Recovery Funding. While service levels and fares are set by the local government partner, acceptance of these funds also requires a commitment to maintain transit service at or above essential transit service levels and limiting average annual fare increases to 2.3% through to March 31, 2025.

Timeline for next steps or estimated completion date

Staff will respond to BC Transit based on the Boards decision and will amend the newly approved AOA.

STRATEGIC PLAN AND RELATED POLICIES

Acceptance of the funds aligns with the Boards Financial Sustainability Policy.

CONCLUSION

Additional Safe Restart Funding from the province will help offset revenue shortfalls while ridership continues to recover. Staff recommend that the SCRD Board accept the Safe Restart and Recovery Funding and enter into an amended 2022-23 Annual Operating Agreement to request that the full allocations of the Local Transit Fund be used to offset the municipal share of expenses.

ATTACHMENTS

Attachment A – BC Transit Letter regarding Safe Restart and Recovery - Additional Contribution 2022 - Sunshine Coast, dated March 30, 2022

Reviewed by:			
Manager		CFO/Finance	X - T. Perreault X - B. Wing
GM	X - S. Gagnon	Legislative	
CAO	X - D. McKinley	Other	



March 30, 2022

CONFIDENTIAL

VIA EMAIL: shelley.gagnon@scrd.ca

Shelley Gagnon
General Manager, Community Services
Regional District of Sunshine Coast
1975 Field Road
Sechelt, BC V0N 3A1

Dear Shelley Gagnon,

RE: Safe Restart and Recovery - Additional Contribution 2022 - Sunshine Coast

The information is confidential and any public announcement must be coordinated with the Ministry of Transportation and Infrastructure.

The federal government and the Province of British Columbia have committed to providing an additional joint contribution to support continued recovery of transit services during the pandemic recovery period.

BC Transit was allocated an additional contribution of \$28.08 million in March 2022 to provide relief to Local Government Partners to help meet their share of costs to maintain affordable transit service levels during the COVID-19 pandemic period. This contribution was based on forecasted fare revenue losses and COVID-related expenses to March 31, 2025. BC Transit used the most current ridership and fare-recovery information available to forecast fare revenue shortfalls through 2024/25 across all BC Transit systems. This funding for your transit system(s) has been allocated as follows:

1. \$210,757 to the Sunshine Coast Conventional Transit System
2. \$10,495 to the Sunshine Coast Custom Transit System

Please note that these figures represent your local government's portion of the total based on the revenue sharing ratios for the transit system.

BC Transit will apply the Contribution as follows:

- a) As a one-time allocation towards the Municipality's share of Eligible Operating Expenses for 2021/22;
- b) After applying the allocation of the Contribution, any excess contributions received from the Municipality will be deferred to the Local Transit Fund;
- c) BC Transit will apply Local Transit Funds to reduce municipal invoices at the discretion of the Municipality as agreed to under the Annual Operating Agreement or additional amounts via an amendment request form as required. The additional contribution

funding has not been incorporated into the 2022/23 Annual Operating Agreements at this time.

You will see the application of the Contribution, as noted above, is reflected in your Local Transit Fund balance at March 31, 2022. While service levels and fares are set by each Local Government Partner, it is expected that by receiving the contribution, the Municipality will continue to support BC Transit to maintain transit service at or above essential transit service levels and maintain affordability by limiting average annual fare increases to 2.3% through to March 31, 2025. We ask that you kindly confirm your intentions to support transit service levels and affordability via email to your Government Relations Manager.

If you have any questions regarding the Safe Restart and Recovery Funding or to coordinate any public statement, please contact your Government Relations Manager.

Sincerely,



Roland Gehrke
Vice President, Finance and Chief Financial Officer

RG:kr

cc: Tina Perreault, General Manager, Corporate Services
James Walton, Manager, Transit and Fleet
Rob Ringma, Senior Manager, Government Relations

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Committee of the Whole – June 9, 2022

AUTHOR: Allen van Velzen, Manager, Facility Services

SUBJECT: RFP 2261308 SUNSHINE COAST ARENA ROOF REPLACEMENT - BITUMEN CONTRACT AWARD

RECOMMENDATIONS

THAT the report titled RFP 2261308 Sunshine Coast Arena Roof Replacement - Bitumen Contract Award be received for information;

AND THAT the contract to provide modified bitumen roof replacement services on designated roof areas at the Sunshine Coast Arena be awarded to Metro Roofing & Sheet Metal Ltd in the amount of up to \$125,740 (excluding GST);

AND THAT the delegated authorities be authorized to execute the contract;

AND FURTHER THAT this recommendation be forwarded to the June 9, 2022 Regular Board meeting.

BACKGROUND

The purpose of Request for Proposal RFP 2261308 is to provide modified bitumen roof replacement services on designated roof areas at the Sunshine Coast Arena. The roof over the workshop, Zamboni room and refrigeration plant room has been deteriorating over time and has reached the end of its serviceable life. The roof membrane requires replacement over these designated areas.

Project Scope

The scope of work provides removal and replacement of the existing roof membrane, metal flashings, installation of sloped roof insulation to improve roof drainage and replacement of the existing roof deck where required due to damage from previous roof leaks. The extent of roof deck requiring replacement could not be determined prior to removal of the existing roof membrane and therefore staff recommend a 10% contingency be added to the project.

DISCUSSION

Request for Proposal (RFP) Process and Results

Request for proposal 2261308 Roof Replacement - Bitumen was issued on April 11, 2022 and closed May 9, 2022. Two addendums were issued.

Two compliant proposals were received for RFP 2261308. Led by the Purchasing Division, the evaluation team consisted of four team members. The evaluation committee reviewed and scored the proposal against the criteria set out in Section 7 of the RFP document. Based on the best overall score and value offered, staff have recommended that a contract be awarded to Metro Roofing & Sheet Metal Ltd as they met the specifications as outlined and are the best value for the above-mentioned contract.

Summary of Bids Received

Company Name	Value of Contract (before GST)
Brault Roofing (BC) Inc.	\$ 88,530
Metro Roofing & Sheet Metal Ltd	\$ 114,310

Financial Implications

Staff recommend a project contingency of 10% in the amount of \$11,430 be added to this project for a total value of up to \$125,740. There are no financial implications of this award, as the current recreation capital renewal fund allocation for this project is sufficient to cover the contract costs and contingency value.

Timeline and Next Steps

Following Board decision, the contract award will be made. It is anticipated that the project will be completed by August 31, 2022.

STRATEGIC PLAN AND RELATED POLICIES

This project aligns with strategic focus area 2 of the current Strategic Plan, Asset Stewardship.

CONCLUSION

In accordance with the SCRD's Procurement Policy, RFP 2261308 was issued for bitumen roof replacement at the Sunshine Coast Arena. Two compliant proposals were received. Based on the best overall score and value offered, staff recommend that the SCRD enter into a contract agreement with Metro Roofing & Sheet Metal Ltd with a value of up to \$125,740 excluding GST, and that the delegated authorities be authorized to execute the contract.

Reviewed by:			
Manager	X - A. van Velzen	CFO/Finance	X - T. Perreault
GM	X - S. Gagnon	Legislative	
CAO	X - D. McKinley	Purchasing	X - V. Cropp

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Committee of the Whole – June 9, 2022

AUTHOR: Matt Treit, Manager, Protective Services

SUBJECT: REQUEST FOR PROPOSAL 2211601 PICKUP TRUCKS: FIRE DEPARTMENTS AWARD REPORT

RECOMMENDATION(S)

THAT the report titled Request for Proposal 2211601 - Pickup Trucks: Fire Departments Award Report be received;

AND THAT the contract for Pickup Trucks: Fire Departments be awarded to HUB Fire Engines and Equipment Ltd. for the amount up to a total value of up to \$263,096 (before GST);

AND FURTHER THAT the delegated authorities be authorized to execute the contract;

AND THAT the project budget for Gibsons & District Fire Protection be increased from \$73,900 to up to \$131,548 with the additional \$57,648 funded from Gibsons & District Fire Protection 210 operating reserves;

AND THAT the project budget for Halfmoon Bay Fire Protection be increased from \$85,900 to up to \$131,548 with the additional \$45,648 funded from Halfmoon Bay Fire Protection 216 operating reserves;

AND FURTHER THAT the 2022-2026 Financial Plan Bylaw be amended accordingly.

BACKGROUND

In the 2021 Annual Budget (as part of the fire departments 20-year capital plan), replacement of the Gibsons & District Volunteer Fire Department and Halfmoon Bay Fire Department command vehicles was directed, based upon a budget of \$73,900 and \$85,900 accordingly.

Two compliant proposals were received for RFP 2211601. Led by Purchasing, the evaluation committee consisted of three members who reviewed and scored the proposal against the criteria set out in section 7. Based on the best overall score and value offered, staff recommend that a contract for supply and delivery for two pickup trucks be awarded to HUB Fire Engines and Equipment Ltd.

DISCUSSION

Options and Analysis

The RFP was posted on March 28, 2022 and closed on April 25, 2022. No addendums were issued. Two compliant proposals were received.

The RFP invited proposals for new or used vehicles. Options to supply just vehicles for upfit with emergency services equipment were eligible. No bids for used or unequipped vehicles were received. Staff speculate that this is due to material and supply chain factors.

Staff recommend a contract be awarded to HUB Fire Engines and Equipment Ltd. as they met the specifications as outlined and are the highest scoring proponent best value for the above-mentioned project.

These vehicles are specified for replacement in the 20-year capital plans for these fire protection services and are integral to service delivery. Delaying purchase for, e.g., one year is possible but is judged to not provide probable cost savings.

Financial Implications

A summary of bids received is as follows:

<u>Name</u>	<u>Value</u>
Hub Fire Engines and Equipment Ltd.	\$239,177
Metro Motors Ltd.	\$206,820

A 10% contingency (\$23,918) is recommended for raw materials surcharge. While contingencies are not a typical requirement for vehicle procurement, vendors are including clauses for surcharge adjustments allowances which reflects the current supply chain challenges communities are experiencing.

Currently, the Gibsons & District Fire Protection has estimated uncommitted Capital Reserves of \$318,185 and Operating Reserves of \$258,071. The additional amount of \$57,648 is recommended to be funded from the Gibsons & District Fire Protection Operating Reserves.

Currently, the Halfmoon Bay Fire Protection has estimated uncommitted Capital Reserves of \$316,625 and Operating Reserves of \$143,247. The additional amount of \$45,648 is recommended to be funded from the Halfmoon Bay Fire Protection Operating Reserves.

Timeline for next steps or estimated completion date

Due to global supply chain issues, delivery is not anticipated until 2023.

STRATEGIC PLAN AND RELATED POLICIES

N/A - operational

CONCLUSION

Two compliant proposals were received for RFP 2211601. Based on the best overall score and value offered, staff recommended that a contract for supply and delivery of two pickup trucks be awarded to HUB Fire Engines and Equipment Ltd. Funding to address the project budget gap is available from operating reserves.

Reviewed by:			
Manager	X - R. Michael X - R. Daley	Finance	X - T. Perreault
A/GM	X - R. Shay	Legislative	
CAO	X - D. McKinley	Purchasing	X - V. Cropp

**SUNSHINE COAST REGIONAL DISTRICT
WATER SUPPLY ADVISORY COMMITTEE**

May 16, 2022

RECOMMENDATIONS FROM THE WATER SUPPLY ADVISORY COMMITTEE MEETING
HELD OVER ZOOM.

PRESENT:	Chair	D. McCreath
	Members	T. Adams (part) T. Beck B. Fielding R. Hanson M. Hennessy D. Marteinson A. Skelley

ALSO PRESENT:

(Non-voting)	Director, Area F Director, Area A Direct, Area E	M. Hiltz L. Lee D. McMahon
	GM, Infrastructure Services Manager, Strategic Initiatives Administrative Assistant/Recorder	R. Rosenboom M. Edbrooke G. Lawrie
	Public	5
REGRETS:	Members	S. Thurber K. Chi T. Silvey

Directors, staff, and other attendees present for the meeting participated by means of electronic or other communication facilities in accordance with Sunshine Coast Regional District Board Procedures Bylaw 717.

CALL TO ORDER 3:33 p.m.

AGENDA The agenda was adopted as presented.

REPORTS

Water Supply Advisory Committee Meeting Minutes of March 7, 2022 – *for receipt only*

The Chair provided a verbal presentation on their analysis of the reclaimed water for potential use at Chapman Creek to meet Environmental Flow Needs (EFN).

Discussion included the following:

- Overview of Chair McCreath's analysis; and,

- If reclaimed water can be added to Chapman Creek to divert more water to the treatment plant and meet EFN, what is the impact on overall supply in SCRD region?

Recommendation No 1: *Potential Use of Reclaimed Water*

The Water Supply Advisory Committee recommend that the potential benefits to the SCRD water supply system of using the reclaimed water from the District of Sechelt Water Resource Centre to help meet EFN requirements in Chapman Creek are substantial, and that the SCRD proceed expeditiously with a detailed study of the costs and benefits of this option.

The Manager, Strategic Initiatives, provided an update on the Water Strategy engagement.

Discussion included the following:

- Engagement launched May 9, 2022;
- Community roundtable discussions on the water systems; and,
- Re: Discussion Paper for the Water Strategy, staff provided options to either conduct a dedicated workshop for WASAC members only or for WASAC members to join the scheduled community roundtable workshops . WASAC requested an informal debrief towards the end of the engagement period instead of a Committee workshop.

General Manager, Infrastructure Services, provided the Committee with an update on current water supply projects.

Discussion included the following:

- Church Road Well Field Project: update on new water treatment plant construction and new water mains, more information included in regular project specific newsletter on Let's Talk SCRD;
- Langdale Well Field Expansion: this week the contractor will drill two production-sized wells at this site. Next steps would be testing of these wells and the submission of a Water licence application;
- Gray Creek: the station will be monitoring summer flows to confirm if upgrading treatment plant is a realistic option;
- Eastbourne: working with contractor, Vancouver Coastal Health (VCH) and private homeowner to come to an agreement to share a well that is already being drilled as a community well; if no agreement can be reached the project scope will switch to the drilling of test wells; and,
- Maryanne West: staff will engage with the Town of Gibsons, the Province and the Squamish Nation on the development of a monitoring plan for Aquifer 560. This work will start later this year.

The Manager, Strategic Initiatives, led a WASAC End of Term Debrief Session, following a feedback form on this topic circulated to the Committee in late April.

Discussion included the following:

- Members felt that WASAC made no difference and continuously felt they were not engaged early enough;
- Staff asked if the workshops held in early 2022 were useful or if a different approach should be used;
- WASAC was created at a time when water projects were in development and initially there were fewer opportunities for change, however this has changed with the initiation of the Water Strategy, where Water Supply Plans are central to the Committee Terms of Reference; and,

- WASAC is the only advisory committee that has been given permission by the SCRD Board to bring new things forward, and several recommendations were made during the two-year term.

NEXT MEETING n/a (two-year term has ended)

ADJOURNMENT 5:32 p.m.