



# INFRASTRUCTURE SERVICES COMMITTEE

Thursday December 1, 2011  
SCRD Board Room, 1975 Field Road, Sechelt, BC

## AGENDA

**CALL TO ORDER 1:30 pm**

### AGENDA

1. Adoption of the Agenda.

### MINUTES

### PETITIONS AND DELEGATIONS

### REPORTS

- |  |                   |
|--|-------------------|
| 2. Transportation Advisory Committee meeting minutes of October 31, 2011   | Annex A<br>P1-6   |
| 3. Public Wharves Advisory Committee meeting minutes of November 14, 2011  | Annex B<br>P7-9   |
| 4. Manager of Transportation and Facilities<br>BC Transit Enterprise Investment Initiative   | Annex C<br>P10-11 |
| 5. Manager of Sustainable Services and Treasurer<br>Impacts on Proposed Zero Waste Initiatives on Sechelt Landfill – Part 2            | Annex D<br>P12-13 |
| 6. Community Energy Manager and Manager of Sustainable Services<br>Corporate Carbon Neutrality – An Overview to Moving Forward in 2012 | Annex E<br>P14-17 |
| 7. Environmental Technician<br>Styrofoam Service Contract Renewal  | Annex F<br>P18-20 |
| 8. Section Secretary<br>Monthly Report for November 2011   | Annex G<br>P21-24 |

### COMMUNICATIONS

- |                                       |                   |
|---------------------------------------|-------------------|
| 9. BC Hydro<br>Regarding Smart Meters | Annex H<br>P25-27 |
|---------------------------------------|-------------------|

### IN CAMERA

That the public be excluded from attendance at the meeting in accordance with section 90(1) (a) of the *Community Charter* “personal information about an identifiable individual  
....”

**NEW BUSINESS**

**ADJOURNMENT**

**SUNSHINE COAST REGIONAL DISTRICT  
TRANSPORTATION ADVISORY COMMITTEE**

**October 31, 2011**

**DRAFT** MINUTES OF THE MEETING HELD IN THE BOARD ROOM OF THE SUNSHINE COAST REGIONAL DISTRICT OFFICES, 1975 FIELD ROAD, SECHELT, BC.

<b>PRESENT:</b>	Director, Electoral Area E, Chair	Lorne Lewis
	Director, Town of Gibsons	Barry Janyk
	Director, Electoral Area A	Eric Graham
	Director, Electoral Area B	Garry Nohr
	Director, Electoral Area D	Donna Shugar
	Director, Electoral Area F	Lee Turnbull
	Alternate Director, District of Sechelt	Alice Lutes
<b>ALSO PRESENT:</b>	Ministry of Transportation and Infrastructure	Don Legault
	Islands Trustee & Alternate Director, Area F	Joyce Clegg
	Cycling Advocate	Martin Prestage
	Trustee, School District No. 46	Fran Heppell
	Capilano Highways	Tyler Lambert
	Ferry Advisory Committee	Lee Ann Johnson
	RCMP, Sunshine Coast Traffic Services	Todd Bozak
	RCMP, Sunshine Coast/Sea-to-Sky Traf. Serv.	Scott Bowden
	Manager, Transportation and Facilities	Brian Sagman
	Manager, Community Energy	Johan Stroman
	CAO, SCRD	John France
	Insurance Corporation of BC, Traffic Safety	Tom Webster
	Sunshine Coast Speed Watch	John Hird
	Sechelt Citizens On Patrol	Ruth McLarty
	Public	Jody Schick
	Media	Ben Ingram
	Recording Secretary	Diane Corbett

**CALL TO ORDER**      10:32 am

**AGENDA**              The Agenda was adopted as circulated.

**MINUTES**

**Recommendation No. 1** – *Minutes*

The Transportation Advisory Committee recommended that the minutes of September 12, 2011 be adopted as circulated.

## **UNFINISHED BUSINESS AND BUSINESS ARISING FROM THE MINUTES**

*The Manager of Transportation and Facilities outlined actions taken on the recommendations of the September 12, 2011 meeting.*

### **REPORTS**

#### **Payne Road / Highway 101 Northbound Traffic Counts**

*Staff was directed at the last meeting to gather information on northbound traffic flow at the intersection of Payne Road and Highway 101. With the cooperation of John Hird of Sunshine Coast Speed Watch, a traffic count of northbound traffic was conducted at the intersection to determine the level of traffic flow and assess whether a reconfigured bike/turn lane treatment could address car-to-car collision potential at the intersection and maintain or enhance cycling infrastructure.*

*Traffic count data at the subject intersection, tallied during the period from 8:00 a.m. to 6:00 p.m., averaged as follows:*

- *Vehicles per hour: 290 flowing through the intersection, 90 turning left, 100 turning right; 45 turn right prior to intersection.*
- *Rate of right turns: average of 70-second signal cycles, thus around 50 cycles per hour; 100 right turns per hour = 2 turns per cycle, a low turn rate according to City of Vancouver staff. Ferry pulses and summer vacation travel would increase flow.*
- *Of the 100 right turns, 45% were doing a legal turn from the central lane and 54% were bridging into the bicycle lane. In several instances there was a near collision situation between vehicles turning from both lanes.*

*Mr. Stroman noted the challenges: no existing right turn vehicle lane designation; driver demand for right turns equals demand for left turns; lane space is available for cars but not marked; accident potential (car to car, car to cyclist, parking).*

*Staff proposed a solution derived from the National Association of City Transportation Officials (NACTO):*

- *A clear turning symbol for cars*
- *Clear bicycle marking indicating allocated space for bicycles*
- *A shared turn lane / bicycle lane sign that would appear before the shared lane*
- *Addressing the insert point to the right lane with a rubber bulge that would influence flow of traffic going into and out of the Tim Horton's lot.*

*Mr. Legault clarified that the Ministry of Transportation and Infrastructure (MOTI) does not follow NACTO standards, which are city standards, and does not put rubber bulges on the road, a potential hazard for the road maintenance contractor. He advised that a MOTI engineer was working on a solution for this.*

*Director Janyk noted that this discussion tied in with agenda item 6, Highway 101/ Gibsons*

Way. He said the Town of Gibsons was attempting when it reduced the number of travel lanes to reduce the speed, lower the number of accidents, and reduce the severity of accidents—to calm the traffic. The severities had gone down, but number of accidents had stayed around the same. He is aware of resident concerns about the highway.

Director Janyk thought the whole issue of the road as it goes through the municipality needs to be addressed from Reed Road, to Hough and School Roads, rather than dealing with an intersection at a time, and ultimately would depend upon collaboration that would include Brian Atkins, John Schnablegger and other senior MOTI staff. The Director emphasized that another solution is needed as the current road system is dysfunctional is infuriating the driving public.

Mr. Hird noted that the pavement markings for the through lane do not indicate the centre lane is a through lane and right turn lane. Confusion regarding existing markings on the roadway adjacent to Tim Horton's was expressed by Committee members in the ensuing discussion.

Mr. Stroman noted that, without major costs, simply repainting the road markings could create safer conditions. Mr. Stroman thanked Mr. Hird for the time put into the data gathering by Sunshine Coast Speed Watch.

**Recommendation No. 2** – Payne Road / Highway 101

The Transportation Advisory Committee recommended that staff write a report on the lane configuration format at Payne Road and Highway 101 as presented at the October 31, 2011 Transportation Advisory Committee meeting;

AND THAT the staff report is forwarded to the Ministry of Transportation and Infrastructure and to the Town of Gibsons for their information, and with a request for a response with regard to the recommendations proposed therein.

**COMMUNICATIONS**

**Recommendation No. 3** – Correspondence

The Transportation Advisory Committee recommended that the following correspondence be received:

- Letter from Transport Canada regarding Bus access to Langdale Ferry Terminal
- Letter from BC Minister of Finance regarding Tax Exemption for Bicycles

Mr. Sagman explained that the issue of bus access to the Langdale ferry terminal would be a BC Ferries decision.

Mr. Prestage noted that a tax exemption for cycling accessories does not apply if these are purchased separately from the purchase of a bicycle.

## **ROUNDTABLE**

### **Highway 101/Gibsons Way**

*This item was discussed previously. Further comments included:*

- *Change of location of medical clinic will impact number of right-hand turns (at intersection previously discussed).*
- *If you increase the length of the left turn lane, you will improve the efficiency of the other two lanes (at same location).*
- *Having a right turn lane at North and Reed would also enhance traffic flow outside Gibsons.*
- *An accident waiting to happen is in coming out of Gibsons Building Supplies; bushes restrict visibility of people who turn right from Sunnycrest Way.*
- *Make sure increased transit funding (for higher service rates, shuttle to Sechelt) would be part of the solution, as opposed to just focusing on increasing road capacity.*

### **30 Kilometre Speed Sign at Coopers Green**

*Director Nohr advised Mr. Legault that a 30-kilometre speed sign at Coopers Green had been requested by the community. Director Nohr described the blind hilltops on either side of the park area and the downhill speeding that occurs. He requested that MOTI get traffic to slow down in that stretch, where there are people and where kids are playing.*

### **General Roundtable**

*Director Janyk noted the “community centre highway” goes back to the discussion of Gibsons Way / Highway 101. People go around the traffic by cutting through the Gibsons and Area Community Centre parking lot. Construction of the new RCMP station at this location would soon commence. The Town had requested of MOTI an automatic traffic counter to measure what was going on.*

*Mr. Legault explained that the traffic counter would not provide the desired information, but that a destination count would be required, with people on either end recording who comes in or out, to determine if vehicles are going straight through. He suggested another set of speed bumps could be installed underneath the awning at the entrance to the community centre.*

*Constable Bozak noted this was a danger zone with people walking through the area by the entrance to the building.*

*Mr. Prestage announced that a steering committee was in the process of setting up a not-for-profit membership-based organization called Transportation Choices (TraC) that would work through the Cycling Advocate at the TAC meeting, and whose mission statement is:*

- *To advocate for and assist with the prioritization, planning and delivery of alternative transportation initiatives and a multi-modal transportation network throughout the Sunshine Coast;*

- *To promote a range of alternatives to private vehicles, including cycling, walking, and transit, such that they become an enjoyable and efficient means of transportation for residents of all ages and abilities;*
- *To reduce our carbon footprint and improve livability.*

*Islands Trustee Clegg announced that Telus had removed the pay phone at the New Brighton dock in November 2010, which has caused consternation in the community. New Brighton does not have cell phone coverage. Ms. Clegg said that MOTI had agreed to issue a permit to re-install the phone. However, Telus now requires someone to sign a terms of service contract to pay for this, which the Ministry does not do.*

**Recommendation No. 4** – *Request to Telus to Re-establish Payphone at New Brighton Dock*

The Transportation Advisory Committee recommended that a letter be written from the Chair to Telus requesting re-establishment of the payphone at the dock at New Brighton, Gambier Island.

**Recommendation No. 5** – *Request to Telus for Installation of Cell Tower*

The Transportation Advisory Committee recommended that a letter be written to Telus from the Chair requesting installation of a cell tower on the mainland to provide cell phone coverage in New Brighton.

*Ms. Heppell reported that Elphinstone Secondary supports the traffic calming on Gibsons Way, with no major accidents near Elphinstone Secondary. She thanked the Town and MOTI for the new crosswalk and signs at Gibsons Way and School Road, and said that parents are happy with the new configuration.*

*Ms. Johnson said the Ferry Advisory Committee (FAC) had met in October. She noted a concern about ferry riders being unable to get tickets from TransLink in the gift shop. There is a request to TransLink from the FAC that the ferries sell TransLink tickets. BC Ferries wants to make Route 3 a major route. The rebuilding of Langdale terminal per the master plan will not occur before 2016. BC Ferries is talking about ticketing at both ends on Route 3; there are more trucks going back for free that come to the coast via private barge so avoid ferry costs.*

**Recommendation No. 6** – *Request for TransLink Ticket Sales Agreement with BC Ferries*

The Transportation Advisory Committee recommended that a letter be sent to Translink requesting that they reach an agreement with BC Ferries to sell books of TransLink tickets on the ferry in addition to the day passes.

*Director Graham commented on the traffic bottlenecks in Gibsons and Sechelt being experienced by constituents from Area A coming home from the Langdale ferry terminal.*

*Director Turnbull said that on Wharf Road in Langdale the pavement edges are crumbling; she had forwarded correspondence from the Chair of the West Howe Sound Community*

*Association to Capilano Highways requesting that they look at repaving a portion of the road. The Director mentioned her experience of the meters not working at the Langdale parking lot.*

*Director Shugar announced that pedestrian improvements in downtown Roberts Creek are imminent and would be done by a local company. Concern was expressed regarding speeding on Lower Road, considered a cycling route by a lot of people. Improvements will be made on 730 metres at the end of Lower Road. Director Shugar requested that MOTI check out the dangerous curve at the eastern end of Camp Byng. Local residents' issues with parking by the beach access at Gulf Road were mentioned.*

*Mr. Legault pointed out that Lower Road goes through Camp Byng property, where MOTI owns the surface of the road, and stated that he would take a look at the curve. He also noted that in the near future Capilano Highways would be putting some gravel at the intersection of Gulf Road and Cassidy Road to enable parking.*

*Director Nohr commented on the improvements in the scooping out of gravel ditches and said he was still waiting for the white lines by Fawn Market.*

*Director Lewis said the pavement in the 1200 to 1400 blocks of Gower Point Road is like alligator skin. He noted that Ocean Beach Esplanade needs more signs and reflectors to enhance mobility in the darkness.*

*Mr. Legault explained that at the 'S' bend going into Bonniebrook, on the inside MOTI does not have a right of way; it is on private property.*

*Responding to Director Graham, Mr. Legault said that he and Mr. Lambert would take a look at the road construction that was starting to slough on the right at Lillies Lake.*

*Trustee Clegg explained that the Langdale float contract has been let. The float will be in place in January or February. It will be closed for 3 weeks, the first week for installation, and the next two weeks for monitoring by BC Ferries. It is a heavy float similar to Stormaway float.*

*Mr. Hird said that Speed Watch wanted to ensure that the RCMP Traffic Division is aware of speed zone changes on School Road. Signage has been relocated a considerable distance up the hill.*

*Constable Bozak reported that he had been monitoring the traffic on Cemetery Road for speeding and had observed little of it; he will continue monitoring. He has noted that at the bottom of the bypass, there seem to be a lot of crashes going uphill. This could be a result of water flow in rainy weather crossing both lanes at the base of the hill near a light standard. Mr. Legault said he would take a look at the drainage.*

**NEXT MEETING To be announced**

**ADJOURNMENT 12:00 p.m.**

**SUNSHINE COAST REGIONAL DISTRICT  
PUBLIC WHARVES ADVISORY COMMITTEE  
November 19, 2011**

**DRAFT** MINUTES FROM A PUBLIC WHARVES ADVISORY COMMITTEE MEETING HELD AT FRANK WEST HALL, 1224 CHASTER ROAD, GIBSONS, BC.

<b>PRESENT</b>	PWAC Members	Nancy Donaldson, Chair Don Bell Bruce Wallis Roger Sayer
<b>ABSENT</b>	PWAC Members	Tony Flynn Ralph Rutherford Dan Crosby
<b>ALSO PRESENT</b>	Manager, Transportation and Facilities Manager, Transit and Ports Recording Secretary	Brian Sagman Cal Bowles Diane Corbett

**CALL TO ORDER**      10:35 am

**AGENDA**              The Agenda was adopted as circulated.

**MINUTES**

*The following amendments were made to the minutes of September 19, 2011:*

- *Page 3, fourth line from bottom of page should read: Ms. Donaldson noted the Keats Island Moorage Society docks are maintained year round by volunteers, with a major upgrade for the docks on the long weekend in May every year.*
- *Page 2, line 5 should read: "...someone on Gambier can design a hinge plate..."*

**Recommendation No. 1** - *Public Wharves Advisory Committee Minutes*

The Public Wharves Advisory Committee recommended that the minutes of the Public Wharves Advisory Committee meeting of September 19, 2011 be adopted as amended.

**BUSINESS ARISING FROM THE MINUTES**

***Signage for Docks***

*Mr. Bowles noted that the sizes of signs for the docks are being downsized due to costs and vandalism. In addition to illustrated samples distributed with the agenda, Mr. Bowles showed an example of an aluminium sign with dock regulations. He responded to committee members' questions and comments about signage. Staff intends to install consistent signage and address half the docks this fiscal, and the remaining in 2012.*

*Mr. Bowles explained that there is now an enforceable ticket and that the BEN system is working. Signage will inform boaters about the bylaw regarding a maximum 24-hour stay. Boats that have been left at the docks for more than 24 hours first receive a warning; then they can be ticketed every day they are in violation. This would also apply to abandoned boats. Tickets will be issued to the registered owner.*

### ***Hopkins Landing Ramp***

*There was no update on the hinge plate discussed at the last meeting. Mr. Bell said he would arrange that the person from Gambier Island meet with Mr. Bowles.*

### ***Wharfinger and Dock Usage Monitoring***

*Mr. Sagman said that oversight at the docks would involve enforcement of regulations. A user pay system for dock usage is being considered. Local people tend not to want to volunteer as wharfinger; contracting a wharfinger to monitor all of the docks was discussed at the last Public Wharves Advisory Committee meeting.*

*Mr. Sagman had recommended to the Board in preliminary budget discussions that a work boat be purchased that could be used for monitoring purposes, as well as for maintenance, and by staff from other departments needing to go to the islands.*

### ***Langdale Access Float – Update***

*Mr. Sagman noted that any operational issues at the float are to come to this committee. He suggested having a conference call with BC Ferries to discuss expectations and how to deal with issues prior to or shortly after the opening of the float, which is scheduled for sometime in January.*

*The Langdale float will be 40 feet by 20 feet. There will be a gate between the Stormaway float and the Langdale float. It is intended that boats cannot use the new dock from 10 minutes before ferry arrival until 10 minutes after ferry departure.*

*The Committee raised questions and potential concerns pertaining to the operation of the float, including points regarding safety, public awareness, authority, responsibilities, and signage. Members requested a conference call with BC Ferries prior to the opening of the float.*

*Staff will contact the committee to arrange a conference call with BC Ferries early in 2012.*

## **NEW BUSINESS**

### ***Docks Work Plan 2012-2016***

*Mr. Sagman gave an overview of the Docks Work Plan for 2012-2016. Staff noted that some of the projects slated for this year had been moved to next year because of the recent dock divestiture review. Staff intend to develop an inventory of each dock and its components and maintenance history to facilitate planning and maintenance.*

---

### ***Vaucroft Ramp Repairs***

*Mr. Bowles reported that after a recent inspection at Vaucroft dock, a roller that was failing was destroyed by a storm. The roller was removed, and new plywood with skids was installed on the bottom of the ramp. This is a temporary fix; staff are in the process of installing a new aluminium ramp. The new ramp would be situated on the float to reduce the point load on the float and increase its buoyancy.*

### ***Gambier Float Repairs***

*An RFP will be issued for repair of the Gambier Harbour float and installation of a section of low maintenance float.*

*It is planned that a section of the float will be cut off and perhaps re-located to Keats Landing adjacent and to the west of its existing float, subject to adequate room within the water lot lease.*

### ***Rubber Strips on Ramps***

*Ms. Donaldson expressed concern about the slippery condition of the Keats Landing ramp due to algae, and inquired if rubber stripping could be installed to increase safety. Upon further discussion, it was decided that an appropriate material to utilize would be dimpled metal. Mr. Sayer will provide a sample for Mr. Bowles.*

*Ms. Donaldson requested that salt be supplied to fill the existing container at the Keats Landing dock. Mr. Bowles will ensure that a salt bucket is in place.*

### **ROUND TABLE**

*Mr. Bowles invited members to forward ideas regarding how the SCRCD can go about collecting moorage fees or fares in the event that the SCRCD moves forward with additional user pay initiatives.*

### **NEXT MEETING**

*A notice will be sent to the committee when the dates of future meetings have been established.*

**ADJOURNMENT** 11:50 am

## SCRD STAFF REPORT

---

**DATE:** November 7, 2011  
**TO:** Infrastructure Services Committee – December 1, 2011  
**FROM:** Brian K. Sagman – Manager of Transportation and Facilities  
**RE:** BC TRANSIT ENTERPRISE INVESTMENT INITIATIVE

---

### RECOMMENDATION

**THAT the Manager of Transportation and Facilities report titled “BC TRANSIT ENTERPRISE INVESTMENT INITIATIVE” be received;**

---

### BACKGROUND

This objective of this report is to provide the committee with background information concerning the BC Transit Enterprise Investment Initiative (EII) that involves an effort to re-engineer internal processes and procedures to make them more efficient and effective. The Manager of Transportation and Facilities has been involved in this program as a representative of one of BC Transit’s funding partners. In addition staff saw the EII program as an opportunity to address issues that have significance for the SCRD.

In 2009 BC Transit began the process of developing a strategic plan to guide the agency for the next 20 years. The plan incorporated extensive collaboration with other stakeholders and was completed in 2010 and is designed to provide a framework for their business plans, capital plans and budgets through 2030. The plan was also developed to address the requirements of the 2008 Provincial Transit Plan. The development the BC Transit strategic plan resulted in the following priorities:

1. Develop Financial Sustainability
2. Support and Shape Livable Communities
3. Change the Perception of Transit
4. Deliver Operational Excellence
5. Strengthen Our People and Partnerships

Early in 2011 BC Transit initiated a review of its systems, tool and information flows to address deficiencies that were preventing them from reaching their strategic goals. The Enterprise Investment Initiative (EII) was launched and a working group established in order to “identify the customer and stakeholder needs and expectations that drive value, clarify the flow of information, products and services that support delivery, pinpoint any gaps in being able to deliver value today, and itemize the investments needed to close these gaps and deliver greater value tomorrow.” The working group was established to provide feedback and validate the inputs to the process, and conclusions in terms of the desired ideal state.

Beginning at the May 2011 BC Transit Workshop the project has evolved through the following stages:

- Identification of stakeholders, their exchanges and needs.
- The definition of lifecycles for relationships and assets and identification of business outcomes, ideal processes, capability requirements and subject matter experts.
- Identification of information requirements and locations in support of ideal processes and any gaps that exist.
- Validate the ideal state, current state and gaps.

Essentially this process included identifying all the processes that the BC Transit enterprise (including municipal partners, operators, suppliers and stakeholders) currently administers or any that should be added to the enterprise. Then rating the processes based on the amount of relative pain they invoke on the stakeholders. This then focuses the exercise in terms of where the problems are. The next step was to evaluate where the most gain is in order to prioritize processes and focus specifically on those that have the highest pain and highest potential gain.

This part of the exercise was completed with a workshop in Victoria on October 19<sup>th</sup> and 20<sup>th</sup>. The next step is for a group of BC Transit staff and a few select representatives of municipal partners to review the gaps between the ideal state and current processes and establish the specific priorities for changes. The Manager of Transportation and Facilities has been asked to participate in this phase of the process along with a municipal representative from Vernon and from Kamloops. Following this review, there would be a determination of what type and magnitude of change would be necessary to address the current deficiencies in each of the priority processes. Then budgetary and other considerations would determine which projects are undertaken and timelines for completion.

Although the costs of the initiatives that will arise from the EII process have yet to be determined, a review of the cost of upgrading BC Transit Information systems to respond to local government and operating company needs has estimated these investments as being in the range of \$12 million over three years.

## **DISCUSSION**

The EII process is a significant and bold undertaking by BC Transit that is designed to address process issues that will pave the way towards the achievement of their strategic goals. The EII process in and of itself represents a significant investment of costs and resources just to create a picture of where improvements are needed but also where they will reap the highest return. It is fortunate that BC Transit has taken the approach of collaborating with their stakeholders and specifically with the municipal partners. This has allowed the municipal partners to voice their concerns with certain aspects of the current processes that are cumbersome and to support opportunities for improvements that have been identified through the EII process to date. Of course this involvement by the municipal funding partners is also a prelude to the decisions on what projects to implement in order to address the highest priority issues that will be funded jointly by BC Transit and the municipalities. From an SCRDP perspective it is important that to the extent possible the priorities for change reflect our needs and that the funding impact is manageable.

## SCRD STAFF REPORT

---

**DATE:** November 23, 2011  
**TO:** Infrastructure Services Committee – December 1, 2011  
**FROM:** Dion Whyte, Manager of Sustainable Services; and Tina Perrault, Treasurer  
**RE:** **Impacts of Proposed Zero Waste Initiatives on Sechelt Landfill – Part 2**

---

### RECOMMENDATIONS

**THAT the Manager of Sustainable Services and Treasurer’s report entitled “Impacts of Proposed Zero Waste Initiatives on Sechelt Landfill – Part 2” be received for information;**

**AND THAT a Special Infrastructure Services Committee meeting be scheduled at \_\_\_\_ on December \_\_\_\_, 2011 to present the financial analysis of impacts of proposed zero waste initiatives on Sechelt Landfill and discuss potential strategies for funding landfill costs.**

---

### BACKGROUND

The Zero Waste Management Plan includes a target to increase waste diversion by up to 4980 tonnes per year by 2016. This represents a potential increase in diversion from the existing 50% to approximately 69% by 2016. Implementation of zero waste initiatives will extend landfill life and will also reduce revenues generated at landfills to fund operating, closure and other capital costs associated with waste disposal.

Staff’s report to the July 7, 2011 Infrastructure Services Committee entitled “Impacts of Proposed Zero Waste Initiatives on Sechelt Landfill – Part 1” provided an analysis of the impacts, relative to a business as usual scenario, of achieving these waste reduction targets on Sechelt Landfill site life; Sechelt Landfill closure costs; new landfill construction costs; and required annual reserve contributions to fund closure and post closure costs.

Part 2 of the analysis builds on Part 1 and considers the economic impacts of implementing increased waste diversion on all revenues and expenditures related to the landfill (full cost accounting), on future tipping fees and on annual operating budgets.

### DISCUSSION

Staff has completed the Part 2 analysis described above. Results indicate that as landfill tonnages and associated revenue streams decline, the overall net cost of continuing to operate the landfill will increase substantially and require further tipping fee increases (or other funding strategy) in order to offset costs. This is consistent with the prediction made in staff’s report on Part 1 to the July 7 Infrastructure Services Committee.

Due to the complexity of the analysis conducted in Part 2, it is recommended that a Special Infrastructure Services Committee meeting be scheduled to allow staff to present the completed analysis and results, address questions and discuss potential future landfill funding strategies. The following dates are proposed:

- Morning of Friday, December 9 from 9:30 am to 12:00 pm
- Afternoon of Friday, December 9 from 1:30 pm to 4:00 pm
- Morning of Monday, December 12 from 1:30 pm to 4:00 pm

## SCRD STAFF REPORT

---

**DATE:** November 21, 2011  
**TO:** Infrastructure Services Committee – December 1<sup>st</sup>  
**FROM:** Johan Stroman, Community Energy Manager – and  
 Dion Whyte, Manager of Sustainable Services  
**RE:** **CORPORATE CARBON NEUTRALITY – AN OVERVIEW TO MOVING FORWARD IN 2012**

---

### RECOMMENDATION

**THAT** the Community Energy Manager's report entitled "Corporate Carbon Neutrality – An overview to moving forward in 2012" be received for information.

---

### BACKGROUND

A total of 179 BC municipalities, including the Sunshine Coast Regional District, signed on to the BC Climate Action Charter in 2008. A variety of information sources and tools have been created by the BC government to assist local governments in navigating this legislation.

To meet its commitments as a signatory to the BC Climate Action Charter, the following recommendation was adopted by resolution of the Board at its regular meeting held June 11, 2009 (265/09, No. 14) in part:

*THAT the Manager of Sustainable Services' report entitled "Corporate Energy and Emissions Plan" be received;*

*AND THAT the Board adopt a greenhouse gas emissions reduction target of 27 percent, relative to 2008 base year emissions, by 2018 with respect to its corporate operations;*

*AND THAT departments be directed to incorporate reduction initiatives required to achieve this target, as identified in the 2009 Corporate Energy and Emissions Plan prepared by HES Ltd., into their operating and capital plans and budgets;*

The Corporate Energy and Emissions Plan (CorpEEP) provides a map to prioritize action areas to most effectively and economically achieve emissions and energy cost reductions targets.

By signing onto the Climate Action Charter municipalities commit to achieving Carbon Neutrality with respect to SCRD operations by 2012. Beyond achieving the adopted emissions reduction target of 27% by 2018, additional components are required to achieve neutrality for the SCRD's remaining corporate emissions.

This report provides a broad overview of what general steps are required to achieve Carbon Neutrality in 2012 and how our costs to achieve it will shift in the near future. A more detailed picture along with suggested options will be provided in 2012 Round 1 Budget reports.

## DISCUSSION

### Facts

To better understand how we achieve carbon neutrality, a few definitions are helpful:

**Carbon neutrality** refers to

*reducing a local government's greenhouse gas emissions as much as possible and balancing the remaining emissions through the purchase of qualified offsets or GHG reduction projects<sup>1</sup>.*

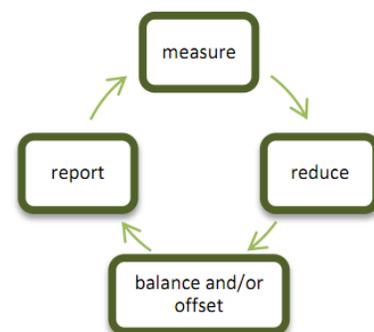
**Carbon offset** refers to

*A reduction in GHG emissions for which the ownership of those verifiable GHG emission reductions can be transferred and used to meet an emission reduction obligation elsewhere. Usually measured in tonnes CO<sub>2</sub>e<sup>2</sup>.*

**CO<sub>2</sub>e** refers to

*“carbon dioxide equivalent” – a standard measurement of GHG emissions used to account for the fact that some GHGs have a much greater impact on climate change than others e.g. methane is 21 times more potent than carbon dioxide as a greenhouse gas<sup>2</sup>*

To simplify the roadmap of how we achieve carbon neutrality we can break the process down into four basic repeating steps: 1) Measure, 2) Reduce, 3) Balance and/or Offset, and 4) Report. As a diagram it can be viewed as:



Step 1 is achieved by local government establishing a baseline inventory from which to **measure** energy and emissions, tracking progress in each subsequent year. Step 2 **Reducing** energy and emissions involves initiatives like building retrofits, vehicle replacement, and behaviour change programs. While current operating emissions can be reduced, the switch away from fossil fuels and the comprehensive capital costs for this switch means most local governments will continue to have operations emissions for years to come. Step 3 involves **Offsetting** remaining operations emissions by purchasing verifiable GHG emission reductions equal to those remaining operations emissions – i.e. “net to zero”. This step supports government operations becoming Carbon Neutral before entirely eliminating their own emissions. Step 4 **Reporting** -involves the review of progress towards reduction targets and quantification of remaining emissions that must be balanced and/or offset. In 2012, more information on reporting requirements is expected from the Province.

<sup>1</sup> p.4, Helping Local Governments Understand How to be Carbon Neutral in their Corporate Operations – The Workbook, UBCM Sept 24, 2010,

<http://toolkit.bc.ca/sites/default/files/Carbon%20Neutral%20Workbook%20v%202.pdf>

<sup>2</sup> p.1, Becoming Carbon Neutral: Guidebook for B.C. Local Governments July 2011

[http://toolkit.bc.ca/sites/default/files/CNLG%20Final%20July%202011\\_V2.pdf](http://toolkit.bc.ca/sites/default/files/CNLG%20Final%20July%202011_V2.pdf)

## The Four Step Process

The following provides a brief summary of the SCRD's progress in each of the four steps identified above:

### Step 1: Measure

The SCRD has established a baseline energy and emissions profile with the completion of our 2009 Corporate Energy and Emissions Plan (based on 2008 records). Presently, staff is working to compile 2008-2011 corporate energy records, systematizing and consolidating monthly billing information to support *ongoing* measurement and tracking. Creating an effective tracking tool helps identify energy efficiency investments with the best possible return and supports effective planning for infrastructure upgrades and reductions in carbon emissions. The development of the tool has been a shared initiative of Finance and Sustainable Services staff, however it will be necessary to assign responsibility for maintenance of the tool to ensure it is kept up to date.

Once established, the regular use and updating of this tool supports Step 4 Reporting by enabling ready analyses of ongoing progress in reducing energy use and emissions.

### Step 2: Reduce

Reducing carbon based emissions globally is the only means to directly avert growing and increasingly damaging effects of climate change. Initiatives that reduce emissions also reduce long term energy costs and supports economic opportunities and innovation that can drive a greener economy. Emissions reductions also reduce the costs of Offsetting those emissions (Step 3).

Ideally, all our emissions can be reduced to zero to allow us to achieve Carbon Neutrality, however while technology and efficiency will improve in the years ahead – it is not possible to economically achieve *Carbon Neutral* status entirely through reduction initiatives in the immediate short term. The operational emissions that remain after reduction efforts will require Step 3 - Offsets. As proposed in the CorpEEP, Step 2 will be an ongoing process over a number of years to spread the required conservation investments over a longer time period. With new cost effective and efficient technologies being brought to market each year and energy rates expected to continue to increase<sup>3</sup>, the business case for maintaining a continued focus on reducing energy consumption and associated emissions will continue to improve over time. Corporate emissions reductions have been initiated through building related retrofits, training programs and related staff engagement. The SCRD's progress has been sporadic to date due to the lack of staff resources to coordinate and monitor the implementation of reduction initiatives across departments.

### Step 3: Offsets

To reach carbon neutrality in 2012 the remaining tonnes of operational GHG emissions (those left over after any reduction initiatives have been accounted for) must be *offset*. SCRD has not yet initiated the process of offsetting operating emissions.

### Step 4: Reporting

Development of the energy and emissions tracking tool (Step 1) will support regular reporting.

---

<sup>3</sup> Historically, BCUC affords a 6% per annum escalation

Figure 1 shows how our Step 2 efforts influence our need to do more or less of Step 3 Offsetting. Each downward green arrow represents a hypothetical project that reduces corporate emissions (grey bars). As of 2012, the total emissions generated must be balanced or offset on a tonne for tonne basis to achieve Carbon Neutral status. This means that for each tonne of emissions generated, municipalities are required to balance it by either investing in some combination of certified projects and/or offset purchases that achieve a tonne of emissions reductions.

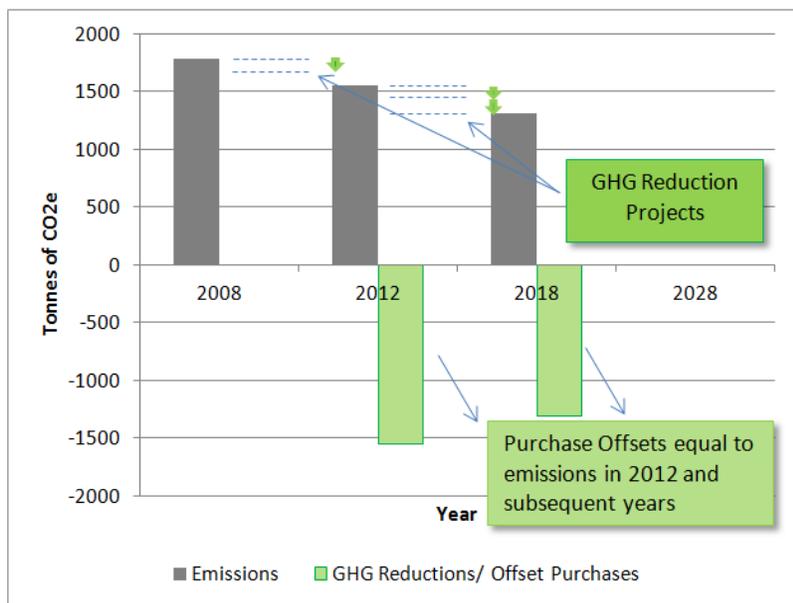


Figure 1. As of 2012, corporate emissions remaining after reduction projects - need to be balanced or offset on a tonne per tonne basis.

To achieve a Carbon Neutral status under the Climate Action Charter, these certified projects and/or offsets need to be acquired in 2012. For each subsequent year, as further energy and emissions reductions occur through our internal operations (e.g. a building retrofit improves the heating efficiency) the amount of emissions we need to offsets falls (Figure 2), thereby further reducing the cost of purchasing offsets to net to zero emissions.

The CorpEEP identified and prioritized key action initiatives with possible reductions of approximately 563 tonnes from 2010-2018. This would reduce our corporate emissions from the 2008 baseline of 1,806 tonnes (expected to rise to 1,875 tonnes in 2018 if no reductions occur) to 1,312 tonnes of CO<sub>2</sub>e, a 27% reduction relative to 2008.

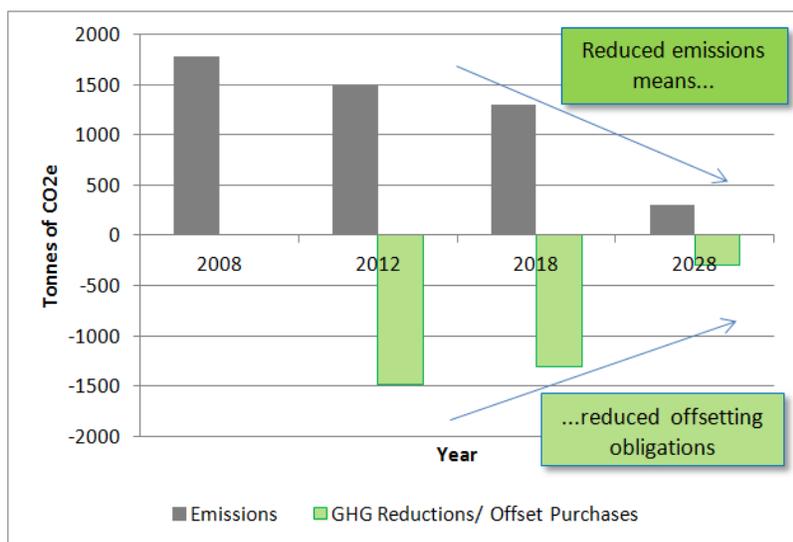


Figure 2. Projected emissions reductions levels from 2008 to 2018 with hypothetical future values

options exist to invest in local energy and emissions reduction projects as a means to offset operational emissions.

## SCRD STAFF REPORT

---

**DATE:** November 21, 2011  
**TO:** Infrastructure Services Committee – December 1, 2011  
**FROM:** Beth Brooks, Environmental Technician  
**RE:** 'STYROFOAM' RECYCLING PILOT REVIEW

---

### RECOMMENDATION(S)

**THAT the report entitled “‘Styrofoam’ Recycling Pilot Review” be received for consideration;**

**AND THAT a decision package be brought forward to R1 of 2012 budget discussions to fund the unrecovered costs associated with the EPE/EPS recycling program from regional taxation under the Regional Recycling budget [353].**

---

### BACKGROUND

A 'Styrofoam' (EPE/EPS) recycling pilot at SCRD landfill sites began in January 2011. A one year service agreement was signed with Gibsons Disposal Ltd (GDL) on November 19, 2010. Under the service agreement the SCRD pays GDL for container rental, transportation and processing. The goal of the pilot program was to operate as a full cost recovery service. The current contract term ended on November 19, 2011.

### DISCUSSION

#### Facts

From January to October, 2011 a total of eleven 20 foot shipping containers of EPE/EPS have been collected through the SCRD pilot program. The fees collected YTD total \$2700. Estimated program cost YTD is \$10,000 for container rental, transportation and processing plus staff hours required to sort and re-bag. Staff time averages 2 hrs/day at Sechelt Landfill and 0.5 hrs/day at Pender Harbour Landfill, which equates to approximately \$25,000 per year in wages and benefits. Although the EPE/EPS recycling pilot was intended to operate as a full cost recovery program, funding for the 2011 program was provided from the collected fees and the landfill general operating budget (tipping fees).

A meeting with GDL confirmed that the terms of the current contract are acceptable for renewal. A fuel surcharge clause would be added to the renewed contract, similar to other SCRD contracts, to account for a possible rise in fuel prices. As the current contract for this service expired November 19, 2011, GDL is prepared to continue to process this material under the terms of the existing agreement on a month to month basis.

Program Options

A service agreement renewal for a one year period allows the EPE/EPS recycling program to continue while allowing flexibility for changes to SCRD recycling services through initiatives outlined under the new Solid Waste Management Plan.

Given that the program is not currently operating on a full cost recovery basis, it is necessary to consider alternative funding options should the program be continued. Funding options for the EPE/EPS recycling program include:

**Option 1**

Increase the per bag fee for EPE/EPS charged at landfills. To recover costs associated with the service the fee would have to increase from \$4/large bag to \$15/large bag, and from \$2/small bag to \$7.50/small bag.

Pros:

- Program would recover full costs

Cons:

- Cost prohibitive for customers resulting in decreased participation
- Landfilled EPE/EPS materials utilize airspace capacity and poses litter issues

**Option 2**

Include this program under Recycling Services [353] where funding is provided through taxation reallocation. Under this option, the existing per bag fee for EPE/EPS would be maintained and the unfunded portion (not including staff time) of approximately \$7300 would be funded through regional taxation (equates to a cost per household of approximately \$0.30 annually for an average households assessed at \$400,000).

Pros:

- Program costs would be recovered through taxation (minus staffing costs which would remain funded from landfill tipping fees)
- Diversion of EPE/EPS may increase if residents are paying for the program through property taxes

Cons:

- Increases taxation

**Option 3**

Continue funding this program as we are now from landfill operating budgets.

Pros:

- Continued diversion of EPE/EPS material

Cons:

- Not financially sustainable
- Shifts tipping fees away from other landfill programs at landfills
- Further increases to tipping fees to maintain service levels may be required in future

**Option 4**

Discontinue the EPE/EPS program.

Pros:

- Reduces costs and frees up landfill staff to focus on other diversion programs and monitoring of disposal materials

Cons:

- Landfilled EPE/EPS materials utilize airspace capacity
- This would leave the Gibsons Recycling Depot as the only collection depot for EPE/EPS in the SCRCD

Next Steps

As the existing agreement with GDL expired November 19, 2011, the program is continuing on a month to month basis until decisions regarding future program delivery are made. It is recommended that staff bring forward a decision package for R1 of 2012 Budget discussions to implement Option 2 (funding the unrecovered costs of the program through regional taxation).

**SCRD STAFF REPORT**

---

**DATE:** November 23, 2011  
**TO:** Infrastructure Services Committee – December 1, 2011  
**FROM:** Section Secretary, Infrastructure Services  
**RE:** **MONTHLY REPORT FOR NOVEMBER 2011**

---

**RECOMMENDATION(S)**

**THAT the Section Secretary, Infrastructure Services' report entitled "Monthly Report for November 2011" be received.**

---

**BACKGROUND**

This report is prepared monthly as information for the Infrastructure Services Committee.

**WATER TREATMENT PLANT***Achievements;*

- Completed maintenance on all four filter troughs, replaced or tightened trough anchor bolts.
- Installed davit arm bases for safe entry into filters.
- Ordered replacement parts for various valves.
- Lockout procedures for filter trough work were completed.

*Plans;*

- Chapman Water Treatment Plant computer and SCADA upgrades are continuing.
- Soda Ash delivery is expected November 25.

**WATER DISTRIBUTION SYSTEM***Achievements;*

- Monthly coliform testing.
- Installed 16 water meters.
- Repaired water service lines on Wakefield Road and Bonniebrook Place.
- Four water services were located.
- Repaired small water mains on Sherman Lane.
- Replaced one commercial water meter in Sechelt.
- Road shoulder brush cutting was completed for the old Chapman Creek intake access road.
- Ladder flashing to reduce trespass was installed on two reservoirs.
- Chapman intake sluice gate was replaced.
- Inventory shelving was installed at the Wigard Road shop.
- Davit arm base was installed on the Granthams Landing Reservoir.

*Plans;*

- Upgrade commercial meters.
- Complete ERP's for various systems.
- Davit arm base bolts to be installed on all reservoirs

- Installation of a cellular modem at Trout Lake Reservoir to increase communication reliability.
- Remove obsolete valves at the Pratt Road/ Sunshine Coast Highway intersection.
- Installation of reservoir ladder flashing to reduce trespass potential.
- Fall protection for all areas must be addressed.
- Install power to our storage shed at Wigard Road.
- Safety upgrades to Wigard Road shop.

## **CAPITAL WORKS**

### *Achievements;*

- The 200mm DI (ductile iron) water main has been installed between Wakefield Road and Lawson Road.
- All of the water services and meters related to the Wakefield/Lawson Road have been installed.
- Egmont Water Treatment plant tenders was awarded.
- In the process of installing a new roof on Granthams Landing Reservoir.

### *Plans;*

- De-commissioning of the Cemetary/Payne Road pump station after the summer of 2012.
- Install new fire flow Pressure Reducing Station SCRD Zone 2-Town of Gibsons Zone 2 near Venture Way.

## **THIRD PARTY**

### *Achievements;*

- Woodland Road chamber is in the process of being cleaned and the pressure reducing valve (PRV) has been commissioned.
- Tie in of a new water main on Paggio Road was completed.
- Installed water meter as part of a two lot subdivision in Wilson Creek.

## **WATER/WASTEWATER CREW**

### *Achievements;*

- A one day Fall Protection training was attended by all crew members.

### *Plans;*

- Scheduling of fall training in water distribution for 4 crew members.
- SCADA training for one crew member is scheduled.
- Hearing tests are scheduled for 6 crew members.
- Crew safety meetings are scheduled to take place before December 1.

## **WASTEWATER TREATMENT FACILITIES**

### *Achievements;*

- Normal operations and sampling.
- Repaired the 2" sewer main on Packalan Road, after construction damage.
- Ordered a new pump for Painted Boat.

### *Plans;*

- Improve billing and tracking procedures for lab samples.
- Odour control at Jolly Roger WWTP.
- Install Gen set adapters at Jolly Roger, Secret Cove and Square Bay WWTP.
- Repairs to YMCA doors and fan are needed due to corrosion.
- YMCA repair to doors that are corroding.

**CHAPMAN WATERSHED SOURCE ASSESSMENT RESPONSE PLAN (SARP)**

The final scheduled Technical Working Group meeting was held on November 1st. The draft SARP was presented to the Infrastructure Services Committee on November 18, 2011. A Board workshop has been scheduled for November 28th to review the draft SARP in detail and incorporate Board amendments prior to issuing the draft SARP for public consultation.

**PENDER HARBOUR WATER SYSTEMS***Achievements;*

- In depth investigation of surface water on Lee Road determined that the water is ground water, highways has been notified.
- Repaired water service lines on Summit Road.
- Repaired small water mains on Narrows Road, Claydon Road and Pool Road.
- Quotes for the building expansion to the Garden Bay Pump Station for the UV equipment are being obtained.
- On-going maintenance to the South Pender Chlorine Shed PRV.

*Plans;*

- Repair McNeil Lake Line.
- New water treatment plant.
- Continue with the installation of UV in Garden Bay.
- Investigating pipe upgrades for Cove Cay pump station.
- Install McNeil Lake railings on dam.

**SOLID WASTE****SECHELT LANDFILL**

An Electrical Resistivity Tomography (ERT) survey has been completed at the Sechelt Landfill on the southern and western perimeter for the Stormwater Management project at Sechelt Landfill. Related works completed include ditching and pond improvements for the upcoming wet season.

**ILLEGAL DUMPING**

Cleanup of two illegal dump sites have been completed at Chapman Creek trailhead and Porter Road by landfill staff. Staff are reviewing SCRD data for the Solid Waste Benchmarking Initiative. Staff have received the Packaging and Printed Paper survey for the new stewardship program being planned for 2012.

**SUSTAINABILITY****WE ENVISION**

Staff is working to complete amendments to "We Envision" as a result of public feedback received. The development team is involved with the review and amendments. The FCM funding report and claim were submitted on time.

**WASTE REDUCTION WEEK**

An advertising campaign was run for Waste Reduction Week in the Coast Reporter. Large poster-sized copies of the advertisements were printed and posted in the lobbies of the District of Sechelt, Town of Gibsons, SCRD office at Field Road, Gibsons and Area Community Centre and Sechelt Aquatic Centre.

**COMMUNITY ENERGY & EMISSIONS PLAN**

The last of three ClimateSmart training sessions for small and medium businesses was hosted on November 22<sup>nd</sup> at Sechelt Aquatic Center. A total of 11 businesses participated including Painted Boat Resort Spa and Marina, Ox + Monkey Design & Fabrication, Salish Soils Inc., Olson Electric Ltd., Wakefield Construction, Wandering Wonders Enterprise, Vernon Summerhill Fine Homes Inc., BC First Aid, and the Daily Roast. Estimated energy and emissions reductions for participating business should be available early in 2012. A Business of Sustainability workshop hosted November 9<sup>th</sup> by Greenomics brought out several local businesses and profiled steps towards business energy savings and greening

**TRANSIT**

Staff are continuing discussions with BC Transit concerning the 2012/13 Annual Operating Agreement to clarify the calculations of revenue versus non-revenue hours. This is impacted by the SCRD collective agreement requirement for driver breaks that BC Transit does not fund. The outcome of this discussion could result in an increase in BC Transit funding for the 2011/12 fiscal year. BC Transit has yet to determine the level of expansion funding that will be available in 2012/13.

Staff reported in October 2011 the testing of the Denis Dart bus at which point the Board suggested a passenger survey to provide their feedback. A survey was begun in mid-October and is ongoing.

Results will be incorporated in a report that reviews the overall performance of this bus. To date staff have noted a fuel savings of approximately 20% in comparison to the existing low floor fleet.

The Manager of Transit and Ports attended the BC Transit Train-the-trainer session in Kamloops in early November where participants were able to review and discuss new procedure manuals for custom and conventional operations.

**PORTS**

Staff received approval to replace the Vaucroft ramp due to the deterioration of the roller on the existing steel ramp. Interim repairs were completed in early November and the installation of the new ramp was completed on November 18<sup>th</sup>. As staff had hoped, the reduced weight of the new aluminum ramp and relocation to a more suitable area resulted in improvements in the freeboard of the float.

**BUILDING MAINTENANCE**

Staff have relocated the building maintenance tools, supplies and materials from the Water Works building to a stand-alone workshop. This will now allow the Water Works department to completed revisions to their building that will allow for better control and storage of inventory items.

**FLEET SERVICES**

Fleet services have been coordinating the corrosion repairs for the low floor buses by BC Transit to ensure that the buses are in a condition to permit them to pass required inspections for 2012.



November 1, 2011

Attn: Mr. Johan Stroman  
Community Energy Manager  
Sunshine Coast Regional District  
1975 Field Road  
Sechelt, BC V0N 3A1

**Re: BC Hydro Smart Metering Program**

Dear Mr. Stroman,

I am writing in response to your request, made on behalf of the Sunshine Coast Regional District, for information about "how BC Hydro will be assisting the workforce that is affected by the implementation of smart metering."

First, I would like to provide some broader context about the need for the Smart Metering Program. The electricity grid is the backbone of our economy and supports our quality of life in BC. Our society is using electricity in new ways: smart phones, computers and big screen TVs all use more power. These gadgets weren't around 50 years ago when our grid was built. We need to modernize our system and ensure it keeps up with growth in demand.

Smart meters, like power lines, are a basic piece of equipment needed to get power to 1.8 million customers – residents and businesses – all around British Columbia 24 hours a day, every day of the year. Our electricity system is large and complex – there are 18,000 kilometres of transmission lines, 56,000 kilometres of distribution lines and more than 300 substations, serving 1.8 million customers.

Smart meters are part of the new global standard for delivering electricity and by 2020 over 1 billion smart meters will be in place around the world. In fact, smart meters are an integral part of our infrastructure upgrade and at a certain point the old meters simply won't work.

BC Hydro's investments in smart meters and a smart grid are key steps in modernizing our electricity system, improving its safety and reliability, and helping customers save energy and money.

For BC Hydro customers, that means getting lights back on faster and safer when we have power outages. It also means cost savings, better customer service, and improved safety. And for communities all over the province, a modernized electricity grid supports new technologies, and enables a more sustainable energy system including, for example, more local community-level power generation.

BC Hydro's introduction of smart meters will result in a transition in the type of work required to support a modernized electricity grid. This will reduce the demand for some types of jobs while creating new ones.

Regarding the specific impact to meter readers, what many people don't realize is that BC Hydro contracts out our meter reading services and has done so for the last nine years. Accenture Business Services for Utilities (ABSU) has almost 400 unionized employees supporting their overall meter reading services business – of which about 320 are meter readers. These meter readers provide services under contract to BC Hydro and other clients, including gas meter reading for Fortis. The remaining jobs are not affected by the Smart Metering Program.

ABSU's meter readers, as with other contractors and service providers at BC Hydro, wear BC Hydro-branded uniforms or high-visibility clothing and drive BC Hydro vehicles, in order to identify them as individuals doing work on behalf of BC Hydro. However, because meter readers are not BC Hydro employees we cannot interfere with the employer/employee relationship between ABSU and their meter readers.

There are hundreds of people both within and outside of BC Hydro that are involved in delivering the Smart Metering Program. Moving forward, we are installing 2 million pieces of new technology on the grid that will require new technology-based jobs to maintain and operate it.

BC Hydro is proceeding with the Smart Metering Program because it is a good long-term investment for BC Hydro customers and for the province as a whole. A safe, reliable electricity system is the backbone of our economy. Investing today in modern meters and a smarter grid will help keep our system safe and reliable while helping keep our rates among the lowest in all of North America.

Thank you for your inquiry.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Murphy". The signature is written in a cursive, flowing style.

Gary Murphy  
Chief Project Officer, BC Hydro Smart Metering Program

cc. COPE 378 and UBCM

**SUNSHINE COAST  
REGIONAL DISTRICT**

1975 Field Road  
Sechelt  
British Columbia  
Canada V0N 3A1

**CORRESPONDENCE**  
Tel. 604.885.6800  
Fax: 604.885.7909  
Toll Free 1.800.687.5753  
Web Site: www.scrd.ca



September 23, 2011

BC Hydro  
6911 Southpoint Drive,  
Burnaby, B.C. V3N 4X8

Attention: Harper Hadden  
BC Hydro Smart Metering & Infrastructure Program

Dear Harper,

**Re: Smart Metering Implementation & Workforce**

The SCRД received correspondence from Canadian Office and Professional Employees Union Local 378 (COPE378) dated August 17, 2011, outlining their concerns about expected meter reader job losses from the adoption of Smart Meter technology. In response, at their September 22, 2011 meeting the SCRД Board adopted the following Resolution (in part):

**Resolution 380/11 Smart Meters**

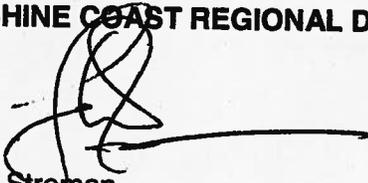
THAT staff write to BC Hydro requesting information outlining how BC Hydro will be assisting the workforce that is affected by the implementation of smart metering;

AND THAT this letter be copied to COPE378 and UBCM.

Any information you can provide outlining how BC Hydro will be assisting the workforce that is affected by the implementation of Smart Metering technology would be much appreciated.

Yours truly,

**SUNSHINE COAST REGIONAL DISTRICT**

  
Johan Stroman  
Community Energy Manager

cc: COPE378  
UBCM

