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**CENTRAL COAST REGIONAL DISTRICT  
OPERATIONS DEPARTMENT  
BELLA COOLA AIRPORT  
RATES AND CHARGES BYLAW 476**

Board Meeting  
SEP 14 2017  
CCRD ITEM E(c)

**TO:** Courtney Kirk, CAO  
**CC:** Board Chair Alison Sayers and Board Members  
**DATE:** September 11, 2017  
**FROM:** Ken McIlwain, R.P.F. Operations Manager  
**SUBJECT:** A Bylaw to Update Bella Coola Airport Rates and Charges

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**RECOMMENDATIONS:**

1. **THAT the CCRD Board of Directors adopt Bylaw 476 "Bella Coola Airport Rates & Charges Bylaw No. 476, 2017"**
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1. **BACKGROUND:** At the July 20<sup>th</sup>, 2017 CCRD regular board meeting, an Airport Rates and Charges Bylaw was presented to the CCRD Board of Directors for consideration. Directors expressed a desire to see more information on rates and charges from small airports across the province.

Further discussions with the CCRD airport inspections contractor around the logistics of passenger tracking and fee collection generated the desire for an amendment to the draft bylaw with respect to rates and charges for charter flights.

The desire to implement planning around vehicle parking, business operation and revenue sharing on airport property has generated an amendment allowing for CCRD administration to negotiate and implement agreements with businesses wishing to conduct operations on CCRD property.

2. **DISCUSSION:** The following table helps consolidate information provided in the Airport Master Plan document which shows what other small BC airports are charging for terminal fees, landing fees and parking fees.

3.

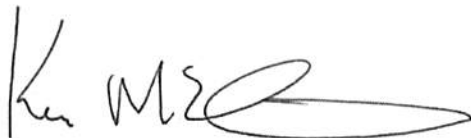
Airport	Terminal Fee per Passengr Enplaning	Terminal Fee per Passenger Deplaning	Landing Fee \$/1000 kg <5000 kg MTOW	Landing Fee \$/1000 kg <10000 kg MTOW	Small Aircraft Parking Fee - Daily	Small Aircraft Parking Fee - Annual	Vehicle Parking Fee (Daily)
Bella Coola (Draft)	\$12.00	\$12.00	\$5.00	\$8	\$7.50	\$375	
Anahim Lake			\$20 per landing				\$2.50
Northern Rockies	\$32.00		\$20 Minimum	\$7.60	\$10.00	\$500	\$7.00
Masset	\$12.00	\$12.00	\$2.95	\$3.95	\$7.50		
Smithers	\$25 AIF	\$2.25	\$5.45	\$5.45	\$9.13	\$450.64	\$5.00
Tofino	\$5.00	\$5.00	\$3.20	\$3.20	\$7.50	\$480	
Trail			\$5.00	\$5.00			\$5.00

In developing a new Bella Coola Airport Rates and Charges Bylaw, staff examined the operational and capital needs of the airport as identified by Tetra-Tech, suggested fee increases and identified time lines for implementation. This information was compared to rates and charges from other comparable airports.

**CONCLUSION:** Staff have done their best to try and find a balance between implementing the rate increases needed to ensure financial sustainability and the impact to affordability that every day passengers will feel as cost increases are passed on by operators.

It is recommended the CCRD Board of Directors move forward with adopting the suggested rate increases beginning November 1, 2017.

Respectfully submitted,



Ken McIlwain, RPF  
Public Works Manager

CENTRAL COAST REGIONAL DISTRICT

BYLAW NO. 476

A bylaw to establish the rates and charges for the operation and management of the Bella Coola Airport and to repeal Bylaw No. 452

WHEREAS the board of directors for the Central Coast Regional District has adopted the "Central Coast Regional District Airport and Facilities Conversion and Service Establishment Bylaw, 410, 2011" with Electoral Areas C, D & E participating;

AND WHEREAS pursuant to Section 397 of the Local Government Act (RSBC 2015) the board may impose fees and charges in respect of the operation and management of the Bella Coola Airport;

AND WHEREAS the board of directors for the Central Coast Regional District deem it necessary to establish the rates and charges for the Bella Coola Airport Facilities;

NOW THEREFORE THE Board of Directors for the Central Coast Regional District, in open meeting assembled enacts as follows:

- 1. Bylaw 452 cited as the "Bella Coola Airport Rates & Charges Bylaw No. 452, 2015" is hereby repealed;

2. DEFINITIONS

**Airport:** means the Bella Coola Airport, located in the Bella Coola Valley on the south bank of the Bella Coola River between the Snootli Creek and Nooklikonnik Creek junctions of the river, and includes terminal building(s), lease lots, runway, parking area and other things associated with the airport facilities.

3. RATES AND CHARGES

The rates and charges hereto attached shall be due and payable thirty (30) days after the billing date, if applicable, and any rates or charges remaining unpaid after the said date shall have added thereto a percentage addition of 2% per month on the outstanding balance.

Rates and charges will be reviewed from time to time and may be subject to an adjustment at the discretion of the board of directors, and in all cases applicable taxes will be added to the amounts contained in the attached Schedules;

- 4. All users of the airport terminal and facilities shall be subject to the rates and charges for airport passenger user fees, landing fees, fuel surcharges, aircraft parking fees and airport signage/advertising as prescribed in Schedule 'A'; attached hereto and forming part of this bylaw, effective September 1, 2017.

- 5. Schedule 'A' attached hereto and forming part of this bylaw shall be effective as of September 1, 2017.

- 6. This bylaw may be cited as "Bella Coola Airport Rates and Charges Bylaw No. 476, 2017".

READ A FIRST TIME THIS                      day of                      , 2017 .

READ A SECOND TIME THIS                      day of                      , 2017.

READ A THIRD TIME THIS                      day of                      , 2017

ADOPTED THIS                      day of                      , 2017.

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Corporate Officer

I hereby certify that the above is a true and correct copy of Bylaw 452 cited as “Bella Coola Airport Rates and Charges Bylaw No. 476, 2017”.

\_\_\_\_\_  
Corporate Officer



**CENTRAL COAST REGIONAL DISTRICT  
BYLAW NO. 476**

**SCHEDULE "A"**

**BELLA COOLA AIRPORT  
RATES & CHARGES**

**1. Aircraft Landing Fees (Fixed Wing & Rotary Wing)**

- a) **Maximum Take-Off Weight (Rounded up to nearest 1000kg)** **\$/1,000 kg**

Minimum Charge per Landing	\$10.00
0 - 5,000 kg	\$5.00
5,000 – 10,000 kg	\$8.00
>10,001 kg	\$10.00

\* MTOW is based on aircraft registration documentation or as determined by airport manager.

- b) Upon arrival at the Bella Coola Airport, aircraft operators will report to the Airport Attendant and remit payment of all applicable landing fees and airport passenger user fees. For after-hours landings or if the Airport Attendant is unavailable, the aircraft operator will complete the registration form available outside the Airport Attendant’s office. The aircraft operator will be invoiced for the fees payable under this Bylaw.
- c) The Central Coast Regional District (CCRD) may at its discretion, agree to open an account with a user of the airport facility whereby that user shall file to the CCRD monthly, with each payment of the fees required under this Bylaw, a statement of the numbers of all passengers commencing and terminating flights at the Bella Coola Airport for each day and a total for the applicable month, and the total number of flights for the applicable month, showing in sufficient detail the information necessary to calculate exactly the fees payable under this Bylaw.

**2. Airport Passenger User Fees**

- a) Every Operator of a scheduled air passenger service shall pay to CCRD for each passenger on every flight of the Operator commencing or terminating at the Bella Coola Airport, an airport passenger user fee of \$12.00.
- b) Operators of commercial, charter, corporate, government or institutional aircraft with a passenger capacity of 8 or more will be charged the greater of the weight based landing fee for the aircraft, or the terminal fee in accordance with the following table:

Terminal Fee	
Air Ambulance Flights	\$100
8-10 Seats	\$100
10-20 Seats	\$180
20-30 Seats	\$300
30-40 Seats	\$420
40-50 Seats	\$540
50-60 Seats	\$660

- c) Operators of scheduled air passenger service shall file to the CCRD monthly, with each payment of the fees required under this Bylaw, a statement of the numbers of all passengers commencing and terminating flights at the Bella Coola Airport for each day and a total for the applicable month, and the total number of flights for the applicable month, showing in sufficient detail the information necessary to calculate exactly the fees payable under this Bylaw.

**3. Fuel Surcharge**

A Fuel Surcharge of \$0.0347 per litre, applies to all aviation fuel delivered to the airport, including both Jet A and 100LL fuel. Calculation and remittance of this payment to the CCRD is the responsibility of the operator.

**4. Aircraft Parking Fees**

Aircraft Parking – BY MTOW	DAILY	MONTHLY	ANNUAL
0 – 2,000 kg	\$7.50	\$60.00	\$375
2,001 – 5,000 kg	\$10.00	\$80.00	\$500
5,001 – 10,000 kg	\$15.00	\$120.00	
10,001 – 30,000 kg	\$30.00	\$240.00	
>30,000 kg	\$45.00	\$360.00	
NOTE: All long term parking must be arranged through the Airport Manager			

**5. Annual Advertising Fees**

- a)

LOCATION	ANNUAL FEE
Ad Brochure in Display Case – Up to 8.5x11 Inches	\$75.00
Additional Ad display space over 8.5x11 Inches	\$1.00/sq Inch
Business Card in Display Case	\$25.00

NOTE: For those wishing to display or advertise in the terminal building display case, fees must be paid to the CCRD in accordance with this Bylaw. Fees for ads larger in size than 8.5x11 will be prorated based on an additional annual cost of \$1.00 per square inch and subject to approval by airport manager based on demand for advertising room. The cost of the display is the sole responsibility of the payee. The format, content, size, shape and placement of the signage must receive prior approval of the CCRD which reserves the right to refuse to display advertisements that are considered inappropriate or unacceptable. The CCRD may

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alter the annual fee based on the size or nature of the display. The annual fee is required to be paid in advance to December 31<sup>st</sup> of each year or portion of year.

**6. Commercial Enterprises Operating on Airport Property**

Businesses wishing to operate on airport property shall enter into an agreement with the Central Coast Regional District that stipulates the terms and conditions under which that business may operate while on airport property. CCRD administration is charged with negotiating and entering into agreements with interested parties.

**7. Airport Fee Discounts and Exemptions**

- a) Non-commercial General Aviation registered aircraft are exempt from landing fees.
- b) Training, touch-and-go & maintenance flights by are exempt from landing fees.
- c) Repositioning flights within airport property are exempt from landing fees.





**The Coast Sustainability Trust II**  
Eric van Soeren, Trustee  
730 Walker's Hook Road  
Salt Spring Island, B.C. V8K 1N5

Phone: 250-537-1533  
Cell: 250-526-0533  
Fax: 250-537-1534  
Email: eric@vansoeren.net  
www.coastsustainabilitytrust.com

July 24, 2017

Frank Johnson, Director  
Central Coast Regional District  
PO Box 578  
Bella Coola, BC  
V0T 1C0

RECEIVED

AUG 03 2017

Central Coast Regional District

Dear Frank Johnson,

**Re: The Coast Sustainability Trust II (CST II) – 2017 Second Quarter Report**

Enclosed for your information is a copy of the CST II - 2017 Second Quarter Report.

Thank you for your continued support and involvement in the CST II. Please feel free to contact me if you would like to discuss anything in the report or the CST II in general.

Yours truly,

Eric van Soeren  
Trustee

encl.

Board Meeting  
SEP 14 2017  
CCRD ITEM F(a)



# The Coast Sustainability Trust II

## Report of the Trustee as of June 30, 2017

### General

The Province of British Columbia created the Coast Sustainability Trust (CST) in 2002 to mitigate the negative effects on workers, contractors and communities, including First Nations of:

1. provincial government land use decisions related to the Land and Resource Management Plan process; and
2. the implementation of Ecosystem Based Management (EBM)

in the Central Coast, North Coast, Haida Gwaii, Comox Strathcona Regional District and the Regional District of Mount Waddington. In December 2007 the CST was rolled over into the CST II.

### CST II Account Balances and Distributions

As of June 30, 2017 the CST II balances and distributions were as follows:

#### Account Balances

Community Matching Fund Account	\$983,083
EBM Adaptive Management Account	\$584,861
EBM Matching Fund Account	\$706,927
Landscape Reserve Planning Account	\$16,198
<b>Total available funds</b>	<b><u>\$2,291,069</u></b>

#### Distributions to beneficiaries to date

Forest Worker Severance	LRMP process	\$2,933,857
	EBM	\$2,155,976
Contractor Mitigation	LRMP process	\$10,749,764
	EBM	\$2,983,342
Community Matching Funds		\$19,505,083
EBM Adaptive Management Sub-trust		\$129,234
EBM Land Use Planning Sub-trust		\$209,068
ESAMDAP Sub-trust		\$132,486
EBM Training		\$616,110
EBMWG Sub-trust		\$1,633,855
Landscape Reserve Planning Sub-trust		\$735,000
<b>Total Distributions to beneficiaries</b>		<b><u>\$41,783,775</u></b>

**Total available funds plus distributions** **\$44,074,844**

In addition to the original \$35,000,000 given to the CST, five other sub-trusts of the CST and CST II were funded by the province. These five sub-trusts combined have received a total of \$3,373,320 from the Province of BC. Further, during 2011 the BC Forestry Revitalization Trust advanced \$2,767,714 to

the CST to help fund the mitigation of workers and contractors in Haida Gwaii that were negatively impacted by the implementation of EBM. Income to date from investments of the CST has also exceeded total administration expenses by over \$2.9 million so there was no need to use any of the capital of the CST to fund its administration. This allows approximately \$4.0 million more than originally planned to go to beneficiaries.

### **Community Matching Fund Account**

When the CST Community Matching Fund started operations, the Advisory Board agreed that decisions related to specific initiatives in the communities should be made at the local level as opposed to by the broader Advisory Board. Five Regional Steering Committees (RSCs) were formed. They were the Central Coast, Comox Strathcona, Mount Waddington, the North Coast, and Haida Gwaii.

In the case of Comox Strathcona, Haida Gwaii and Mount Waddington, all the available funds have now been allocated to a variety of projects and substantially all of the funds have been or are about to be disbursed, so those RSCs have been disbanded.

In the case of the North Coast, all the available funds were allocated to a variety of projects, but one of those projects has been abandoned, and the amount advanced to it has been returned to the CST. Those funds will be made available for other projects. Several applicants that had requested funding previously but had been turned down due to a lack of funds will be contacted and asked to re-apply

Significant progress has been made to date with in the Central Coast RSC, but there are still some unallocated funds.

### **Leverage of CST Community Matching Funds**

Each of the five RSCs were allocated \$4,100,000 to use towards developing Regional Economic Development Strategies and to support individual initiatives that fit those strategies. As of June 30, 2017, funding has been and remains approved for a total of 265 projects. An additional 35 projects were approved but were subsequently abandoned by the applicant for a variety of reasons and did not receive CST funding. The main reason for applicants abandoning their projects was an inability to source sufficient matching funds or other forms of financing.

The total commitment from the CST is \$19,769,413, for projects worth a total of \$165,452,552. On average a total of \$8.37 goes into approved projects for each \$1.00 of CST funds committed.

### **Status of Community Matching Fund funding requests**

The table on the following page shows the total value of the requests for assistance, and the progress in approving funding for each of the RSCs. As of June 30, 2017, Funding Agreements have been negotiated with proponents of all but the most recently approved projects.



### Types of Projects Approved for Community Matching Fund Assistance

Regional Steering Committee	Total Project Size	Amount Requested of CST	Rejected by CST or abandoned by applicant	Amount still under consideration by CST	Number of Approved Projects	Amount approved by CST	Amount disbursed by CST
Central Coast	\$27,636,742	\$7,066,220	\$3,196,640	\$250,000	64	\$3,619,580	\$3,342,080
Comox Strathcona	\$59,593,292	\$14,249,419	\$10,149,585	\$0	47	\$4,099,833	\$4,099,833
Mount Waddington	\$114,245,547	\$10,620,075	\$6,520,075	\$0	56	\$4,100,000	\$4,078,171
North Coast	\$75,819,810	\$10,520,565	\$6,045,566	\$525,000	41	\$3,850,000	\$3,850,000
QCI Haida Gwaii	\$60,832,006	\$8,258,769	\$4,158,769	\$0	57	\$4,100,000	\$4,100,000
<b>Total:</b>	<b>\$338,127,397</b>	<b>\$50,715,047</b>	<b>\$30,070,634</b>	<b>\$775,000</b>	<b>265</b>	<b>\$19,769,413</b>	<b>\$19,470,083</b>

In order to stimulate economic activity, each RSC considers and approves projects that fit into the strategic priorities of their area or, if no formal strategic priorities have been developed, projects that clearly fall into the range of initiatives that likely would be included. The types of projects vary to some extent by the chosen strategic direction of each RSC. Following is a table that shows the type of projects approved for CST funding support:

### Types of projects approved for CST Funding

Regional Steering Committee	Total Project Size	Amount approved by CST	Nature of Approved Project					
			Agriculture & NTFPs	Aquaculture & processing	Forestry	Infra-structure	Planning	Tourism
Central Coast	\$19,503,797	\$3,619,580	\$87,501	\$757,090	\$130,854	\$1,167,144	\$598,146	\$878,845
Comox Strathcona	\$32,987,254	\$4,099,833	\$12,500	\$1,137,000	\$0	\$824,000	\$190,500	\$1,935,833
Mount Waddington	\$41,567,183	\$4,100,000	\$91,400	\$292,111	\$15,000	\$1,652,856	\$39,500	\$2,009,133
North Coast	\$23,911,360	\$3,850,000	\$36,667	\$980,120	\$50,000	\$788,856	\$38,640	\$1,955,717
QCI Haida Gwaii	\$47,482,958	\$4,100,000	\$200,549	\$274,060	\$162,398	\$1,836,754	\$165,232	\$1,461,007

**Total:**                    \$165,452,552    \$19,769,413            \$428,617            \$3,440,381    \$358,252    \$6,269,610    \$1,032,018    \$8,240,535

**Percent of Approved Amounts**

2.2%                    17.4%                    1.8%                    31.7%                    5.2%                    41.7%

In the Mount Waddington and Comox Strathcona Regional Districts and on the North Coast the highest concentration of project approvals related to the enhancement of tourism opportunities, with an emphasis on eco and cultural tourism. Examples are support for the BC Ocean Boating Tourism Association, the construction or renovation of First Nations Big Houses and carving sheds, construction of First Nations owned tourist accommodation in Haida Gwaii, Kitamaat and Klemtu, support for



tourism associations on the Central Coast, Northern Vancouver Island and Haida Gwaii, production of an Art Route brochure in Haida Gwaii, assistance to the Haida in the construction of a cultural center and a totem pole carving project, assistance to the Kwakiutl First Nation of a resort upgrade, assistance to the Bella Coola Valley Museum to help make it an even better attraction, funding for self directed walking tours in Campbell River and the Comox Valley, a mountain Sports Centre and an outdoor wilderness centre at Mount Washington, bear watching operations in Phillips Arm for the Kwakwaka'wakw First Nation and in the Orford River Estuary for the Homalco First Nation, and the promotion of movie film sites in northern Vancouver Island. In aggregate, 41.7% of CST funding has gone to assist tourism related projects.

Infrastructure improvements are another primary focus, and the biggest one in the Central Coast and Haida Gwaii. Some are aimed at enhancing tourism, such as adding an interpretive garden, salt water aquarium and movable webcams to the Visitor Information Centre in the Village of Queen Charlotte, creating or improving destination hiking or mountain biking trails, establishing a waterfront trail in Prince Rupert, renovation of an RV park in the Village of Queen Charlotte, construction of RV and campground facilities and an all season all weather boat ramp in Campbell River, improving the dock at Holberg, upgrading the seaplane ramp in Seal Cove, Prince Rupert, improving cruise ship terminals, docks, harbours and marinas, and funding a new Bighouse in Bella Coola for the Nuxalk Nation. Other projects enhance industrial or commercial opportunities, such as an improved and expanded recycling transfer station in Prince Rupert, an industrial park in Port Alice, building a new town square in the Village of Queen Charlotte, or assistance in creating an Economic Development Zone on Quinsam Indian Reserve 12 in Campbell River. The Central Coast RSC voted to contribute \$35,000 to a Central Coast Business Enterprise and Visitor Centre, \$302,500 towards a project that provides Broadband Internet to the communities on the Central Coast, and \$400,000 to help the Wuikinuxv acquire road building and maintenance equipment and barge facilities that would have been lost to them on the withdrawal of Western Forest Products from their area. Funding was also approved to assist in the installation of Broadband Internet in seven Northern Vancouver Island communities. In aggregate, 31.7 % of CST funding has gone to assist infrastructure related projects.

A third focus is shellfish aquaculture and both shellfish and fin fish processing. The Comox Strathcona and Mount Waddington RSCs jointly elected to help fund a Shellfish Industry Investment Attraction Initiative promoted by the Vancouver Island Economic Developers Association (VIEDA). This was expanded to assist in attracting investment for shellfish processing. Support was given to the BC Shellfish Growers Association to help it with a business and market development initiative. The Homalco First Nation received a grant to assist in developing a scallop farming venture. The Central Coast, North Coast and Queen Charlotte Islands - Haida Gwaii RSCs agreed to support a combined North Coast – Skeena First Nations Stewardship Society and Turning Points Initiative Society application for assistance in developing a coast wide shellfish aquaculture initiative. The Central Coast RSC has also provided support to the Heiltsuk Nation Shellfish Co-operative, the Kitasoo Wild Fisheries Operation and the Bella Coola Harbour Authority Ice Plant. The North Coast RSC has provided funding to assist in performing Biotoxin studies. On Haida Gwaii, the Skidegate and the Old Massett Haida have received funding to help in training shellfish farm workers at two pre-commercial pilot projects. The Comox Strathcona RSC has also agreed to help the Komox First Nation in its plans to build a new shellfish processing facility. In aggregate, 17.4% of CST funding has gone to assist aquaculture and processing related projects.

To date, CST funding has been fairly evenly split, with 51.6 % of funding going to First Nations sponsored initiatives, and 48.4 % going to civic community sponsored initiatives. In fact, a significant number of initiatives related to shellfish aquaculture, tourism, planning and broadband internet installations were joint initiatives between First Nations and civic communities.



### Employment Impact of CST Funding

Following is a table which displays the employment impact of CST funding. The numbers are based on a combination of information submitted in the original applications, quarterly reporting as the project proceeded, and results of a survey taken of recipients of CST funding after the projects were completed. Numbers shown are actual employment or contract positions and have not been reduced to full time equivalents. Spin off jobs were not included as, especially in the case of tourism, the provision of high speed internet and long range planning, they are very difficult to estimate.

Regional Steering Committee	Full time Jobs while Project Active	Part time Jobs while Project Active	Full time Jobs when Project Completed	Part time Jobs when Project Completed
Central Coast	41	136	268	266
Comox Strathcona	84	249	202	209
Mount Waddington	86	268	180	222
North Coast	113	166	180	100
Haida Gwaii	217	259	100	119
<b>Total:</b>	<b>541</b>	<b>1,078</b>	<b>930</b>	<b>916</b>

### Ecosystem Based Management Matching Fund Account

The purpose of the EBM Matching fund is to help mitigate the negative impacts of the implementation of Ecosystem Based Management on forest workers, contractors and both civic and First Nations Communities in the CST operating area.

Eleven replaceable contractors and 35 employees that were identified as having been negatively impacted by the implementation of EBM on Haida Gwaii have received the mitigation for which they were eligible, with total mitigation paid out of \$5,139,318.

In addition, the CST II Advisory Board agreed that up to \$200,000 per RSC could be used to match with industry, First Nations and/or civic communities to provide training for people that want to enter the harvesting side of the forest industry. To date twenty-three training initiatives worth \$784,458 have been approved. Of those, approvals worth \$168,348 were abandoned, resulting in net approvals of \$616,110. All of the net approvals have now been disbursed. The Trustee continues to have discussions with several other contractors, First Nations and licensees that plan to develop training programs specific to the needs of their operations, and the employees they have or intend to hire.

### EBM Adaptive Management sub-trust

The goal of the EBM Adaptive Management sub trust is to invest in the Central Coast, North Coast and Haida Gwaii plan areas by:

1. funding the successful implementation and management of an Adaptive Management program that supports the goals of Ecosystem Based Management,
2. funding projects in an Annual Work Plan approved by the Joint Land and Resource Forum, and
3. investing in and supporting Adaptive Management, Ecosystem Based Management, and other specific uses as directed by the donor.

To date, five contracts totaling \$139,449 have been signed related to Ecosystem Based Management Adaptive Management on the North and Central Coast. All of those projects have been completed, and three came in under budget. Disbursements of \$129,234 have been made. The balance of the funds allocated to the EBM Adaptive Management sub-trust remains available for future projects.

Discussions with the Ministry of Forests Lands and Natural Resource Operations suggest that these funds will begin to be used in the fall of 2017

**Landscape Reserve Planning sub-trust**

The Landscape Reserve Planning (LRP) sub-trust was established in 2009 to support the First Nations represented by the Nanwakolus Council, the Coastal First Nations, and the Tsimshian Stewardship Committee in Landscape Reserve Planning. To date disbursements of \$735,000 have been made to those groups out of this fund. It is likely that these funds will be transferred to the EBM Adaptive Management subtrust later in 2017

**Looking Ahead**

During the third quarter of 2017, I expect the following activity in CST II:

- Funding requests will continue to be received and evaluated by the two RSCs that still have uncommitted funds.
- Funding Agreements for Community Matching Fund projects will continue to be signed and further disbursements will be made.
- The EBM Adaptive Management sub-trust will become active.
- More forest worker training programs will be developed by industry and First Nations and be funded by the CST.

Eric van Soeren

Trustee



July 18, 2017

Chair Alison Sayers  
Central Coast Regional District  
PO Box 186  
Bella Coola, BC V0T 1C0

RECEIVED

JUL 25 2017

Central Coast Regional District

Dear Chair Alison Sayers:

**RE: GAS TAX AGREEMENT COMMUNITY WORKS FUND PAYMENT**

I am pleased to advise that UBCM is in the process of distributing the first of two Community Works Fund (CWF) payments for fiscal 2017/2018. An electronic transfer of \$94,811.77 is expected to occur within the next 30 days. These payments are made in accordance with the payment schedule set out in your CWF Agreement with UBCM (see section 4 of your Agreement).

CWF is made available to eligible local governments by the Government of Canada pursuant to the Administrative Agreement on the Federal Gas Tax Fund in British Columbia. Funding under the program may be directed to local priorities that fall within one of the eligible project categories.

Also included with the 2017/18 funding payment is a one-time federal legacy infrastructure funding payment, which was committed by the Government of Canada in *Budget 2016*.

Further details regarding use of CWF and project eligibility are outlined in your CWF Agreement and details on the Renewed Gas Tax Agreement can be found on our website at [www.ubcm.ca](http://www.ubcm.ca).

For further information, please contact Gas Tax Program Services by e-mail at [gastax@ubcm.ca](mailto:gastax@ubcm.ca) or by phone at 250-356-5134.

Sincerely,



Councillor Murry Krause  
UBCM President

Pc: Donna Mikkelson, Chief Financial Officer

Board Meeting  
SEP 14 2017  
CCRD ITEM F(6)

