

**REGIONAL DISTRICT OF BULKLEY-NECHAKO****RURAL/AGRICULTURE COMMITTEE
AGENDA****Thursday, November 5, 2020**

<u>PAGE NO.</u>		<u>ACTION</u>
	<u>AGENDA- November 5, 2020</u>	Approve
	<u>Supplementary Agenda</u>	Receive
	<u>MINUTES</u>	
3-6	Rural/Agriculture Committee Meeting Minutes - October 8, 2020	Adopt
	<u>RURAL REPORTS</u>	<u>ACTION</u>
7-8	Nellie Davis, Manager of Regional Economic - Federal Gas Tax Review Letter	Recommendation
9	John Illes, Chief Financial Officer - Grant in Aid Update	Receive
10-31	John Illes, Chief Financial Officer - Funding Options Impact of Electoral Areas Joining the Transit Service	Discussion/ Receive
	<u>DEVELOPMENT SERVICES</u>	<u>ACTION</u>
	<u>Crown Land Referrals</u>	
32-34	Deneve Vanderwolf, Planner 1 Crown Land Referral No. 0280400 Electoral Area "F"	Recommendation
35-44	Deneve Vanderwolf, Planner 1 Crown Land Referral No. 6401785 Electoral Area "B"	Recommendation
45-47	Deneve Vanderwolf, Planner 1 Crown Land Referral No.7410152 Electoral Area "F"	Recommendation
	<u>AGRICULTURE REPORTS</u>	
48-52	Debbie Evans, Agriculture Coordinator - Farm Management Canada's Ag Excellence Online Conference Dec 8-10, 2020	Receive

<u>PAGE NO.</u>	<u>AGRICULTURE REPORTS (CONT'D)</u>	<u>ACTION</u>
53-64	Debbie Evans, Agriculture Coordinator - Update – BC Beef Plant in Westwold	Receive
65-66	Debbie Evans, Agriculture Coordinator - Update on the RDBN Food Hub Survey	Receive

SUPPLEMENTARY AGENDA

NEW BUSINESS

ADJOURNMENT

REGIONAL DISTRICT OF BULKLEY-NECHAKO**RURAL/AGRICULTURE COMMITTEE MEETING****Thursday, October 8, 2020**

PRESENT:

Chair	Mark Parker
Directors	Mark Fisher Tom Greenaway Clint Lambert – Via Zoom Chris Newell Jerry Petersen Michael Riis-Christianson Gerry Thiessen
Staff	Curtis Helgesen, Chief Administrative Officer Cheryl Anderson, Manager of Administrative Services Nellie Davis, Manager of Regional Economic Development Janette Derksen, Diversion Supervisor Debbie Evans, Agriculture Coordinator – Via Teleconference John Illes, Chief Financial Officer Deneve Vanderwolf, Planner 1/Regional Transit Coordinator – left at 10:23 a.m. Wendy Wainwright, Executive Assistant
Others	Linda McGuire, Village of Granisle Judy Greenaway, District of Fort St. James Casda Thomas, Town of Smithers Shane Brienen, District of Houston– arrived at 10:18 a.m.
Media	Priyanka Ketkar, Lakes District News.

CALL TO ORDER

Chair Parker called the meeting to order at 10:15 a.m.

AGENDAMoved by Director T. Greenaway
Seconded by Director Riis-Christianson**RDC.2020-7-1**

“That the Rural/Agriculture Committee Agenda for October 8, 2020 be approved.”

(All/Directors/Majority) **CARRIED UNANIMOUSLY****MINUTES****Rural/Agriculture Committee
Meeting Minutes
-September 3, 2020**Moved by Director Petersen
Seconded by Director T. Greenaway**RDC.2020-7-2**

“That the minutes of the Rural/Agriculture Committee meeting of September 3, 2020 be adopted.”

(All/Directors/Majority) **CARRIED UNANIMOUSLY**

AGRICULTURE REPORT

Update on the RDBN Food Hub and Food Economy Assessment

Moved by Director Riis-Christianson
 Seconded by Director Petersen

RDC.2020-7-3

“That the Rural/Agriculture Committee receive the Agriculture Coordinator’s October 8, 2020 Update on the RDBN Food Hub and Food Economy Assessment memo.”

(All/Directors/Majority) CARRIED UNANIMOUSLY

Debbie Evans, Agriculture Coordinator commented that staff is working with the contract team to move forward with further engagement and encourage more producers to participate in the online workshop. A survey is being developed that will be posted on the RDBN Agriculture website page mid-October to December, 2020. Chair Parker encouraged the Committee to share the information and engage producers in their area to participate in the online workshop and upcoming survey.

RURAL REPORT

Bulkley-Nechako Regional Transit Service – Grant in Aid

Moved by Director Riis-Christianson
 Seconded by Director Newell

RDC.2020-7-4

“That the Rural/Agriculture Committee receive the Planner 1/Regional Transit Coordinators Bulkley-Nechako Regional Transit Service – Grant in Aid memo.”

(All/Directors/Majority) CARRIED UNANIMOUSLY

Directors Newell, Parker, Petersen and Riis-Christianson indicated their support of utilizing grant in aid for Bulkley-Nechako Regional Transit Service.

PLANNING DEPARTMENT (Rural Directors)

DEVELOPMENT SERVICES

Crown Land Referrals

Crown Land Application Referral No. 7405276 & 7405277 – MOTI – Electoral Area F

Moved by Director Petersen
 Seconded by Director T. Greenaway

RDC.2020-7-5

“That the Comment Sheet for Crown Land Application Referral No. 7405276 & 7405277 be provided to the Province.”

(All/Directors/Majority) CARRIED UNANIMOUSLY

Crown Land Application Referral No. 7410089 (Ophus) -Electoral Area F

Moved by Director Petersen
 Seconded by Director Fisher

RDC.2020-7-6

“That the Comment Sheet for Crown Land Application Referral No. 7410089 be provided to the Province.”

(All/Directors/Majority) CARRIED UNANIMOUSLY

Crown Land Referrals (Cont'd)

Crown Land Application Moved by Director Petersen
Referral No. 7410119 (Linehan) Seconded by Director T. Greenaway
-Electoral Area F

RDC.2020-7-7 "That the Comment Sheet for Crown Land Application Referral No. 7410119 be provided to the Province."

(All/Directors/Majority) CARRIED UNANIMOUSLY

Crown Land Application Moved by Director Newell
Referral No. 6408872 Seconded by Director Riis-Christianson
(Moorhead) - Electoral Area G

RDC.2020-7-8 "That the Comment Sheet for Crown Land Application Referral No. 6408872 be provided to the Province."

(All/Directors/Majority) CARRIED UNANIMOUSLY

Mine Referral

Director Newell recused himself from the meeting at 10:23 a.m. due to a conflict of interest in regard to his employment with the Ministry of Energy, Mines and Petroleum Resources.

Mines Application Moved by Director T. Greenaway
Referral No. 13990-02-321 Seconded by Director Petersen
(Goodwin) - Electoral Area C

RDC.2020-7-9 "That the Comment Sheet for Mines Application Referral No. 13990-02-321 be provided to the Province."

(All/Directors/Majority) CARRIED UNANIMOUSLY

Director Newell returned to the meeting at 10:24 a.m.

VERBAL UPDATE (Chair Parker)

UBCM Follow-up

The Honourable Lana Popham, Minister of Agriculture

- Increased level of accommodation than in the past
- Good for northern BC
- Ministry of Agriculture engagement process recognizing that agriculture in northern BC is different vs. agriculture in southern BC
- Positive meeting.

Ag Plastic Update

- Met with Cleanfarms and BC Cattlemen's Association in 2019 in regard to Extended Producers Responsibility (EPR) Programs for ag plastics
- Recently contacted by Cleanfarms – received funding for a 3-year pilot program to recycle agriculture plastics
 - o Tentatively entering into Phase 1 – Feasibility study to investigate diverting ag plastic from the landfills
 - o 50/50 cost share program for operations
 - Once volumes are determined staff will bring forward for Board consideration - Phase 2 – collection and recycling portion of the program
 - o Pilot Program includes Peace River Regional District, Regional District of Fraser-Fort George and Regional District of Bulkley-Nechako
- Exciting initiative.

VERBAL UPDATE (CONT'D)

Discussion took place regarding:

- Baling locally, processing and washing of plastics
- Value added opportunities moving forward
- Ensuring that the recycling of ag plastics is convenient
- Feasibility Study to be completed by the end of October 2020.

Receipt of Verbal
 Reports

Moved by Director Newell
 Seconded by Director Riis-Christianson

RDC.2020-7-10

"That the verbal reports be received."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

ADJOURNMENT

Moved by Director Fisher
 Seconded by Director T. Greenaway

RDC.2020-7-11

"That the meeting be adjourned at 10:33 a.m."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

Mark Parker, Chair

Wendy Wainwright, Executive Assistant



Regional District of Bulkley-Nechako Memorandum

To: Chair Parker and Rural/Agriculture Committee
From: Nellie Davis, Manager of Regional Economic Development
Date: November 5, 2020
Regarding: **Federal Gas Tax Review Letter**

Recommendation:

That the Committee recommend that the Board provide the attached Letter to MP Taylor Bachrach in his role as NDP Critic for Infrastructure and Communities to advocate for changes to the eligibility criteria for the Federal Gas Tax Program.

Background:

As per discussion at the September 3, 2020 Rural/Agriculture Committee, staff have collected input from Rural Directors for inclusion in letter for MP Bachrach in advance of a review of the Federal Gas Tax Program. No date has been set for the review at this time.

Staff have drafted the letter and are submitting it for review and comments prior to sending.



37, 3RD AVE PO Box 820
BURNS LAKE, BC
VOJ 1E0

REGIONAL DISTRICT
OF BULKLEY-NECHAKO
“A WORLD OF OPPORTUNITIES WITHIN OUR REGION”

October 23, 2020

Mr. Taylor Bachrach
Member of Parliament, Skeena-Bulkley Valley
NDP Critic for Infrastructure and Communities
512 Confederation Building
Ottawa, ON K1A 0A6

Dear MP Bachrach,

Thank you for your work on behalf of Canadians in your review of the Federal Gas Tax program. As you are aware, Regional Districts in British Columbia differ from other local governments in their service provision for rural and remote residents and often encounter different infrastructure needs than municipalities. Services like recreation, cultural and tourism infrastructure are regularly managed by 3rd party organizations that are not supported through taxation by an established service area.

The RDBN has been advocating with UBCM on several restrictions applied to the Federal Gas Tax program that reduce the capacity of Regional Districts to partner with third-party agencies to support the infrastructure required for delivery of service in rural areas. The RDBN would also like to advocate Federally for an increase in the eligibility categories for Federal Gas Tax projects. We have identified the following areas of concern:

- 1) Restrictive Category Eligibility – We would like to see an expansion of categories to include the infrastructure required for delivery of additional services, particularly Social Services and Volunteer Fire Departments and Search and Rescue Societies.
- 2) Restrictive Eligibility for Broadband Infrastructure – Although Broadband Connectivity is an eligible category under the Gas Tax agreement, partnerships that do not result in RD owned infrastructure are ineligible. In order for Federal Gas Tax to be a true opportunity for broadband infrastructure investment in the context of the current Federal and Provincial Grant Structures, Regional Districts must be able to provide Community Works Funds as a grant to third party, for-profit service provider to include Regional District broadband infrastructure priorities in their project planning and grant applications.

The Federal Gas Tax program provides incredible opportunity for local governments to invest in infrastructure in our communities, and we look forward with anticipation to a renewal of this valuable Program.

Thank you for your consideration of our concerns,
Sincerely,

Gerry Thiessen
RDBN Board Chair

www.rdbn.bc.ca

MUNICIPALITIES:

SMITHERS FT. ST. JAMES
VANDERHOOF FRASER LAKE
HOUSTON TELKWA
BURNS LAKE GRANISLE

ELECTORAL AREAS:

A-SMITHERS RURAL F-VANDERHOOF RURAL
B-BURNS LAKE RURAL E-FRANCOIS & OOSTA LAKES
C-FORT ST. JAMES RURAL G-HOUSTON RURAL
D-FRASER LAKE RURAL

PH: 250-692-3195
FX: 250-692-3305
TF: 800-320-3339



Regional District of Bulkley-Nechako

Rural/Agricultural Committee

To: Rural/Agricultural Committee
From: John Illes, Chief Financial Officer
Date: Nov 5, 2020
Re: Grant in Aid Update

Recommendation (All/Directors/Majority):

Receipt.

Background:

In the past the Regional District allowed each Electoral Area to tax up to \$0.10 per \$1,000 of assessments as a contribution to an Electoral Areas Grant in Aid budget. However, the legislation is actually not based on taxation but rather based on planned (or budgeted) expenditure.

Section 374 (9) of the Local Government Act describes Grant in Aid limitations. Grant in Aid is limited by expenditure in any one year to \$0.10 per \$1,000 of the assessed value of Land and Improvements. The current maximum Grant in Aid each year if the assessments for electoral areas is strictly observed is:

A:	\$91,134
B:	\$30,992
C:	\$62,821
D:	\$27,641
E:	\$22,030
F:	\$57,234
G:	\$14,947

Total \$306,799

These limits cannot be “saved” between years.

As the maximum for grant in aid expenditures is on the whole of the Regional District rather than each Electoral Area there is some flexibility to “trade” limits on expenditures between Electoral Areas in consultation with other Electoral Area Directors. In 2017 a total of \$149,706 was granted, in 2018 \$117,811, and in 2019 \$119,140.

As Electoral Areas cannot tax for what cannot be spent in any one year based on the balanced budget policy of local governments, it is important to consider the surplus from 2020 when determining the tax rate for your 2021 Grant in Aid budget.



Regional District of Bulkley-Nechako

Rural/Agriculture Committee

To: Chair Parker and the Rural/Agricultural Committee
From: John Illes, Chief Financial Officer
Date: November 5, 2020
Re: Funding Options - Impact of Electoral Areas joining the Transit Service

Recommendation (All/Directors/Majority):

Discussion

Background:

At the Rural/Agriculture Meeting of June 4, 2020, the Committee deferred a motion to include the Electoral Areas in the Transit Bylaw as funding partners, and requested staff bring back further funding options.

This memo outlines the taxation impacts of including the Electoral Areas as contributors to the service with several different funding options. The full report of June 4, 2020 is included with this memo as reference.

The current bylaw has a taxation maximum of \$90,000 and this requisition is split between jurisdictions by population. Further, those jurisdictions that are not located on Highway 16 have their requisition reduced by 80%. Therefore, the requisition for areas not on Highway 16 are only 20% of what that requisition would have been if that jurisdiction would instead be located on Highway 16.

As Electoral Areas have their population scattered over a wide area, the starting point for the funding comparison is that Electoral Areas would have their contributions reduced by 50% compared to the municipal partners – on the attachment this is Option 4. Therefore, if an Electoral Area was located on Highway 16 the requisition would be 50% of the population-based amount and if the Electoral Area was not located on Highway 16, the requisition would be 10% of the population-based amount.

The comparison of options of Electoral Areas contributing between 25% to 100% of the municipal contribution amount is included in the analysis. The proposal from June 4th, indicated that a safe maximum requisition amount based on different partnership funding scenarios was \$150,000. This amount would ensure the long-term viability of the service. The average requisition amount since the inception of the service has not exceeded \$75,000. This amount would be a good reference point for expected taxation for the next three to five years. Both the maximum contribution rate of \$150,000 and the expected contribution rate of \$75,000 is on the attached option summary.



- Attachments:**
1. Option Summary
 2. June 4th Transit Memo

		No Rural Contribution		100% Option 1		75% Option 2		67% Option 3		50% Option 4		33% Option 5		25% Option 6							
		\$ 100,000	\$ 250,000	\$ 100,000	\$ 250,000	\$ 100,000	\$ 250,000	\$ 100,000	\$ 250,000	\$ 100,000	\$ 250,000	\$ 100,000	\$ 250,000	\$ 100,000	\$ 250,000						
\$150,000 Maximum Requisition	Smithers	\$ 4.10	\$ 10.24	Smithers	\$ 2.31	\$ 5.78	Smithers	\$ 2.60	\$ 6.49	Smithers	\$ 2.70	\$ 6.75	Smithers	\$ 2.96	\$ 7.39	Smithers	\$ 3.27	\$ 8.16	Smithers	\$ 3.43	\$ 8.59
	Telkwa	\$ 6.46	\$ 16.16	Telkwa	\$ 3.65	\$ 9.12	Telkwa	\$ 4.09	\$ 10.23	Telkwa	\$ 4.26	\$ 10.65	Telkwa	\$ 4.66	\$ 11.66	Telkwa	\$ 5.15	\$ 12.88	Telkwa	\$ 5.42	\$ 13.55
	Houston	\$ 6.65	\$ 16.61	Houston	\$ 3.75	\$ 9.38	Houston	\$ 4.21	\$ 10.52	Houston	\$ 4.38	\$ 10.95	Houston	\$ 4.79	\$ 11.99	Houston	\$ 5.30	\$ 13.24	Houston	\$ 5.57	\$ 13.93
	Burns Lake	\$ 8.16	\$ 20.39	Burns Lake	\$ 4.60	\$ 11.51	Burns Lake	\$ 5.17	\$ 12.91	Burns Lake	\$ 5.38	\$ 13.44	Burns Lake	\$ 5.89	\$ 14.71	Burns Lake	\$ 6.50	\$ 16.25	Burns Lake	\$ 6.84	\$ 17.09
	Fraser Lake	\$ 5.58	\$ 13.96	Fraser Lake	\$ 3.15	\$ 7.88	Fraser Lake	\$ 3.54	\$ 8.84	Fraser Lake	\$ 3.68	\$ 9.20	Fraser Lake	\$ 4.03	\$ 10.07	Fraser Lake	\$ 4.45	\$ 11.13	Fraser Lake	\$ 4.68	\$ 11.70
	Vanderhoof	\$ 5.06	\$ 12.66	Vanderhoof	\$ 2.86	\$ 7.14	Vanderhoof	\$ 3.21	\$ 8.02	Vanderhoof	\$ 3.34	\$ 8.34	Vanderhoof	\$ 3.65	\$ 9.13	Vanderhoof	\$ 4.04	\$ 10.09	Vanderhoof	\$ 4.24	\$ 10.61
	Granisle	\$ 2.55	\$ 6.37	Granisle	\$ 1.44	\$ 3.59	Granisle	\$ 1.61	\$ 4.03	Granisle	\$ 1.68	\$ 4.20	Granisle	\$ 1.84	\$ 4.59	Granisle	\$ 2.03	\$ 5.08	Granisle	\$ 2.14	\$ 5.34
	Fort St James	\$ 0.93	\$ 2.32	Fort St James	\$ 0.52	\$ 1.31	Fort St James	\$ 0.59	\$ 1.47	Fort St James	\$ 0.61	\$ 1.53	Fort St James	\$ 0.67	\$ 1.67	Fort St James	\$ 0.74	\$ 1.85	Fort St James	\$ 0.78	\$ 1.94
	A	\$ -	\$ -	A	\$ 2.73	\$ 6.83	A	\$ 2.30	\$ 5.75	A	\$ 2.14	\$ 5.35	A	\$ 1.75	\$ 4.37	A	\$ 1.27	\$ 3.18	A	\$ 1.01	\$ 2.54
	B	\$ -	\$ -	B	\$ 2.96	\$ 7.41	B	\$ 2.49	\$ 6.23	B	\$ 2.32	\$ 5.80	B	\$ 1.89	\$ 4.74	B	\$ 1.38	\$ 3.45	B	\$ 1.10	\$ 2.75
C	\$ -	\$ -	C	\$ 1.07	\$ 2.67	C	\$ 0.90	\$ 2.25	C	\$ 0.84	\$ 2.09	C	\$ 0.68	\$ 1.71	C	\$ 0.50	\$ 1.24	C	\$ 0.40	\$ 0.99	
D	\$ -	\$ -	D	\$ 0.50	\$ 1.26	D	\$ 0.42	\$ 1.06	D	\$ 0.39	\$ 0.99	D	\$ 0.32	\$ 0.81	D	\$ 0.24	\$ 0.59	D	\$ 0.19	\$ 0.47	
E	\$ -	\$ -	E	\$ 0.69	\$ 1.71	E	\$ 0.58	\$ 1.44	E	\$ 0.54	\$ 1.34	E	\$ 0.44	\$ 1.10	E	\$ 0.32	\$ 0.80	E	\$ 0.25	\$ 0.64	
F	\$ -	\$ -	F	\$ 3.03	\$ 7.59	F	\$ 2.55	\$ 6.38	F	\$ 2.37	\$ 5.94	F	\$ 1.94	\$ 4.85	F	\$ 1.41	\$ 3.54	F	\$ 1.13	\$ 2.82	
G	\$ -	\$ -	G	\$ 2.86	\$ 7.16	G	\$ 2.41	\$ 6.02	G	\$ 2.24	\$ 5.60	G	\$ 1.83	\$ 4.57	G	\$ 1.33	\$ 3.34	G	\$ 1.06	\$ 2.66	
\$75,000 Expected 2021 Requisition	Smithers	\$ 2.05	\$ 5.12	Smithers	\$ 1.16	\$ 2.89	Smithers	\$ 1.30	\$ 3.24	Smithers	\$ 1.35	\$ 3.38	Smithers	\$ 1.48	\$ 3.70	Smithers	\$ 1.63	\$ 4.08	Smithers	\$ 1.72	\$ 4.29
	Telkwa	\$ 3.23	\$ 8.08	Telkwa	\$ 1.82	\$ 4.56	Telkwa	\$ 2.05	\$ 5.12	Telkwa	\$ 2.13	\$ 5.33	Telkwa	\$ 2.33	\$ 5.83	Telkwa	\$ 2.58	\$ 6.44	Telkwa	\$ 2.71	\$ 6.77
	Houston	\$ 3.32	\$ 8.31	Houston	\$ 1.88	\$ 4.69	Houston	\$ 2.10	\$ 5.26	Houston	\$ 2.19	\$ 5.48	Houston	\$ 2.40	\$ 5.99	Houston	\$ 2.65	\$ 6.62	Houston	\$ 2.79	\$ 6.96
	Burns Lake	\$ 4.08	\$ 10.20	Burns Lake	\$ 2.30	\$ 5.75	Burns Lake	\$ 2.58	\$ 6.46	Burns Lake	\$ 2.69	\$ 6.72	Burns Lake	\$ 2.94	\$ 7.36	Burns Lake	\$ 3.25	\$ 8.13	Burns Lake	\$ 3.42	\$ 8.55
	Fraser Lake	\$ 2.79	\$ 6.98	Fraser Lake	\$ 1.58	\$ 3.94	Fraser Lake	\$ 1.77	\$ 4.42	Fraser Lake	\$ 1.84	\$ 4.60	Fraser Lake	\$ 2.01	\$ 5.04	Fraser Lake	\$ 2.23	\$ 5.56	Fraser Lake	\$ 2.34	\$ 5.85
	Vanderhoof	\$ 2.53	\$ 6.33	Vanderhoof	\$ 1.43	\$ 3.57	Vanderhoof	\$ 1.60	\$ 4.01	Vanderhoof	\$ 1.67	\$ 4.17	Vanderhoof	\$ 1.83	\$ 4.57	Vanderhoof	\$ 2.02	\$ 5.04	Vanderhoof	\$ 2.12	\$ 5.31
	Granisle	\$ 1.27	\$ 3.18	Granisle	\$ 0.72	\$ 1.80	Granisle	\$ 0.81	\$ 2.02	Granisle	\$ 0.84	\$ 2.10	Granisle	\$ 0.92	\$ 2.30	Granisle	\$ 1.02	\$ 2.54	Granisle	\$ 1.07	\$ 2.67
	Fort St James	\$ 0.46	\$ 1.16	Fort St James	\$ 0.26	\$ 0.65	Fort St James	\$ 0.29	\$ 0.73	Fort St James	\$ 0.31	\$ 0.76	Fort St James	\$ 0.33	\$ 0.84	Fort St James	\$ 0.37	\$ 0.92	Fort St James	\$ 0.39	\$ 0.97
	A	\$ -	\$ -	A	\$ -	\$ -	A	\$ -	\$ -	A	\$ -	\$ -	A	\$ -	\$ -	A	\$ -	\$ -	A	\$ -	\$ -
	B	\$ -	\$ -	B	\$ 1.37	\$ 3.42	B	\$ 1.15	\$ 2.88	B	\$ 1.07	\$ 2.67	B	\$ 0.87	\$ 2.18	B	\$ 0.64	\$ 1.59	B	\$ 0.51	\$ 1.27
C	\$ -	\$ -	C	\$ 1.48	\$ 3.70	C	\$ 1.25	\$ 3.12	C	\$ 1.16	\$ 2.90	C	\$ 0.95	\$ 2.37	C	\$ 0.69	\$ 1.73	C	\$ 0.55	\$ 1.38	
D	\$ -	\$ -	D	\$ 0.53	\$ 1.33	D	\$ 0.45	\$ 1.12	D	\$ 0.42	\$ 1.04	D	\$ 0.34	\$ 0.85	D	\$ 0.25	\$ 0.62	D	\$ 0.20	\$ 0.50	
E	\$ -	\$ -	E	\$ 0.25	\$ 0.63	E	\$ 0.21	\$ 0.53	E	\$ 0.20	\$ 0.49	E	\$ 0.16	\$ 0.40	E	\$ 0.12	\$ 0.29	E	\$ 0.09	\$ 0.23	
F	\$ -	\$ -	F	\$ 0.34	\$ 0.86	F	\$ 0.29	\$ 0.72	F	\$ 0.27	\$ 0.67	F	\$ 0.22	\$ 0.55	F	\$ 0.16	\$ 0.40	F	\$ 0.13	\$ 0.32	
G	\$ -	\$ -	G	\$ 1.52	\$ 3.79	G	\$ 1.28	\$ 3.19	G	\$ 1.19	\$ 2.97	G	\$ 0.97	\$ 2.42	G	\$ 0.71	\$ 1.77	G	\$ 0.56	\$ 1.41	
	\$ -	\$ -	G	\$ 1.43	\$ 3.58	G	\$ 1.20	\$ 3.01	G	\$ 1.12	\$ 2.80	G	\$ 0.91	\$ 2.29	G	\$ 0.67	\$ 1.67	G	\$ 0.53	\$ 1.33	



Regional District of Bulkley-Nechako

Rural/Agriculture Committee

To: Rural/Agriculture Committee
From: John Illes, Chief Financial Officer
 Cheryl Anderson, Manager of Administrative Services
Date: June 4, 2020
Re: Impact of Electoral Areas joining the Transit Service

Recommendation (All/Directors/Majority):

That the Rural/Agriculture Committee consider:

“That the Rural/Agriculture Committee recommend to the Board that Bylaw No. 1790 be amended to include the entire Regional District as the Service Area and increase the maximum requisition amount in the bylaw to \$150,000.”

Background:

This memo outlines the taxation impacts of including the Electoral Areas as contributors to the service.

Bylaw 1790 was adopted on March 2, 2017 in great haste to meet the 2017 budget deadline of March 31st. The Province provided an option to create the Highway 16 Transit Service with a favourable funding formula with the condition that a bylaw would be established and that local government contributions would be guaranteed in 2017.

The provincial deadline did not allow sufficient time for the Regional District to obtain consent from the Electoral Area citizens as required by the *Local Government Act*. To meet the timeline, in consultation with the Ministry of Transportation and Infrastructure and the Ministry of Municipal Affairs and Housing, the Board decided to move forward with including only municipalities as part of the original bylaw and revisiting the potential inclusion of Electoral Areas as contributors in the future.

The current bylaw is apportioned by population and a weighting factor. The weighting factor allows those communities that are off of Highway 16 to pay 1/5 of the taxation (by population) of those communities that are on Highway 16. The maximum requisition amount under the current bylaw is \$90,000. The requisition in 2020 will be \$61,834.

If the Electoral Areas were to be included in the service, the taxation for a \$200,000 household would range from \$0.26 per household (or \$0.0013 per \$1,000) in Area C (off of Highway 16) to \$3.64 per household (or \$0.0125 per \$1,000) in Area F.



Because of the very low impact on taxpayers and the costs associated with holding referendums, this type of service may be established through the Alternative Approval Process. Participating Area Approval may be obtained by Alternative Approval process where the maximum amount that may be requisitioned for the service is the amount equivalent to 50 cents for each \$1,000 of net taxable value of land and improvements included in the service area. Further, under s.342(3) and (4) of the *Local Government Act*, participating area approval must be obtained separately for each participating area in the proposed service area unless the Board by resolution adopted by at least 2/3 of the votes cast, provides that the participating area approval under s.342(2)(a) or (b) is to be obtained for the entire proposed service area. This would further simplify the process and reduce establishment costs.

The cost of a referendum per electoral area is estimated to be \$7,000-\$8,000. This includes payment of elections officials, rental of polling stations, advertising, ballots, and other necessary supplies.

The cost of the Alternative Approval Process per electoral area is estimated to be \$1,000. The only expenses for this process are advertising costs.

Financial Analysis:

Minister Trevena wrote to the Board on March 25, 2020 confirming that the current funding formula will continue to March 31, 2025. However, the letter notes that the capital costs (new busses) are not guaranteed to be provided at no cost to the Regional District as when the service was first established. If the Regional District will be required to pay a portion of the capital costs for the transit service, the current bylaw requisition limit will not be enough to cover the lease costs. An initial estimate of lease costs is \$57,000 per year based on utilizing the same funding formula for operations. Draft financial planning until 2025 indicates that a maximum of \$150,000 requisition will cover both operational and capital costs.

The standard sharing formula is that the local government B.C. Transit partner pays 53.31% of all operational and capital costs. The special formula for Highway 16 transit is that the local government partner (the Regional District in this case) pays 33.33% of all operational and capital costs. In the past the Federal Government has provided a special grant to cover capital costs (such as the initial purchase of busses).

Besides taxation, the Regional District was able to access other revenue.

City of Prince George	\$ 50,000
Grants from First Nations Partners	\$ 7,500
Transit Grant (Municipal Admin)	\$ 5,400
Bus Fees and Passes	\$ 30,000
MOTI (Staff Grant ends on March 2023)	<u>\$ 22,500</u>
	\$115,400



In addition, Grant in Aid was often supplied to support the service by Electoral Area Directors in both RDBN and RDFFG.

An overview of the costs associated with this service vary greatly depending on the funding formula. The attached taxation summary illustrates the 2020 taxation under the current bylaw and what the 2020 taxation would look like under the proposed bylaw (scenarios 1 and 2).

The third Scenario of the analysis shows what the taxation would look like under the current maximum requisition under the proposed bylaw.

The fourth and last part of the analysis shows what the taxation would look like under the new proposed maximum requisition \$150,000 – this amount would support the Regional District contributing towards the capital costs at the current Highway 16 funding formula.

Assuming our **current “Highway 16” funding formula** and with no contribution towards capital costs, the average costs in 2022 would be:

\$ 52,500 for RD related costs
\$155,000 for RD Share of Operational Costs
 \$207,500
(\$115,400) less other funding sources outlined above

\$92,100 Taxation

If capital costs would be included an additional \$57,000 of payments would be required.

\$ 52,500 for RD related costs
 \$ 57,000 for RD Share of Capital Costs
\$155,000 for RD Share of Operational Costs
 \$264,500
(\$115,400) less other funding sources outlined above

\$149,100 Taxation

It is this \$149,100 of required potential taxation for this service that any new bylaw must consider.



If the **standard funding formula** was to be applied, the expenses would be:

\$ 52,500 for RD related costs
 \$248,000 for operational costs
\$ 91,000 for capital costs
 \$391,500
 (115,400) less other funding sources outlined above

\$276,100 Taxation.

If this scenario the Regional District would be required to assume a potential taxation limit of approximately \$300,000. The estimated tax rates would be twice that as described in the fourth analysis in the attachment.

Current Ridership:

The Riders' Survey has been conducted a total of 6 times. This data provides information on the location of rider's primary residence. When we apply the percentages of where riders live with actual ridership the numbers indicate that municipal and electoral area ridership is approximately equal with electoral area ridership being slightly higher in all three years:

Overall Ridership-Survey Results

Year	Total Actual Riders	Rural Riders (50%)	Municipal (46%)	Other (4%)
2017	2,548	1,274	1,172	102
2018	6,779	3,390	3,118	271
2019	7,708	3,854	3,546	308
Totals	17,035	8,518	7,836	681

A full summary of ridership can be found in the appendix.

Regional District services are to be paid for (by taxation if not by fees) by the beneficiaries of the service. The current ridership indicates that the municipal and electoral areas should all be participants in the current bylaw.

- Attachments:**
1. Letter of March 25, 2020 concerning continued funding
 2. Financial Analysis - Scenarios
 3. Rider's Survey Report – Compilation of Data 2017-2019



March 25, 2020

Gerry Thiessen, Chair
Regional District Bulkley-Nechako
PO Box 900
Vanderhoof BC V0J 3A0

Reference: 291670

Tom Greenaway, Chair, Regional Transit Committee
Regional District Bulkley-Nechako
PO Box 1296
Fort St. James BC V0J 1P0

Dear Mr. Thiessen and Mr. Greenaway:

Re: BC Transit Highway 16 Inter-community Service

This letter serves as confirmation of the items discussed during our call on January 15, 2020.

As you are aware, the provincial government made a five-year commitment to the Highway 16 inter-community transit service, which extends to March 2022. We are pleased with the response to the service and the ridership. We had not expected to make a decision so soon regarding the future funding of the service; however, we recognize the Regional District's interest in ensuring the service continues and can be sustained.

I am pleased to advise that the current funding formula will continue until March 31, 2025. Under this formula, the provincial government contributes 66.7 per cent of operating costs and the local partners contribute 33.3 percent.

The replacement of the buses, which were 100 per cent funded by the provincial government and the federal government, has also been considered. Given the lifespan of the vehicles, they will likely need to be replaced between 2022 and 2024. We intend to work with the federal government to fully fund the replacement vehicles. The federal government currently has a program that would apply to transit vehicles. However, there is no guarantee that the program will continue, and local partners may need to contribute to vehicle replacement in the future. This decision applies to the three vehicles currently in service in the Regional District of Bulkley-Nechako.

.../2

In July 2019, a request for continued funding for the Regional Transit Coordinator position was received. We understand that the Coordinator has made a significant contribution to establishing the inter-community service and now that position can be reduced to quarter time (0.25 FTE). I am pleased to advise that the provincial government will continue to support the Regional Transit Coordinator position until March 31, 2023, with a maximum annual contribution of \$22,500. Please ensure that if there is a continued need for a Regional Transit Coordinator following March 31, 2023, that the Regional District assumes full responsibility for funding the position.

As the Highway 16 inter-community transit service becomes established, the provincial government reserves the right to revisit the funding cost-share formula through engagement with the local partners.

These decisions have been shared with BC Transit and will be reflected in the agreement between the provincial government and BC Transit.

Thank you for your continued efforts to make inter-community transit a success along Highway 16.

Yours sincerely,



Claire Trevena
Minister

Copy to: Curtis Helgesen, Chief Administrative Officer
Regional District Bulkley-Nechako

John Illes, Chief Financial Officer
Regional District Bulkley-Nechako

Cheryl Anderson, Manager, Administrative Services
Regional District Bulkley-Nechako

Deneve Vanderwolf, Regional Transit Coordinator
Regional District Bulkley-Nechako

Catherine Holt, Chair, Board of Directors
BC Transit

Deborah Bowman, Assistant Deputy Minister
Transportation Policy and Programs Department

Andrea Mercer, Executive Director
Transit Branch

Linda Harmon, Director, Strategic Outreach and Business Engagement
Transit Branch

Scenario 1

CURRENT BUDGET AND BYLAW

	Budget 2020	Per \$1,000	Per \$100,000	Per \$200,000
	\$61,834			
Area A	-	0.0000	\$ -	\$ -
Area B	-	0.0000	\$ -	\$ -
Area C	-	0.0000	\$ -	\$ -
Area D	-	0.0000	\$ -	\$ -
Area E	-	0.0000	\$ -	\$ -
Area F	-	0.0000	\$ -	\$ -
Area G	-	0.0000	\$ -	\$ -
	-			
Smithers	18,905.61	0.0169	\$ 1.69	\$ 3.38
Telkwa	4,596.60	0.0266	\$ 2.66	\$ 5.33
Houston	10,920.39	0.0274	\$ 2.74	\$ 5.48
Burns Lake	6,240.72	0.0336	\$ 3.36	\$ 6.72
Fraser Lake	4,077.41	0.0230	\$ 2.30	\$ 4.60
Vanderhoof	15,665.83	0.0209	\$ 2.09	\$ 4.17
Granisle	212.52	0.0105	\$ 1.05	\$ 2.10
Fort St James	1,214.92	0.0038	\$ 0.38	\$ 0.76
	61,834.00			
	\$61,834.00			

Scenario 2

CURRENT BUDGET AND PROPOSED BYLAW

	Budget 2020	Per \$1,000	Per \$100,000	Per \$200,000
	\$61,834			
	10,252.35	0.0112	\$ 1.12	\$ 2.25
	3,780.26	0.0122	\$ 1.22	\$ 2.44
	552.02	0.0009	\$ 0.09	\$ 0.18
	2,871.28	0.0104	\$ 1.04	\$ 2.08
	621.46	0.0028	\$ 0.28	\$ 0.56
	7,148.95	0.0125	\$ 1.25	\$ 2.50
	<u>1,761.39</u>	0.0118	\$ 1.18	\$ 2.36
	26,987.71			
	10,654.17	0.0095	\$ 0.95	\$ 1.90
	2,590.40	0.0150	\$ 1.50	\$ 3.00
	6,154.14	0.0154	\$ 1.54	\$ 3.09
	3,516.93	0.0189	\$ 1.89	\$ 3.79
	2,297.81	0.0130	\$ 1.30	\$ 2.59
	8,828.41	0.0118	\$ 1.18	\$ 2.35
	119.77	0.0059	\$ 0.59	\$ 1.18
	<u>684.66</u>	0.0022	\$ 0.22	\$ 0.43
	34,846.29			
	\$ 61,834.00			

Scenario 3

MAXIMUM REQUISITION AND PROPOSED BYLAW

	Maximum Requisition	Per \$1,000	Per \$100,000	Per \$200,000
	\$ 90,000.00			
	\$ 14,922.40	0.0164	\$ 1.64	\$ 3.27
	\$ 5,502.21	0.0178	\$ 1.78	\$ 3.55
	\$ 803.47	0.0013	\$ 0.13	\$ 0.26
	\$ 4,179.18	0.0151	\$ 1.51	\$ 3.02
	\$ 904.54	0.0041	\$ 0.41	\$ 0.82
	\$ 10,405.36	0.0182	\$ 1.82	\$ 3.64
	\$ 2,563.72	0.0172	\$ 1.72	\$ 3.43
	\$ 39,280.88			
	\$ 15,507.26	0.0139	\$ 1.39	\$ 2.77
	\$ 3,770.35	0.0219	\$ 2.19	\$ 4.37
	\$ 8,957.41	0.0225	\$ 2.25	\$ 4.49
	\$ 5,118.93	0.0276	\$ 2.76	\$ 5.52
	\$ 3,344.48	0.0189	\$ 1.89	\$ 3.78
	\$ 12,849.84	0.0171	\$ 1.71	\$ 3.42
	\$ 174.32	0.0086	\$ 0.86	\$ 1.72
	\$ 996.53	0.0031	\$ 0.31	\$ 0.63
	\$ 50,719.12			
	\$ 90,000.00			

Scenario 4

REQUISITION WITH CAPITAL INCLUDED AND PROPOSED BYLAW

	Proposed Maximum	Per \$1,000	Per \$100,000	Per \$200,000
	\$150,000.00			
	\$ 24,870.66	0.0273	\$ 2.73	\$ 5.46
	\$ 9,170.35	0.0296	\$ 2.96	\$ 5.92
	\$ 1,339.12	0.0021	\$ 0.21	\$ 0.43
	\$ 6,965.30	0.0252	\$ 2.52	\$ 5.04
	\$ 1,507.57	0.0068	\$ 0.68	\$ 1.37
	\$ 17,342.27	0.0303	\$ 3.03	\$ 6.06
	\$ 4,272.87	0.0286	\$ 2.86	\$ 5.72
	\$ 65,468.14			
	\$ 25,845.43	0.0231	\$ 2.31	\$ 4.62
	\$ 6,283.91	0.0364	\$ 3.64	\$ 7.29
	\$ 14,929.02	0.0374	\$ 3.74	\$ 7.49
	\$ 8,531.55	0.0460	\$ 4.60	\$ 9.19
	\$ 5,574.13	0.0315	\$ 3.15	\$ 6.29
	\$ 21,416.40	0.0285	\$ 2.85	\$ 5.71
	\$ 290.54	0.0144	\$ 1.44	\$ 2.87
	\$ 1,660.88	0.0052	\$ 0.52	\$ 1.05
	\$ 84,531.86			
	\$150,000.00			

Rider's Survey Report

Compilation of Data – 2017 to 2019

Background

At the September 7, 2017 Rural Directors Committee meeting discussion took place regarding the need to identify the origin of persons using the bus service. Therefore, a rider's survey was conducted in the following months:

2017	November
2018	March
	July
	December
2019	May
	November

This report compiles all six months of data.

Introduction

The main purpose of the survey was to learn where transit rider's primary residence is located. Additionally, four questions were asked to obtain more information on transit riders, and a space for comments was included.

1. Why are you riding the bus?
2. How often do you ride the Bulkley-Nechako Transit System?
3. What best describes your transit travel?
4. What age category best describes you?

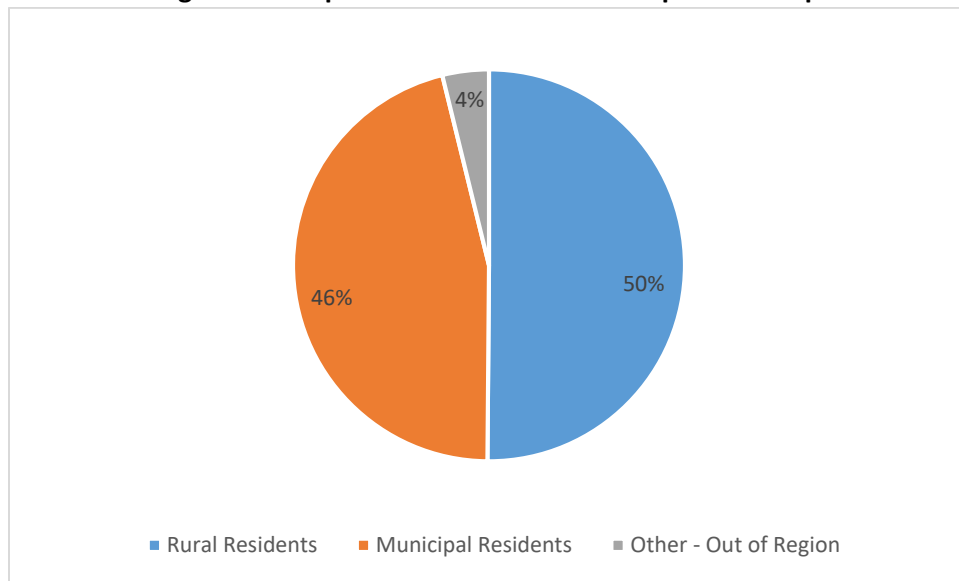
The following table summarizes survey participation. Total participation in the survey was good with an average of 23% of riders filling out the survey over the six different months it was offered.

Table 1: Survey Participation

Month	Number of Surveys	Total Ridership (161 & 162 Routes)	Percentage of riders that participated in the survey
November 2017	116	365	32%
March 2018	164	515	32%
July 2018	106	599	18%
December 2018	96	522	18%
May 2019	211	648	33%
November 2019	89	688	13%
Totals	782	3337	23%

Who is Riding the Bus

Figure 1: Comparison of Rural and Municipal Ridership



Survey results indicate that rural ridership is slightly higher than municipal ridership. When ridership percentages are applied to actual ridership the following data can be inferred. Table 2 breaks down total ridership by year. Rural and municipal riders are based on the percentages of survey respondents.

Table 2: Overall Ridership

Year	Total Actual Riders	Rural Riders (50%)	Municipal (46%)	Other (4%)
2017	2,548	1,274	1,172	102
2018	6,779	3,390	3,118	271
2019	7,708	3,854	3,546	308
Totals	17,035	8,518	7,836	681

By applying survey percentages to actual ridership, of the 17,035 people that have ridden the bus, we can estimate that 8,518 were from rural areas and 7,836 were from municipalities. The 681 other riders are survey respondents that indicated their primary residence was outside the borders of the RDBN.

Rural Riders

The Rider’s Survey has shown that riders from all electoral areas are represented. The data we receive from BC Transit is based on bus stops and does not provide information on where riders live. The majority of bus stops are located in the on corridor municipalities and BC Transit ridership data is based on ridership at these bus stops. The number of bus stops in rural areas are as follows:

- Area D 4
- Area B 4
- Area F 1
- Area G 1
- Area A 1
- Area E 0
- Area C 0

We can not get an accurate picture of rural ridership from typical rider counts. The rider’s survey collected data on where people’s primary residence is located. Data collected indicate that 50% of riders are from rural areas. Table 3 breaks down survey data by electoral area. Figure 2 shows the percentages of riders and Table 4 uses the percentages to extrapolate ridership in electoral areas from actual ridership numbers.

Table 3: Survey Results for Rural Riders

Electoral Area	2017 November	2018 March	2018 July	2018 December	2019 May	2019 October	Total
Area D	12	22	13	12	24	15	98
Area B	21	29	9	16	11	3	89
Area F	16	15	4	6	26	6	73
Area G	17	10	17	1	10	6	61
Area A	3	12	3	1	4	2	25
Area E	2	6	3	1	6	5	23
RDFFG-Area C	2	12	3	0	1	1	19
Area C	2	2	0	0	0	0	4

Figure 2: Percentage of Rural Riders by Electoral Area

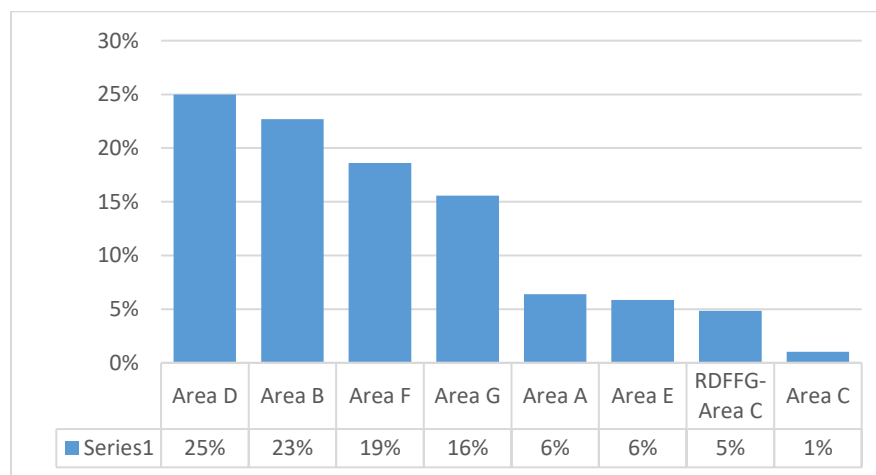


Table 4: Rural Riders 2017-2019 based on survey percentages

Electoral Area	Total Riders
Area D	2129
Area B	1959
Area F	1618
Area G	1363
Area A	511
Area E	511
Area C	85

Municipal Riders

Just as in the rural riders section, we see rider representation from all municipalities. Burns Lake has the highest numbers as it is the starting point for the bus and includes data for both the 161 and 162 routes. Table 5 breaks down survey data by municipality. Figure 3 show the percentages of riders and Table 6 uses the percentages to extrapolate total municipal ridership from actual ridership numbers.

Table 5: Survey results for Municipal Riders

Municipality	2017 November	2018 March	2018 July	2018 December	2019 May	2019 October	Total
Burns Lake	9	19	18	34	57	30	167
Houston	7	10	10	9	16	3	55
Vanderhoof	8	11	4	3	14	4	44
Prince George	4	5	9	2	13	7	40
Fraser Lake	4	5	5	5	5	5	29
Smithers	5	0	2	3	7	1	18
Telkwa	1	1	0	1	0	0	3
Granisle	1	0	0	0	1	0	2
Fort St. James	0	2	0	0	0	0	2

Figure 3: Percentage of Municipal Riders by Municipality

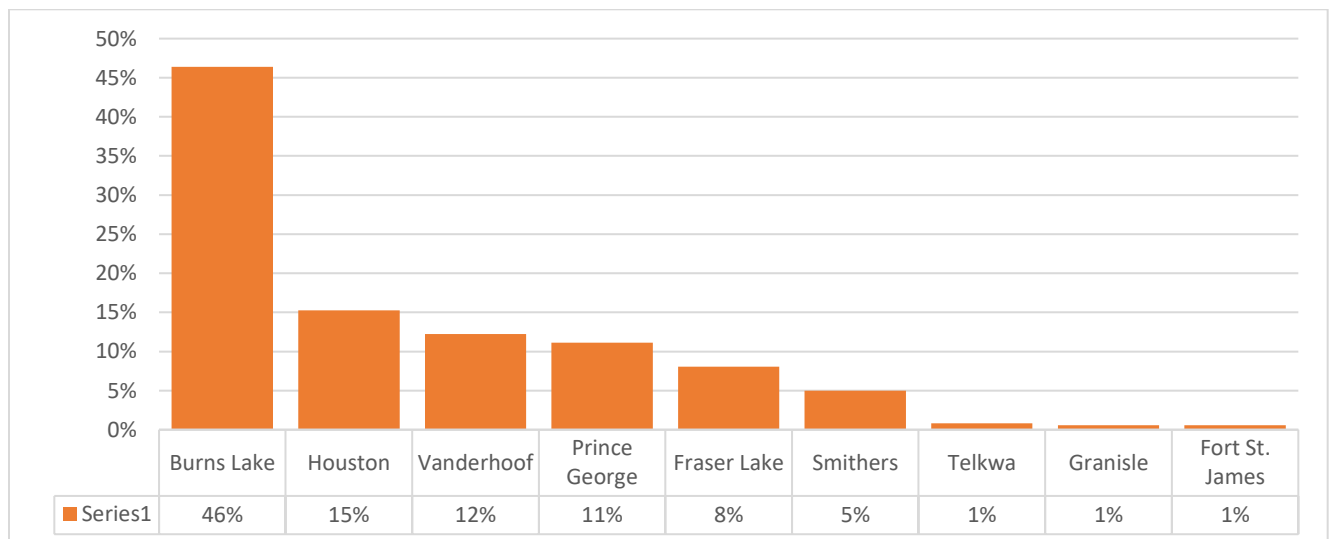


Table 6: Municipal Riders 2017-2019 based on survey percentages

Municipality	Total Riders
Burns Lake	3605
Houston	1175
Vanderhoof	940
Fraser Lake	627
Smithers	392
Telkwa	78
Granisle	78
Fort St. James	78

The following tables summarize the additional data that was collected in the six different months we did the survey.

Table 6: Rider Frequency

	2017 November	2018 March	2018 July	2018 December	2019 May	2019 October	Total
1-2 times per month	51	81	37	38	95	42	344
Less than once a month	35	52	38	30	56	25	236
Weekly	30	31	31	28	60	22	202

Table 7: Riding Habits

	2017 November	2018 March	2018 July	2018 December	2019 May	2019 October	Total
Return trip on the same day	58	67	34	49	101	45	354
Return trip on a future day	31	61	42	37	79	28	278
One-way trip	27	36	30	10	31	16	150

Table 8: Age Demographics

	2017 November	2018 March	2018 July	2018 December	2019 May	2019 October	Total
25-64 years	77	103	57	76	140	59	512
18-24 years	17	23	17	7	30	8	102
17 years and under	4	20	20	6	18	10	78
65 years and over	18	18	12	7	23	12	90

Table 9: Reason for Travel

	2017 November*	2018 March	2018 July	2018 December	2019 May	2019 October	Total
Visiting Friends and Family	0	64	35	26	50	27	202
Medical Appointment	0	32	23	20	46	34	155
Shopping	0	29	21	26	41	12	129
Other	0	15	6	12	15	5	53
Travel Connections	0	14	14	8	19	5	60
Work	0	8	7	4	30	4	53
School	0	2	0	0	10	2	14

*This question was not asked on the November 2017 survey

BC Transit Ridership Data

The following tables include actual ridership provided by BC Transit. BC Transit data counts riders getting on at designated bus stops. The data in these tables are organized by Electoral Area, First Nation, and Municipality. Numbers include multiple bus stops. Individual bus stop information is available by request.

2017 Ridership

Municipality/Electoral Area	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-18	2017 Totals
Route 161 Burns Lake - Prince George							
Electoral Area "B" Burns Lake Rural							
Wet'suwet'en First Nation	10	8	6	12	17	14	67
Burns Lake/Lake Babine Nation/Burns Lake Band	71	64	69	66	48	99	417
Electoral Area "D" Fraser Lake Rural							
Stellat'en First Nation/Nadleh Whut'en	12	25	22	24	18	26	127
Fraser Lake	18	13	7	26	25	29	118
Vanderhoof/Saik'uz First Nation	49	52	45	52	51	48	297
RDFFG - Electoral Area "C" Beaverly	0	0	0	1	1	1	3
Prince George	101	154	139	158	115	145	812
Total Passengers	261	316	288	339	275	362	1841
Average per day	22	23	22	26	23	30	24
Route 162 Burns Lake - Smithers							
Electoral Area "B" Burns Lake Rural							
Wet'suwet'en First Nation	0	2	0	10	1	5	18
Burns Lake/Lake Babine Nation/Burns Lake Band	22	15	14	14	16	16	97
Electoral Area "G" Houston Rural	0	1	1	1	1	3	7
Houston	71	56	31	52	35	45	290
Electoral Area "A" Smithers Rural	1	0	4	0	0	0	5
Telkwa	5	2	2	1	6	2	18
Smithers	54	47	38	53	31	49	272
Total Passengers	153	123	90	131	90	120	707
Average passengers per day	12	10	8	11	7	10	10
162 Midday Run- Departs Smithers 11:30 am Departs Houston at 1:00 pm							
Houston	18	16	2	14	9	8	67
Electoral Area "A" Smithers Rural	0	0	0	0	0	0	0
Telkwa	0	1	0	1	0	0	2
Smithers	21	11	16	12	10	10	80
Total Passengers	39	28	18	27	19	18	149
Average passengers per day	3	2	2	2	1	2	2

2018 Ridership

Route 161 Burns Lake - Prince George	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Electoral Area "B" Burns Lake Rural Wet'suwet'en First Nation	21	13	17	13	26	11	18	17	20	25	28	13
Burns Lake/Lake Babine Nation/Burns Lake Band	81	63	91	56	109	97	117	72	94	122	88	90
Electoral Area "D" Fraser Lake Rural Stellat'en First Nation/Nadleh Whut'en	24	24	39	34	61	29	30	24	35	37	47	28
Fraser Lake	30	23	22	23	38	23	36	19	16	24	21	22
Vanderhoof/Saik'uz First Nation	40	34	41	34	32	65	47	72	47	50	51	38
RDFFG - Electoral Area "C" Beverly Prince George	2	2	4	1	3	1	0	4	0	2	4	2
	163	140	180	145	222	184	185	160	152	200	234	181
Total Passengers	361	299	394	306	491	410	433	368	364	460	473	374
Average boardings per day	28	25	28	26	35	32	33	28	28	35	36	31
Route 162 Burns Lake - Smithers												
Electoral Area "B" Burns Lake Rural Wet'suwet'en First Nation	20	6	9	7	8	5	8	1	0	0	7	0
Burns Lake/Lake Babine Nation/Burns Lake Band	34	20	12	12	22	19	8	34	7	17	20	25
Electoral Area "G" Houston Rural Houston	3	1	1	0	0	0	5	1	3	6	0	1
	87	35	54	73	96	86	70	71	86	82	84	66
Electoral Area "A" Smithers Rural Telkwa	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	4	2	1	2	4	9	0	1	1	0
Smithers	83	33	41	66	84	83	71	73	70	69	78	56
Total Passengers	230	95	121	160	211	195	166	189	166	175	190	148
Average boardings per day	18	9	10	12	18	15	13	15	15	13	15	12
162 Midday Run- Departs Smithers 11:30 am Departs Houston at 1:00 pm												
Houston	7	10	28	18	16	25	17	18	43	19	29	19
Electoral Area "A" Smithers Rural Telkwa	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	3	0	0	0	0
Smithers	18	11	10	17	22	31	25	16	21	17	17	17
Total Passengers	26	21	38	35	38	56	42	37	64	36	46	36
Average boardings per day	2	2	3	3	3	4	3	3	6	3	4	3

2019 Ridership

Route 161 Burns Lake - Prince George	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19
Electoral Area "B" Burns Lake Rural Wet'suwet'en First Nation	30	3	37	39	9	13	14	3	7	13	22	18
Burns Lake/Lake Babine Nation/Burns Lake Band	98	83	102	115	81	87	132	78	115	123	166	132
Electoral Area "D" Fraser Lake Rural Stellat'en First Nation/Nadleh Whut'en	26	16	50	29	37	30	35	12	42	41	26	48
Fraser Lake	27	16	14	12	14	22	22	17	20	39	31	35
Vanderhoof/Saik'uz First Nation	54	46	48	41	73	49	67	36	54	73	61	56
RDFFG - Electoral Area "C" Beverly Prince George	2	0	3	2	3	3	7	2	6	2	4	1
	206	108	197	194	203	191	219	101	169	212	244	222
Total Passenger Boardings	443	272	451	432	420	395	496	249	413	503	554	512
Average boardings per day	34	23	35	36	30	30	38	19	32	39	43	43
Route 162 Burns Lake - Smithers												
Electoral Area "B" Burns Lake Rural Wet'suwet'en First Nation	0	4	6	3	6	7	1	1	3	3	4	2
Burns Lake/Lake Babine Nation/Burns Lake Band	18	19	28	26	32	51	10	4	8	14	31	20
Electoral Area "G" Houston Rural	3	4	5	2	1	13	1	0	0	0	2	3
Houston	95	65	80	91	103	73	108	32	94	78	136	104
Electoral Area "A" Smithers Rural	1	0	0	0	1	1	0	1	0	6	17	2
Telkwa	0	0	0	0	0	0	1	0	3	1	4	3
Smithers	99	69	91	144	85	81	111	48	98	83	131	93
Total Passenger Boardings	216	161	210	266	228	226	232	86	206	185	325	227
Average boardings per day	18	13	16	20	18	17	18	7	16	14	25	17
162 Midday Run- Departs Smithers 11:30 am Departs Houston at 1:00 pm												
Houston	24	15	18	27	16	16	31	9	17	16	30	13
Electoral Area "A" Smithers Rural	0	0	0	0	0	0	0	0	0	0	0	0
Telkwa	0	0	0	0	0	0	1	0	2	0	0	0
Smithers	30	22	38	38	34	37	34	14	19	36	53	22
Total Passenger Boardings	54	37	56	65	50	53	66	23	38	52	83	35
Average boardings per day	4	3	5	5	4	4	5	2	3	4	6	3

2020 Ridership

Route 161 Burns Lake - Prince George	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Electoral Area "B" Burns Lake Rural Wet'suwet'en First Nation	9	10	9									
Burns Lake/Lake Babine Nation/Burns Lake Band	93	97	71									
Electoral Area "D" Fraser Lake Rural Stellat'en First Nation/Nadleh Whut'en Fraser Lake	44	42	47									
Vanderhoof/Saik'uz First Nation	62	58	32									
RDFFG - Electoral Area "C" Beaverly	0	0	0									
Prince George	190	197	152									
Total Passenger Boardings	423	430	328	0	0	0	0	0	0	0	0	0
Average boardings per day	33	36	25	0	0	0	0	0	0	0	0	0
Route 162 Burns Lake - Smithers												
Electoral Area "B" Burns Lake Rural Wet'suwet'en First Nation	1	1	3									
Burns Lake/Lake Babine Nation/Burns Lake Band	10	11	19									
Electoral Area "G" Houston Rural Houston	3	5	12									
	77	107	66									
Electoral Area "A" Smithers Rural Telkwa	2	7	1									
	3	3	0									
Smithers	70	105	57									
Total Passenger Boardings	166	239	158	0	0	0	0	0	0	0	0	0
Average boardings per day	14	20	12	0	0	0	0	0	0	0	0	0
162 Midday Run- Departs Smithers 11:30 am Departs Houston at 1:00 pm												
Houston	16	27	15									
Electoral Area "A" Smithers Rural	1	0	0									
Telkwa	0	2	0									
Smithers	22	23	31									
Total Passenger Boardings	39	52	46	0	0	0	0	0	0	0	0	0
Average boardings per day	3	5	4	0	0	0	0	0	0	0	0	0

**REGIONAL DISTRICT OF BULKLEY-NECHAKO****STAFF REPORT**

TO: Chair Parker and Rural/Agriculture Committee
FROM: Deneve Vanderwolf, Planner 1
DATE: November 5, 2020
SUBJECT: Crown Land Referral No. 0280400

RECOMMENDATION

That the attached comment sheet be provided to the Province as the Regional District's comments on Crown Land Application 0280400.

VOTING

All /Directors / Majority

DISCUSSION

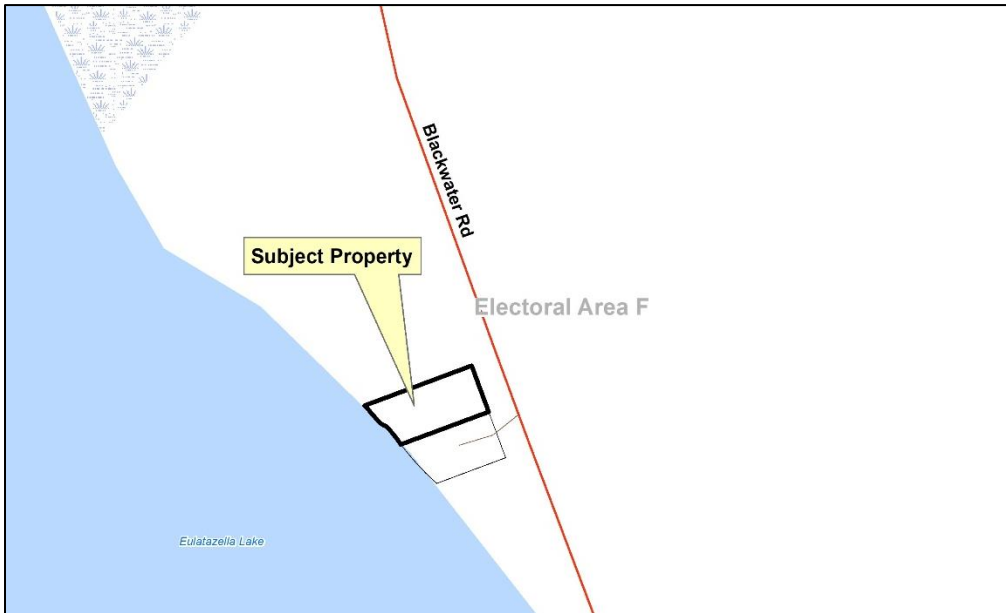
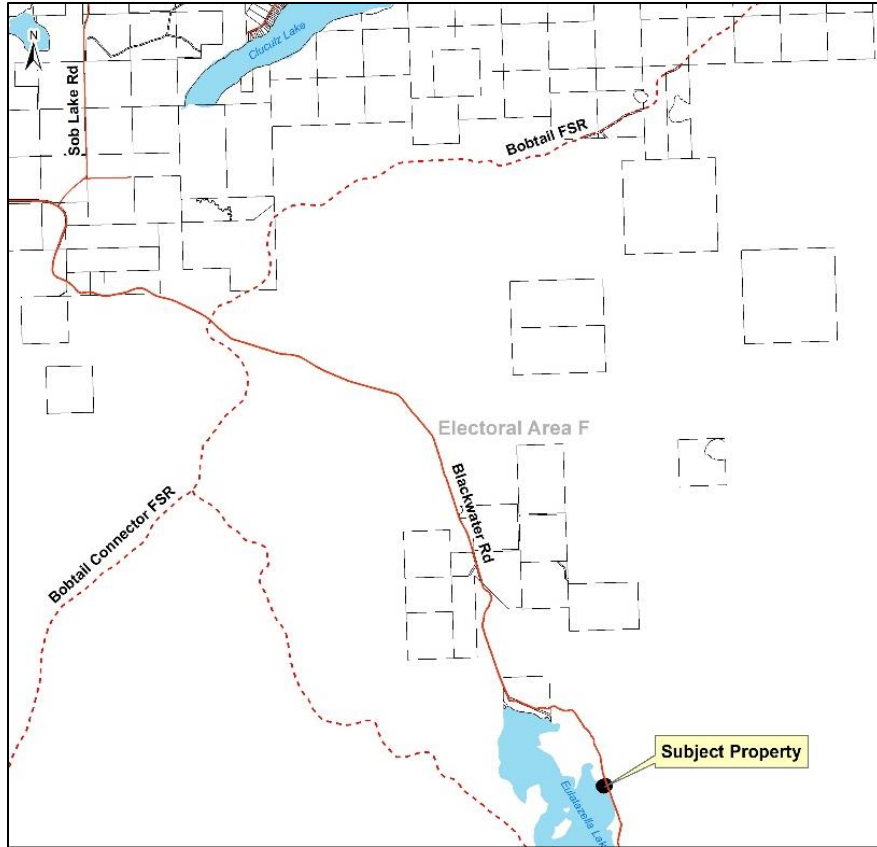
This Crown Grant will allow the sale of an existing recreational lease. The property (Block B, District Lot 1247, Cariboo District) is 0.194 ha in size and located on Blackwater Road, approximately 37 km SE of the District of Vanderhoof, on the shore of Eulatazella Lake.

In situations such as this where the parcel is relatively small, achieving appropriate on-site sewage disposal may be challenging. To ensure that the future development of the sensitive lakeshore lot is done with care and to protect the environment and the public's health, it is recommended that the Province identify the capacity of the lot to accommodate on-site sewage disposal, and that purchasers be made aware of the limitations of the property. It is also recommended that the Province ensure that any existing on-site sewage disposal system was constructed in accordance with Northern Health regulations.

The subject property is not zoned and is not located within the Agricultural Land Reserve (ALR).

ATTACHMENTS

Comment Sheet





**REGIONAL DISTRICT OF BULKLEY-NECHAKO
COMMENT SHEET ON CROWN LAND REFERRAL 0280400**

Electoral Area:	F
Applicant:	Bernard Lafleche & Dana Thony
Existing Land Use:	Recreation
Zoning:	None
Plan Designation	None
Proposed Use Comply with Zoning:	N/A
If not, why?	
Agricultural Land Reserve:	No
Access:	Blackwater Road
Building Inspection:	No
Fire Protection:	No
Other comments:	It is recommended that the Ministry of Forests, Lands and Natural Resource Operations and Rural Development identify the capacity of the lot to accommodate on-site sewage disposal, and that purchasers be made aware of the limitations of the property. It is also recommended that the Province ensure that any existing on-site sewage disposal system was constructed in accordance with Northern Health regulations.



REGIONAL DISTRICT OF BULKLEY-NECHAKO

STAFF REPORT

TO: Chair Parker and Rural/Agriculture Committee
FROM: Deneve Vanderwolf, Planner 1
DATE: November 5, 2020
SUBJECT: Crown Land Referral No. 6401785 (Babine)

RECOMMENDATION

That the attached comment sheet be provided to the Province as the Regional District's comments on Crown Land Application 6401785.

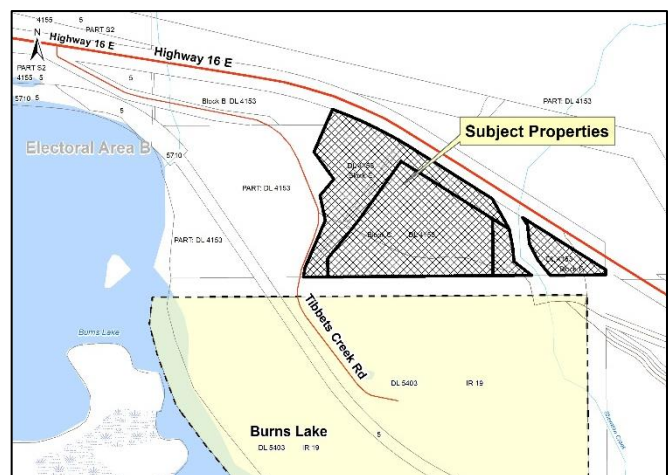
VOTING

All /Directors / Majority

DISCUSSION

This application is regarding an amendment to Babine Forest Products existing Licence of Occupation for Industrial Log Storage/Handling purposes to allow for the construction of an electrical substation to support the mill (see attached Management Plan).

The application area is located on crown land legally described as (BLOCK C,D,E, and F, DISTRICT LOT 4153, RANGE 5, COAST DISTRICT) at Babine Forest Product mill site approximately 16 km east of the Village of Burns Lake.



ATTACHMENTS

Comment Sheet
 Management Plan



**REGIONAL DISTRICT OF BULKLEY-NECHAKO
COMMENT SHEET ON CROWN LAND REFERRAL 6401785**

Electoral Area:	B
Applicant:	Babine Forest Products
Existing Land Use:	Log Storage
Zoning:	Heavy Industrial Zone (M2)
Plan Designation	Industrial (I)
Proposed Use Comply with Zoning:	Yes
If not, why?	
Agricultural Land Reserve:	No
Access:	Highway 16
Building Inspection:	Yes
Fire Protection:	No
Other comments:	None

MANAGEMENT PLAN

BABINE FOREST PRODUCTS

LEASE SK932654 - LOG HANDLING / STORAGE SITE

FILE No. 6401785

September 3, 2020

Project Overview

The Babine Forest Products Log Storage Lease SK932654 site has historically been used, and continues to be used for a log storage area to support the current Babine Forest Products Sawmill Site which is situated on a portion of the Sheraton Creek I.R. No. 19.

In 2015 Babine Forest Products amended the log handling / storage site to include a new trailer reload (See photo 1) to permit log truck trailers to be reloaded after logs have been delivered to Babine Forest Products. No other major changes have been made to the current Crown Lease No. SK932654 since this amendment.

The intent of this new application is to obtain an amendment to Babine Forest Products Limited, current Crown Lease No. SK932654 to allow for the construction and use of an electrical substation to support the Babine Forest Products Mill site.

Project Description

Background

The Babine Forest Products Log Storage Site is used as log storage, log handling and scaling area within the Regional District of Bulkley – Nechako.

Babine Forest Products Limited is a cut to length sawmill that receives both highway and off highway deliveries. Logs are unloaded from logging trucks and stored in decks (rows) in the yard. Deck heights are no more than 8.0 m in height and 125m in length. For the retrieval of logs, Babine uses material handlers or front end log loaders to retire logs and deliver the logs to the in-feed decks for the sawmill. Once a portion (cell) of the yard is cleared out of logs, any broken chunks of woody debris are removed from the site and the area is smoothed out again for drainage control and made ready for new log deliveries.

A new electrical substation is required to allow Babine Forest Products Limited to have a more stable electrical connection with BC Hydro to the Babine Forest Products Limited mill site.

Location

Lease No. SK932654 consists of BLOCK C, D, E and F of District Lot 4153, Range 5, Coast District, situated directly North of, and adjacent to Sheraton Creek I.R. No. 19. This area can be accessed from Highway 16 via Tibbets Road and from Highway 16 via Augier Road.

A new trailer reload was constructed in late 2016 on the Western portion of BLOCK E adjacent to the internal main logyard access road / Tibbets Road junction. This location was chosen for its flat location, proximity to electrical power and proximity to the existing access road for log trucks departing the Babine Forest Products Site.

Some minor surfacing work and ditching was done to access roads within the log yard in 2017 and 2018 to help with surface water drainage.

A new electrical substation is being proposed on the Northern portion of BLOCK E, adjacent to Highway 16 (see Appendix 2). This location was chosen given its proximity to the current electricity supply from BC Hydro and the existing right of way that feeds the Babine Forest Products Site. Having the substation positioned adjacent to existing electrical infrastructure will allow for its continued use and helps to minimize the impact of changing the electrical supply to the Babine mill site.

Infrastructure

The proposed electrical substation will be situated either East or West of the current private electrical right of way adjacent to Highway 16. Geotechnical assessments will be completed and will assist in determining the final location. The Electrical substation will cover an approximate area of 12.5m wide by 44m long and will consist of a control building, 5 utility poles, transformer, tower, with a fenced perimeter. See appendix 1 for plans and profiles.

First Nations

Babine Forest Products Limited is a joint venture, owned by Hampton Lumber Mills Canada and Burns Lake Native Development Corporation (BLNDC). BLNDC represents the following six local First Nations in the Burns Lake area;

- Burns Lake Band
- Cheslatta Carrier Nation
- Lake Babine Nation
- Nee Tahi Buhn Indian Band
- Skin Tyee First Nation
- Wet'suwet'en First Nation

We have regular contact with each of our partners and update them of any changes to our operations.

Archaeological

An Archaeological Chance Find Procedure (CFP) is a tool for the protection of unidentified cultural heritage resources. The primary purpose of a CFP is to raise awareness of all personnel working on site regarding the potential for discovery of cultural heritage resources and establish a protocol for the protection of these resources. During construction, Babine Forest Product plans to review the Archaeological Chance Find Procedure (see Appendix 3) with all contractor personnel onsite when the amendment work is being completed and comply with the reporting/findings of the Chance Find Procedure document.

Environmental

The East end of Burns Lake, the start of the Endako River as it flows out of the East end of Burns Lake, and Sheraton Cr along the East boundary of the log yard are surface waters that are close to Babine Forest Products Log Storage Lease SK932654. Surface water drainage is managed by ditches and sumps. None of these ditches is directed towards any surface waters.

As a condition of its insurance, no burning is permitted on Babine Forest Products mill site including the logyard.

Any exposed areas not actively being used for log storage in the log yard have been grass seeded with a suitable erosion control mix.

Log chunks and other logyard debris are regularly removed to keep the yard clean. This debris is sorted and saleable material sold to bioenergy facilities and non-saleable material is placed in an off-site approved landfill.

The land where the proposed electrical substation is planned to be constructed will require some excavation, leveling and clearing of existing trees, vegetation, grasses and soil. This area will be built up with stabilized gravel to support the infrastructure of the proposed electrical substation. The electrical substation will take up an area of approximately 12.5m by 44m. There will be footings created for the incoming tower, Main circuit breaker, transformer, and control building. There will also be a grounding grid, made from bare copper, buried throughout the fenced yard to ensure the safety of personnel entering the substation.

It is not anticipated that the proposed amendment will have any significant adverse effects on the atmosphere, water, or fish & wildlife.

Socio – Community

It is not anticipated that the proposed amendment will have any significant adverse effects on the public or community. No community services will be impacted by the addition of an electrical substation, nor will any Public Health issues arise from its use.

Socio – Community Conditions

It is not anticipated that the proposed amendment will have any change in demand for fire protection or emergency services for the Burns Lake area.

Babine Forest Products has a standing Air Tanker Agreement with the Wildfire Branch of the Ministry of Forests, Lands and Natural Resource Operations if a large scale fire starts in the log yard and is threatening life, the mill, other structures or adjacent timber resources.

In addition, fire hydrants are located in the South perimeter of the logyard, and are available for use in fire suppression activities within the logyard if the need arises. These are tied into the Sawmill's fire protection system and water pond.

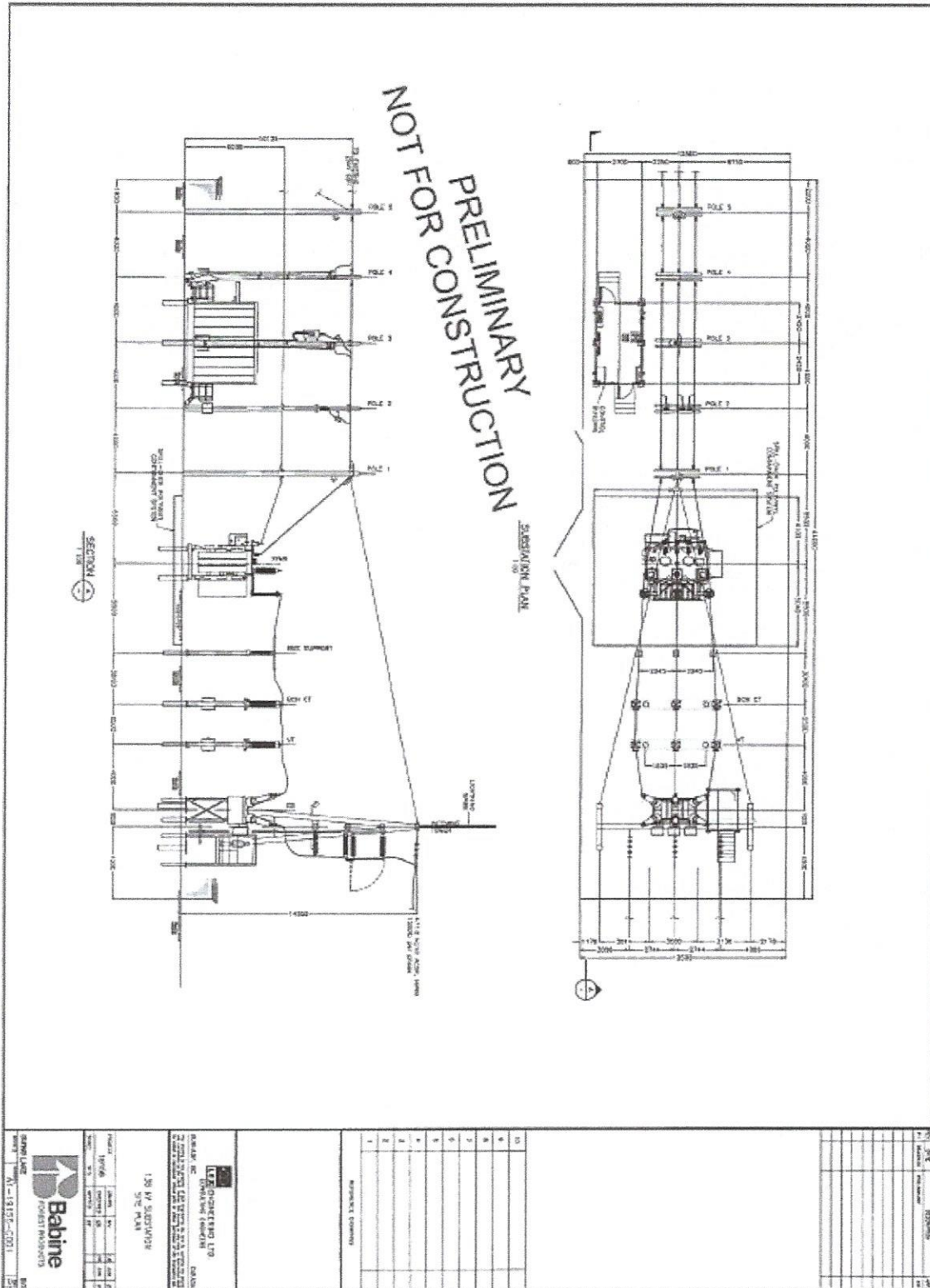
Completed and Signed By:



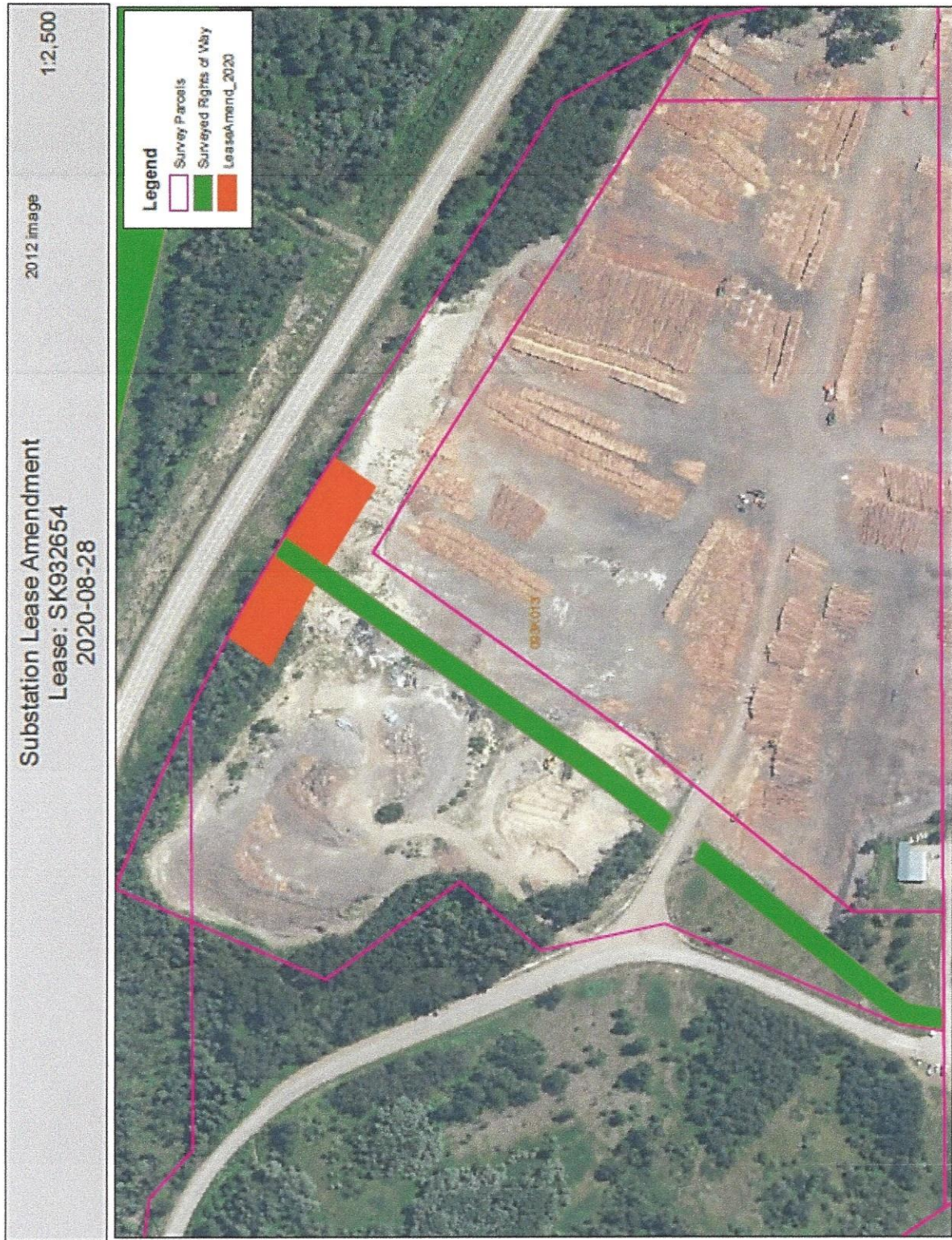
Jeff Gillanders, RPF
Babine Forest Products Limited



Appendix 1. Proposed Substation Plan



Appendix 2. Proposed Substation Location Map



Appendix 3.**Archaeological Chance Find Procedure - Sample Document**

{Insert Tenure holder name or on-site Operator name}

There are more than 32,000 archaeological sites currently recorded in British Columbia with many more being added to the provincial inventory every year. For this reason, it is very likely that you will encounter an archaeological site during your lifetime either knowingly or unknowingly. This protocol has been established to increase awareness of this important resource and to assist in planning future developments.

The remnants of British Columbia's earliest cultures are represented in today's landscape by a wide variety of site types, most of which are related to art, habitations, resource gathering and production, tool making, and traditional ceremonial or ritual activities. Some sites that may be immediately visible to a non-archaeologist include:

- Rock art, including pictographs and petroglyphs.
- Tree art and Culturally Modified Trees (CMT'S) such as bark stripping and planks.
- Surface features such as depressions created by former habitations, earthen fortifications, rock cairns, fish traps, clam gardens, burned rock and middens.
- Artifacts that have become visible on the land surface owing to erosion or recent land altering activity. These may be produced in a variety of materials such as stone, bone, antler, wood, or shell.
- Buried cultural remains that may be sighted in a cut-bank, excavation, eroded shoreline, or other exposed deposit.

If you discover what you suspect may be a possible archaeological site:

- Stop all work in the area to avoid damaging the site.
- **Do not disturb any archaeological remains that you may encounter.**
- Report your discovery to your supervisor or if they are unavailable, the *{Permittee or on-site Operator name }* who will provide further instructions *{contact #}*.
- If you are unable to contact the *{Permittee or on-site Operator name}* representative, please contact the Archaeology Branch by telephone at (250) 953-3334

If you discover what you suspect may be a possible human remains:

- Stop all work in the area to avoid damaging the site.
- **Do not disturb any possible human remains that you may encounter.**
- Report your discovery to your supervisor or if they are unavailable, the *{Permittee or on-site Operator name }* who will provide further instructions.
- If you are unable to contact the *{Permittee or on-site Operator name}* representative, and the suspected human remains appear to be current, contact the RCMP at *{local RCMP phone #}*.
- If you are unable to contact the *{Permittee or on-site Operator name}* representative, please contact the Archaeology Branch by telephone at (250) 953-3334

The following steps will generally be followed

- The Coroner's Office and local policing authority are notified and the Coroner's Office determines whether the matter is of contemporary forensic concern.
- If the remains are not of forensic concern, the branch will attempt to facilitate disposition of the remains.

- If a cultural affiliation for the remains can be determined, the branch will contact an organization representing that cultural group. If the remains are of aboriginal ancestry, the branch will attempt to contact the relevant First Nation(s).
- Generally, if remains are still buried and are under no immediate threat of further disturbance, they will not be excavated or removed. If the remains have been partially or completely removed, the branch will facilitate disposition.
- The branch may arrange for a qualified anthropologist or archaeologist to provide an assessment of the remains.

**REGIONAL DISTRICT OF BULKLEY-NECHAKO****STAFF REPORT**

TO: Chair Parker and Rural/Agriculture Committee
FROM: Deneve Vanderwolf, Planner 1
DATE: November 5, 2020
SUBJECT: Crown Land Referral No. 7410152

RECOMMENDATION

That the attached comment sheet be provided to the Province as the Regional District's comments on Crown Land Application 7410152.

VOTING

All /Directors / Majority

DISCUSSION

This application is regarding a Crown Grant to obtain additional land for extensive agriculture purposes.

The application area is located on Crown land legally described as (That Part Lying North of Nechako River, of Fractional NW 1/4, Section 23, Township 1, Range 4, Coast District). The land is located on the Nechako River, approximately 8 kilometres southeast of the District of Vanderhoof. The application area is approximately 2.8 ha. in size.

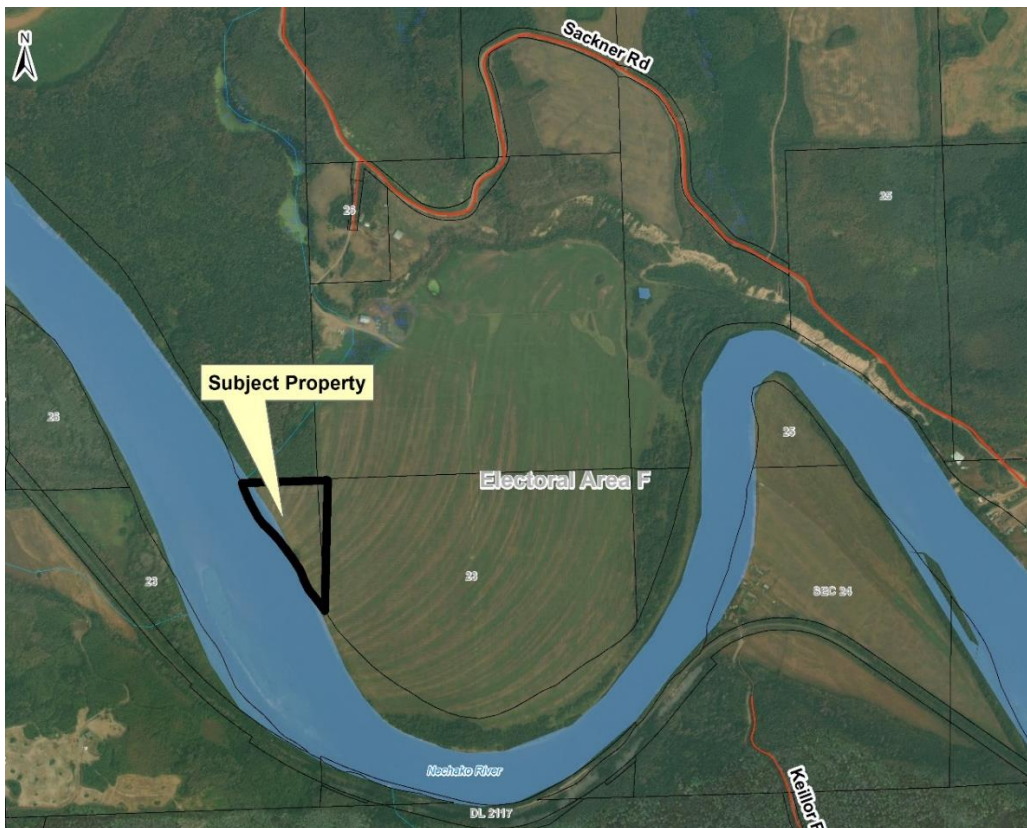
The applicant owns and farms the land adjacent to the subject property. The intent of this application is to provide additional arable land to their existing farm operation. The subject property, as shown on the map on page 2, is part of the applicant's existing hay field. The subject property was previously within the farm operation but forfeited back to the Crown under a previous owner. The Crown Grant will allow the applicant to add it back into the farm.

The land was designated 'Park' in a previous OCP. Should the crown land be granted the OCP designation will be proposed for change to 'Agriculture'.

The application area is zoned Agricultural (AG1) under RDBN Zoning Bylaw and is located within the Agricultural Land Reserve (ALR).

ATTACHMENTS

Comment Sheet





**REGIONAL DISTRICT OF BULKLEY-NECHAKO
COMMENT SHEET ON CROWN LAND REFERRAL 7410152**

Electoral Area:	F
Applicant:	Eugene Cromarty
Existing Land Use:	Agriculture
Zoning:	Agriculture (AG1)
Plan Designation	Parks and Recreation (P)
Proposed Use Comply with Zoning:	Yes
If not, why?	
Agricultural Land Reserve:	Yes
Access:	Sackner Road
Building Inspection:	Yes
Fire Protection:	No
Other comments:	None



**Regional District of Bulkley-Nechako
Memo**

TO: Chair and Rural/Agriculture Committee

FROM: Debbie Evans, P. Ag., Agriculture Coordinator

DATE: November 5, 2020

SUBJECT: Farm Management Canada's Ag Excellence Online Conference Dec 8 – 10 2020

RECEIVE

BACKGROUND

Please see attached poster for details.



Agricultural Excellence Conference 2020
Prosperity with Purpose

Fostering your Leadership Effectiveness

SPEAKER:
Kelly Dobson,
Leadershift
Chief Leadership Officer

VIRTUAL:
Wednesday, December 9th, 2020
1:00 PM ET



www.agexcellenceconference.ca

Royal Bank of Canada's Farmer 4.0 report says it straight up, *"[you] will need to manage ever-larger and more technologically complex operations and will need the leadership skills . . . that go along with that shift."*

The connection between leader effectiveness and business performance is undeniable but getting measurable improvements in farmer performance takes a modern, transdisciplinary approach. Kelly Dobson, Head Performance Coach of the National Farm Leadership Program and LeaderShift Inc. will discuss the current state of farmer effectiveness and the personal abilities required so strategic management best practices can be consistently utilized.



FARM MANAGEMENT CANADA
GESTION AGRICOLE DU CANADA

The Agricultural Excellence Conference (AgEx) is the only event in Canada dedicated exclusively to bringing farm management enthusiasts together to build their business acumen. This year's theme, Prosperity with Purpose, is about taking a proactive approach to farm business management - to build the confidence and underlying capacity to weather any storm and seize opportunities, positioning the farm for continued success.



As COVID-19 is still creating much uncertainty in the world, we have decided to protect our attendees, speakers and sponsors and host our event online. Through a variety of speakers, panels and discussion, we will feature all the same great content, virtually, that you can enjoy from anywhere - your home, office, field, boat, barn or greenhouse!

Join us December 8-10, 2020
10:00am - 4:00pm EDT
Registration is FREE!

REGISTER NOW!

DECEMBER 8, 2020

10:00AM - 3:00PM EST

DAY ONE AGENDA

[CLICK HERE FOR FULL SCHEDULE](#)

Tuesday, December 8	
10:00 am EST	Heather Watson, Farm Management Canada <i>Prosperity with Purpose: Navigating the Path</i>
11:00 am EST	Colleen Stewart, President, Perfect Pitch <i>Storytelling for Uncertain Times</i>
12:30 pm EST	Resource Booths/Exhibit Hall
1:00 pm EST	Discussion Panel: <i>Filling the Management Gap Through Mentorship and Peer Advisors</i> -Tyler Fewings, Producer & Scott Dickson, MNP – Cattlemen's Young Leaders -Terry Aberhart, Aberhart Ag Solutions
3:00 pm EST	Rob Napier, Farmer and Family Business Manager, Napier AgriFutures (Australia)

Farm Family Risk Management in a Volatile Post-COVID World

4:00 PM EST

Hoppy hour

DECEMBER 9, 2020

10:00AM - 4:30PM EST

DAY TWO AGENDA

[CLICK HERE FOR FULL SCHEDULE](#)

Wednesday, December 9	
10:00 am EST	<i>Canada's Ag Economic Outlook</i>
11:00 am EST	<i>New Benchmarks for Canadian Agriculture: How Do You Measure Up?</i> Sponsored by BDO
12:00 pm EST	<i>Farming in the Digital Age: New Tech for Farm Management</i>
12:30pm EST	Resource Booths/Exhibit Hall
1:00 pm EST	Kelly Dobson, LeaderShift <i>Fostering your Leadership Effectiveness: Increasing Farmer Performance – Making it happen</i>
2:00 pm EST	Discussion Panel: <i>Getting the most value out of your Farm</i> – Sterling Hilton, HiltonVentures & Origin Malting and Brewing – Anne Wasko, Cattle Trends Inc. – Other Panelists To Be Determined Sponsored by John Deere
4:00 pm EST	Resource Booths/Exhibit Hall
4:30pm EST	Evening of Excellence <i>Wilson Loree Award</i>

DECEMBER 10, 2020

10:00AM - 2:30PM EST

DAY THREE AGENDA

[CLICK HERE FOR FULL SCHEDULE](#)

Thursday, December 10	
10:00 am EST	Nuffield Scholar Presentations
12:00pm EST	<p>Discussion Panel: <i>Canada's Ag Trade Future</i></p> <ul style="list-style-type: none"> • Claire Citeau, Executive Director/Directrice Générale, Canadian Agri-Food Trade Alliance (CAFTA) / Alliance canadienne du commerce agroalimentaire (AC) • Fawn Jackson, Director Government and International Affairs, Canadian Cattlemen's Association • Jennifer Marchand, Government Relations Leader and Cargill Limited • Bernie McClean, Chair of Canadian Canola Growers Association, grains and oilseeds farmer from Saskatchewan (Moderator) <p>Sponsored by Canadian Canola Growers Association</p>
1:30pm EST	Resource Booths/Exhibit Hall
2:00pm EST	Closing Remarks
3:0pm EST	Conference Ends



**Regional District of Bulkley-Nechako
Memo**

TO: Chair and Rural/Agriculture Committee
FROM: Debbie Evans, P. Ag., Agriculture Coordinator
DATE: November 5, 2020
SUBJECT: Update – BC Beef Plant in Westwold

RECEIVE

BACKGROUND

Please see attached documents for details.

Beef Producers Welcome Ishoy



Country Life in BC
SEPTEMBER 30, 2020 by [Peter Mitham](#)

A veteran of Canada's meat industry is embarking on a new venture this week.

Mark Ishoy, the former president of Eastern Meat Solutions Inc. and the Sierra Group of Companies in Ontario, has been appointed to oversee the set up of the new BC Beef Producers Inc. project.

The industry-led venture will buy cull cows from qualifying producers, process the animals and sell the meat under the "Genuine BC Beef" brand. Processing will take place at KML Meat Processors Ltd.'s plant in Westwold. A lease on the premises begins this week, with production set to begin by the end of October.

Ishoy recently retired, having held the position of president at Eastern Meat since 2014. He was described at the time as having enjoyed "a distinguished career" in the meat industry. He's now bringing his history of working with beef packers, processors and distributors to bear in BC.

Among the assets Ishoy brings to the industry are a knowledge of the full meat product cycle as well as a customer-focused attitude, forged in part during the ownership and operation of his own meat plant.

Ishoy will be chief operating officer of BC Beef Packers, which will operate as a private issuer under BC securities regulations. This provision limits shareholders to 50 producers, as defined by securities rules.

With respect to animals, provisions are in place to ensure that animals are produced and treated in accordance with industry best practices.

BC BEEF PRODUCERS THE CONCEPT

Submitted by Mary MacGregor Q.C.

Well, I was going to write this column on another topic. But at the request of the cattle industry steering committee on a BC Beef brand and processing facility, I've agreed to write this article to let BC's cattle people know what is happening at the Steering Committee table.

Background.

BC Cattlemen's and the Association of BC Cattle Feeders have, for several years, had a steering committee looking at establishing a processing facility in British Columbia. As a key part of that work, the group was to establish a BC Beef brand, plus sales and marketing opportunities for BC branded beef.

The reason for the steering committee's work is, of course, to create and increase the market for BC branded beef products within British Columbia, and later elsewhere—with the ultimate objective of increasing the profitability of the cattle industry in British Columbia.

The path to selling BC Beef at a hoped-for premium is rife with challenges. They include creating, funding, and appropriately locating a processing facility; creating a reliable year-round fed cattle supply chain; creating additional expertise in BC in feeding cattle to finish; sourcing required feedstocks, developing a brand which attracts consumers, developing a marketing system to get BC Beef to market—and to do it all in a cost-effective way.

What's New?

What's new is that the steering committee learned of the potential to lease the KML processing facility near Westwold, BC.

Suddenly what was until then a theoretical discussion became an opportunity. The committee responded by simplifying the start-up concept to cull cows/grind only, adding steering committee representation from the breeders and feeders and the dairy sectors, and negotiating to lease the KML plant.

The concept is that BC cattle producers will sell cull cows to the processing facility which will process them into ground beef, to be sold under a BC Beef brand, through sales channels

into the main urban market. As has always been the concept, the profits from processing and marketing the products must go back to the producers who supply the cows.

Producer Participation?

Here are the steering committee's thoughts about how producers can participate.

- Producers would have to qualify as British Columbia cattle producers producing BC born and raised cows, and may be asked to qualify as VBP+ producers or for dairy, pro/Action producers.
- Producers would be both entitled and obligated to ship a committed number of cull cows each year.
- Failure to supply the required cows would result in the forfeiture of the right to have cows processed in future (see explanation below).
- Cows would be delivered at different times of year.
- The processing plant would buy the cows on arrival at the plant, at market price. A grid for quality of the cow and time of year of shipment would have to be applied to the market price, with bonuses and discounts relating to quality. Payment of the market price subject to grid would happen within days of delivery.
- Cows would be processed, ground, and the processed product would be marketed under the BC Beef brand.
- Once a year, processing plant revenue minus costs would be divided among all the producers who shipped cows to the processing facility, on a per-cow-supplied basis.

The steering committee is working hard to move from concept to reality. Planning continues apace.



Photo by Copper-T Ranch

Explanation of Some BC Beef Concepts.

Advisors Bruce Cowper of Mallot Creek Group Inc. on the plant and processing aspects of the business, and Glenn Brand of Brand Marketing & Management Inc. on the branding and marketing aspects, have provided guidance to the steering committee. As I have been on committee conference calls for the last few weeks, it has been a privilege to listen to and learn from these experts.

Bruce Cowper has lengthy experience with processing plants. He was instrumental in the formation of Progressive Pork, a highly successful producer-owned processing facility in Ontario on which this BC initiative is modelled.

Bruce's advice throughout is that the venture will succeed or fail based on the ability to secure (a) an assured supply of cows and (b) the quality of the cows.

The need for an assured supply of cows is what drives the concept that the producer not only may, but also must supply cows annually to the plant, or else forfeit that producer's position.

The need for higher quality cows to process is to be addressed by the bonus/discount on the grid. In concept, producers who supply lower quality cows are to take a larger-than-market discount. The larger discount for lower quality cows is to incentivize producers either not to supply lower quality cows or to take steps to improve their quality before shipping, which may mean holding and feeding them to increase quality--or to ship cows when the supply of cows is smaller.

Securities Law Requirements.

The broad concepts outlined above must be fleshed out and described in detail. No opportunity to participate or invest will be offered unless and until that opportunity can be offered in full compliance with applicable securities law.

More Later.

You can expect to hear much more about BC Beef and the BC Beef brand.

Written by Mary MacGregor Q.C. who practices law with Mary MacGregor Law Corporation in Kamloops BC.

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Denise



Paul

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Kevin Boon Manager's Viewpoint



Kevin Boon



Photo by B.C. Photo

I know that there is a lot of talk and discussion about where things are in the process of being able to market BC Beef through a federal packing facility. I decided to write this column as a bit of an opinion and a bit of information.

There has been a lot of work done over the last three or four months that is going to make this a reality. Mary MacGregor's column on page 34 in this issue of *Beef in BC* will outline the challenges and events that the industry has undertaken to get this reality closer.

There is also an article on page 36 by Bruce Cowper on a pork initiative in Ontario that we are modelling this after.

A long story short is that a federal packing plant has come available in the interior of BC and a new company is being formed that has a lease on the facility. This has led to the creation of a new BC branded beef product that will be available to a larger consumer base. It will allow us to market more of what we raise here in BC to provincial customers but also allows it to be exported.

The start of the brand will be a grind program focusing primarily on cull cows. This should allow every rancher and producer to participate and be an investor in the brand. As Mary explains it has been more challenging than

we thought to set up the corporation because it is a new concept and as such doesn't always fit within the current laws. But with the hard work of Mary and her contacts we are confident that we will have it sorted out.

The challenge is that until we do, we

important factor in the success of this endeavour.

Most plants tend to fail when they do not have a well-established, committed supply and this will take that risk factor out of the equation. The exciting part though is that this gives every rancher an opportunity to cut out the middleman and capitalize on selling their own product.

We have seen through the COVID-19 pandemic a heightened awareness of where food comes from, which is great, but we also saw where small to medium plants are the most suited

for situations such as this.

If ever there was a time for BC to get a foothold creating a substantial and sustainable brand of beef where producers are able to share in the profits, this is it.

“ This is a very important factor in the success of this endeavour. **Most plants tend to fail when they do not have a well-established, committed supply.** ”

can't sell the hook/shares legally so we are anxiously waiting the word to go out and get this going! By the time you receive this magazine, our hope is that we are seeing shares being offered to producers.

What is unique about what has been put together is that the share is attached to supplying an animal to go with it. This is not an investment in a facility but in a brand. In that investment is a commitment to supply an animal for every share that you buy. This is a very

Stay Tuned!

THE “WHO, WHAT, WHERE, WHY, AND WHEN” OF BC BEEF PRODUCERS INC.

How Did We Get Here?

In 2019, the BC Cattlemen’s Association (BCCA) had consumer and customer research done, which suggested a consumer preference for beef raised and processed in BC. The market research indicated that 82% of BC consumers would definitely or probably buy BC Beef.

The research also indicates:

- 46% of consumers prefer to buy local over national brands (but “local” means different things to different consumers)
- 55% of consumers have very little trust in big brands, up from 36% in 2012
- local consumers prefer to support local economies.

BCCA and the BC Association of Cattle Feeders (BCACF) had set up an industry steering committee to look at establishing a federally inspected processing facility in BC and creating a “BC Beef” brand. The steering committee includes representatives of BCCA, BCACF, Breeders and Feeders, beef producers and dairy producers as well as government liaisons and consultants, current members being Judy Guichon, Grant Huffman, Joe Heemskerk, Dale Martins, Ed Wiebe, Pamela Krause, Henry Bremer, Thomas Wynker, Ken Fawcett, Arif Lalani and Laura Code (Ministry of Agriculture), Brian Thomas, and Kevin Boon, Bree Patterson and Jennifer Leeuw (BCCA), Consultants are Bruce Cowper, Glenn Brand, and Mark Ishoy. Legal advisor is Mary MacGregor.

In spring 2020, the steering committee learned of the opportunity to lease an existing processing facility near Westwold, BC. The steering committee worked out a business plan to lease the plant to process BC cattle, develop a BC Beef brand (“Genuine BC Beef”), and market the products. A lease has been signed by the facility owners and newly incorporated company BC Beef Producers Inc. (BCBP), which must be triggered by BCBP before October 31st for a November 15, 2020 lease start.

The concept developed by the steering committee is that BCBP will buy cull cows from qualifying producers, who will participate in profits, the plant will process the cows and BCBP will sell the products under the “Genuine BC Beef” brand.

The whole objective is to enhance the financial sustainability of BC’s cattle producers and provide locally sourced product to BC consumers.

Who?

The only people who can own shares in BCBP are British Columbia residents who are producers of BC born and raised cattle – initially cull cows – and who are VBP+ (beef) or proAction (dairy) qualified producers or who will enter the VBP+ program and prepare for an audit within a year.

What?

BCBP is a British Columbia registered limited liability company, which will own the BC Beef brand and will initially buy and process cull cows and eventually fed cattle, and market the product under the “Genuine BC Beef” brand.

A BCBP shareholder will own one voting share, and the number of hook shares equal to the number of cull cows that shareholder wants to commit to BCBP. No hook shareholder may own more than 10% of the total number of hook shares.

Voting shares just vote, hook shares are for supply of cows to the processing facility. For share rights and obligations see “supply agreement” and “shareholders agreement” sections below.

“Genuine BC Beef” is the brand that has been created and will be used to market the products from the plant. The important brand aspects are that the products are locally raised and processed, owned by BC producers who have appropriate animal welfare and production practices as evidenced by VBP+ and proAction standards.

Each potential shareholder needs to review these questions and answers, the supply agreement, the shareholders agreement, the company’s articles of incorporation, and the share subscription agreement. Review and plus consider seeking advice from professional advisors (your lawyer, accountant, etc.).

The **Supply Agreement** acknowledges that the objective of the venture is to develop a BC Beef brand and provide one or more processing facilities in BC to supply BC Beef products, all for the benefit of BC’s cattle producers and consumers. It says:

- Cows have to be BC born and raised
- Cows have to come from VBP+ or proAction operations
- Each producer will buy one voting share and as many hook shares as the number of cull cows the producer commits to ship each year. The hook share cost is \$175 per share
- The term of the supply agreement is two years, which can be extended if BCBP has access to processing facilities
- The producer is obligated to supply cows to fill his/her hook shares on dates to be worked out between the producer and BCBP
- BCBP will make commercially reasonable efforts to process the cows and market the products, maintain a processing facility, and account for calculation of the payment for the cows and the share of profits, provide cut-out information and advise about BCBP’s marketing performance.
- If the producer fails to supply cows equal to at least 90% of the number of hook shares, then both the producer’s shares and any shareholder advance by the producer will be forfeited. See shareholder agreement for director discretion regarding forfeiture.
- The initial payment is based on the weekly rail grade price of CANFAX published Weekly Market Outlook Analysis D2 and D2 slaughter cows West (AB) with a 650 lb target carcass and bonuses/demerits for heavier or lighter carcasses.
- A producer committee will be established shortly after start-up to validate and fine-tune the pricing formula.
- Once a year, the hook shareholders who delivered cows that year will receive their share of profits from product sales net of all costs, on a per-cow-delivered basis.
- If the directors believe that the venture needs cash to continue operating, they can go through a process set out in the supply agreement to require hook shareholders to advance money to BCBP to a maximum of the cost of their investment in hook shares.

All shareholders must sign the **shareholders agreement** which:

- Prevents transfer of shares without director approval
- Limits any shareholder to a maximum of 10% of the hook shares
- Requires shareholders to have a supply agreement with BCBP
- Sets the board at 9 directors who all have supply agreements. The board may establish an advisory board or include members with only advisory roles.
- Explains the rationale for forfeiture of shares on failure to supply cattle, and gives the directors the ability to waive the forfeiture in a situation where the failure was not wilful and where the shareholder tried to avoid failing to supply cattle.
- Says that on the death of a shareholder, BCBP may allow the transfer of the deceased shareholder's shares to his or her survivors, may redeem or repurchase the shares at a price not to exceed the issue price, or may require return of the shares without compensation.
- Where shares are repurchased, BCBP can pay for them over five years.
- Explains how market price of the shares can be established, initially by agreement of the directors annually based on the retained earnings of BCBP.

The **articles** of the company also have legal information about the two share types (voting and hook). The **subscription agreement** is what a producer completes and signs if he or she wishes to become a shareholder. It describes the producer's qualifications to become a shareholder.

As well, hook shareholders may not be able to deliver all their cows at their preferred time of year. The processing facility will have a scheduler, whose job it is to make sure the plant always operates at capacity. The scheduler will work with the producer to arrange a date or dates suitable to both the hook shareholder and the facility.

Hook shareholders and scheduler will need to work together in the first months of operation to allow for development and evolution of the process of scheduling shipment of cows to the plant. Producers may look for options to feed cows to deliver at non-traditional times of year. Regional cow assembly points may also be worth considering.

Where?

Initially BCBP is leasing a federally inspected processing facility located in Westwold BC. If the venture is successful, other options for processing will be examined.

Why?

The whole reason behind BCBP is to offer BC's cattle producers the opportunity to participate in any profits from the efficiencies of processing cull cows locally and in selling the products as a branded product, "Genuine BC Beef". The concept is to create a BC beef brand and a reliable market for BC born and raised cull cows; that the "gate to plate" process will create efficiencies and result in profits for those who supply the cows.

Profits are not guaranteed. Heavier, fleshier cows are more profitable to process than small thin cows. As discussed under “supply agreement” above, cows will be bought at market value on the rail, with prices adjusted up or down on a grid for size and quality of carcass and possibly for season of delivery. The objective of the bonus/demerit system is to incentivize hook shareholders to bring in cull cows when they are in good flesh and are profitable to process.

Once a year, revenue from sale of processed products minus production costs, less a reasonable reserve, will be divided among the hook shareholders who shipped cows to the processing facility in that year, on a per-cow-supplied basis.

Associated producer benefits are believed to be:

- Promotion of a quality BC branded product
- Reduced stress and shrink
- No sales fee at sales yard
- Potentially reduced trucking costs as cull cows would otherwise go to Alberta or Washington
- Availability of carcass quality information on processed cows
- Value of involvement in a “gate to plate” venture.

Why Not?

An investment in BCBP is risk capital. The risk is that the shareholder may lose the investment in shares and that the anticipated benefit of owning shares and being able to participate in the marketing and distribution model may not be realized. Because profits are continually distributed to cow suppliers, there is a high likelihood that the value of each hook share will be low or nominal.

There is also a risk of a demand to invest more money in BCBP. To protect BCBP’s continued ability to operate and if approved by a hook shareholder vote, the company’s directors may require hook shareholders to advance additional funds to BCBP, up to a maximum of the price of their existing hook shares.

The venture could prove not to be profitable in which case there would be no profits paid to the producer and the risk of loss of the producer’s investment.

This Q and A document talks about expectations and assumptions about the future, including the benefits of marketing a locally based Genuine BC Beef brand, consumer preferences for such a brand, the anticipation that the process will create efficiencies and profits, the margins associated with a branded marketing program, long term BC based processing access, and decreased stress and shrinkage.

These statements reflect the beliefs and assumptions of the steering committee and consultants, based on the information currently available. While BCBP believes that the expectations and assumptions on which these forward-looking expectations and assumptions are based are reasonable, BCBP cautions producers not to place undue reliance on these forward –looking statements.

When--and How?

For interested producers, the time to act is now, as BCBP needs to secure a supply of cattle for plant opening by November 15, 2020.

Interested producers should send an expression of interest to Jennifer at BC Cattlemen's Association (250-573-3611) (jennifer@cattlemens.bc.ca). The expression of interest needs to include:

- Name (must be the cow owner)
- Address, email address, and phone number
- Number of cows to be marketed each year
- Preferred month(s) to ship cows
- VBP+ or proAction status. Note: if a producer is not currently VBP+, they can register and undertake a short online course, then prepare for an audit in approximately a year in order to obtain VBP+ certified status.

The expression of interest does not bind the producer to anything. The producer will be emailed the Supply Agreement, Shareholders Agreement, Subscription Agreement, and company Articles for review including review by professional advisors.

A producer who wants to buy shares will complete and return the completed and signed subscription agreement, supply agreement and shareholders agreement, plus payment for the voting share (\$1) and hook shares at \$175 each. Cheques or other payment forms are to be made payable to BC Beef Producers Inc. Payment will not be processed and shares will not be issued until the processing facility lease is approved to proceed. When that approval is given, shares will be issued, and cheques or other payment forms will be processed.

If the producer wants assistance to complete the agreements, Jennifer will assist.

Other Questions from Interested Producers

Producers have asked some interesting questions – here they are:

Why start with cull cows and hamburger which tend to be suited to a budget minded consumer who doesn't have an extra "feel good" budget instead of a top-quality beef product?

The BCBP business plan to process cull cows and produce boneless or ground beef, is the ideal learning ground for the participants to refine the process of producing beef, developing the brand, and selling branded product. BC has many cull cows and a small fed cattle industry, so supplies of cows into the processing plant are less of a challenge. Working on the brand and sale of branded products is easier with this small number of products. When BCBP has mastered plant supply, operation, and branded product sales, that is the time to expand the types of cattle into the plant and the diversity of product offerings.

Why is the Westwold plant available for lease? If it wasn't profitable before how does this venture look to make BCBP profitable?

The BCBP model ensures a steady supply of cattle to be processed, one of the key determinants of the success of the venture. The steering committee has also had time to consider and fine tune the corporate structure and how producers will be involved in the venture.

As to the previous operators of the plant, the committee is not privy to their business or financial information, nor the reasons why the plant came available for lease.

How can this plant compete with the larger processors? And how does it plan to address competition from the larger brands who will likely fight to keep their market?

The aspects of the BCBP venture which are to provide shelter from head-to-head competition with the larger processors are:

- a) the “Genuine BC Beef” branding, which research indicates is preferred by 82% of BC’s consumers;
- b) the committed supply of cows into the plant from BC Beef Producers’ hook shareholders; and
- c) professional plant management and marketing.

BC Beef Producers’ estimated market share of beef consumed in British Columbia is between 2 to 3%.

What are the gate to plate efficiencies of this opportunity? How does this venture address the challenges faced by other ventures?

The efficiencies come in three different areas:

- a) lower costs in getting cows to the plant – less shrink, lower shipping costs as a shorter distance;
- b) selling commissions at sale barns; and
- c) opportunities for producers to understand first-hand cull cow cut-outs and lots of opportunities for producers to develop specific cows to send to the plant. Information systems are planned to provide information to producers.

As well, several in-plant changes are planned to increase efficiency. Growing, processing, and selling within region does create efficiencies in the repeated experience of our meat plant consultants.

Has there been research done into other producer-owned plants? How does this one address the challenges faced by other ventures?

The success factors for the BCBP venture are:

- a) the plant is leased, meaning much smaller start-up cost. In seven or eight other start-ups in which our consultants were involved, the cost of interest and depreciation on a new (for example) \$10 million plant are ruinous for the first year of operations when the plant is fine-tuning its operations and establishing its brand. The lease arrangement reduces risk and allows BCBP to focus on marketing its branded product; and
- b) the committed supply plus branded product placement differentiates BCBP from other producer-owned plants.

How do I get out of the investment? If something bad happens, how much of my equity will be used before closing it down?

The simplest way to get out of the investment is to refuse to supply cows to fill the producer's hook shares. The shares and any loan will be forfeited to BCBP at that point. Except for on death of a shareholder, there is no commitment by BCBP to repurchase shares from investors, although the directors may choose to do so in certain circumstances.

If BCBP were to fail, there is no assurance of any recovery to the shareholders. Any bank loan would be paid out first and any balance would be distributed among hook shareholders.

How Will BC Beef be marketed?

BCBP will be marketing "Genuine BC Beef" products through selected food service distributors, retailers, and local markets as well as targeted regional restaurant chains.

How will cull cows be verified as BC born and raised?

The following alternatives are available to confirm "BC Born and Raised":

- a) producer is a certified VBP+ or proAction producer
- b) a sworn statement from a producer as to the cow origin and residency
- c) check of cattle brand(s).

Dated October 6, 2020



Regional District of Bulkley-Nechako Memo

TO: Chair and Rural/Agriculture Committee
 FROM: Debbie Evans, P. Ag., Agriculture Coordinator
 DATE: November 5, 2020
 SUBJECT: Update on the RDBN Food Hub Survey

RECEIVE

BACKGROUND

The RDBN Food Hub and Food Economy Assessment project is currently conducting a producer survey. Attached is the RDBN Food Hub Survey poster. The survey is running from October 16 – November 20, 2020. Almost 300 emails were sent out and others have also shared the email. A reminder email will be going out on November 6.

Response has been received from throughout the region. The table below contains numbers up to October 26.

Rural Area	Number of Surveys Returned
Area A	18
Area B	5
Area C	5
Area D	2
Area E	6
Area F	21
Area G	7

The survey includes collecting workshop suggestions. Many topics have been gathered and not all would be delivered by the region. The workshop format would probably be in a webinar format for Winter/Spring 2021. Below are the workshop ideas that producers are interested in. This list will be narrowed down and potential partners will be found to deliver these topics over the next 1 – 3 years.

Workshop Topic Ideas	Workshop Topic Ideas
Business Planning and Marketing for Small Business	How to Start & Operate an Agriculture Cooperative
Business Skills Training Program for Farmers/Processors	Webinars with Guest Speakers on Special Topics
Create Proper Food Labels	Rotational Grazing Practices
Equipment Needed to Grow/Raise/Process Particular Products	Diversifying Markets
Food Safe 1 and 2, Market Safe	Butcher, Cut/Wrap, Curing, Sausage Making
How to Become GAP or HCCAP certified	Cattle Management - Health & Nutrition
How to Develop and Market Products	Land Management – how to get the best out of producing land with the material we produce
How to Grow Particular Crops/Do Value Added Processing	How Can a Farm Give Back (produce energy to go back in the grid)
How to Run/Manage a Local Food Business	Permaculture and Regenerative Agriculture
How to Raise Funds to Start a New Local Food Business	How to Use a Freeze Dryer

Are you a food producer/ raiser/harvester/maker in the RDBN?

66

Fabulous Prizes!

Win an Ipad, \$200 Gift certificate for workwear, \$100 Visa gift card for completing the survey!

If so, we want to hear from you!

Please take the on-line survey to help us understand your interest in and readiness for a food hub in your community and food hub network in the region. The purpose of this survey is to determine the level of interest and readiness in terms of spaces, equipment, and services to launch initial phases of a food hub in 2021 and potentially a regional food hub network.

Here is what we are aiming to learn about through the survey:

1. Are RDBN producers interested in a local food hub?
2. What specific facilities, equipment and services will help food and farming businesses?
3. How ready are people to use a food hub?



What is a food hub? A food hub is a facility or facilities that allow multiple food producers, processors, and distributors to share facilities, equipment and services so they can reduce costs and better market their products to wholesale and retail buyers locally and beyond. Food hubs focus on collaboration and are designed to complement existing services and facilities

About this project:

- This survey fits into a larger project that is assessing the regional food economy and determining the feasibility of food hub(s) in the region. This work is part of implementing recommendations in the RDBN Agriculture Plan (2020).
- Overall, the goal of the food hub study, is for the RDBN to support initial feasibility stages in research, engagement, and analysis, but that ultimately, the community and food businesses would become food hub leaders, owners, and operators.
- This planning process is being funded by the RDBN and aims to include producers and local food buyers from all over the region.



To complete the on-line survey please go to:

<https://www.rdbn.bc.ca/departments/agriculture>

OR contact the RDBN to pick up or be sent a hard copy:
Debbie Evans P. Ag., Agriculture Coordinator, RDBN
Email: debbie.evans@rdbn.bc.ca Tel: 250-692-3195