

Fred James

Chief Regulatory Officer

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June 10, 2020

Ms. Marija Tresoglavic
Acting Commission Secretary and Manager
Regulatory Support
British Columbia Utilities Commission
Suite 410, 900 Howe Street
Vancouver, BC V6Z 2N3

Dear Ms. Tresoglavic:

**RE: British Columbia Utilities Commission (BCUC or Commission)
British Columbia Hydro and Power Authority (BC Hydro)
Electricity Purchase Agreement (EPA) Renewal – Robson Valley Hydro
(the Filing)**

BC Hydro writes in compliance with Commission Order No. G-121-20 (**the Order**).

Directive No. 3.a.

BC Hydro confirms that the Filing and the Order were provided to all registered interveners of the Fiscal 2020 to Fiscal 2021 Revenue Requirements Application and to all First Nations in the Robson Valley region.

Directive No. 3.b.

BC Hydro is providing copies of the Public Notice (Appendix B to the Order) as published in the following news publications:

The Province	June 2, 2020
Vancouver Sun	June 2, 2020
Rocky Mountain Goat	June 4, 2020
Fitzhugh	June 4, 2020

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Ms. Marija Tresoglavic
Acting Commission Secretary and Manager
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British Columbia Utilities Commission
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Filing)

Directive No. 3.c.

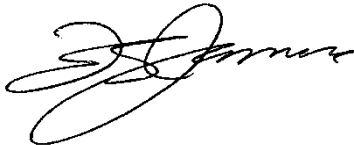
BC Hydro published links on its Twitter, LinkedIn and Facebook social media platforms as follows:

Twitter	https://twitter.com/bchydro/status/1268337946865864704?s=20
Facebook	https://www.facebook.com/bchydro/videos/926314194460670/
LinkedIn	https://www.linkedin.com/feed/update/urn:li:activity:6674103707682029570

BC Hydro also placed a copy of the Filing and the Order on its website at:
https://www.bchydro.com/toolbar/about/planning_regulatory/regulatory_documents/regulatory-filings.html.

For further information, please contact Chris Sandve at 604-974-4641 or by email at bchydroregulatorygroup@bchydro.com.

Yours sincerely,



Fred James
Chief Regulatory Officer

st/rh

Enclosure

Protesters involved in large rallies should check for COVID-19, health officials say

DAVID CARRIGG

Health authorities are asking protesters involved in large rallies in the past two weeks to check themselves for COVID-19.

On Monday, B.C. Health Minister Adrian Dix and the provincial health officer, Dr. Bonnie Henry, said thousands of protesters at Sunday's anti-racism rally at the Vancouver Art Gallery and a pro-Hong Kong rally the weekend before had engaged in risky behaviour.

There is an order that there be no gatherings of more than

50 people in B.C. and social-distancing rules need to be followed for legal gatherings of less than 50 people.

"Large gatherings remain very high risk, even outdoors," Henry said. "Those who were there (Sunday), you may have put yourself at risk and you may bring that back to your home. You need to monitor yourself carefully over the next coming days to two weeks."

"If you have any symptoms at all, you need to self-isolate, you need to get tested, you need to be sure that you're not contributing to further transmission of this virus."

Dix said protesters needed to find non-traditional ways to get their message across.

"To find new ways, different ways to protest in our society, to express opposition in our society, to express points of view and to bring change in our society," he said. "That will require us using, as is happening in every area, new methods to do that, new means to do that. We have to remember that gatherings put many people at risk and we absolutely have to keep that in mind."

— With files from Canadian Press

dcarrigg@postmedia.com

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Hospice has funding cut for not aiding death

Delta facility loses \$1.5-million grant

DAVID CARRIGG

B.C. Health Minister Adrian Dix has cut government funding for a Delta hospice that refuses to allow medical assistance in dying at its facility.

Dix said that Fraser Health had given the Delta Hospice Society the required termination notice and its \$1.5-million annual grant would expire on Feb. 25, 2021.

Dix said the grant covers almost all of the society's annual needs to operate the 10-bed Irene Thomas Hospice. Dix noted the hospice operates on land owned by Fraser Health and that the beds would be replaced.

Last December, newly appointed hospice society president Angelina Ireland told staff and volunteers at the hospice that the board had repealed a recent decision by the old board to allow assisted dying at the facility.

Assisted dying has been controversial at the hospice, with former executive director Nancy Macey opposed and Fraser Health wanting all non-denominational hospices to permit the service, which has been available since September 2016.

Last September, Macey — the hospice founder — was terminated and on Nov. 20 the board voted in favour of assisted dying. At the Nov. 28 annual general meeting, a new board was elected, and Ireland (People's Party of Canada candidate for Delta in the October federal election) was appointed president. The new board then overturned the assisted dying decision and was immediately at odds with Fraser Health.

Irene Thomas Hospice is not religion-based and is the only one of its kind that doesn't allow assisted dying. Religion-based hospices can refuse to provide assisted dying.

Ireland said a special meeting by phone and mail-in-ballot would be held June 15 for members to vote on an amendment to its constitution stating "God is the giver and taker of life."

Dix said that he had heard concerns from the community about the "internal governance of the society."

"Anyone concerned about governance issues of the society may have remedies available to them under the Societies Act and should consult a lawyer for advice on options available to them," he said.

with file from Canadian Press
dcarrigg@postmedia.com



Transit riders board a bus on Broadway near Commercial Drive on Monday. Ridership patterns have already changed. MIKE BELL

Digitization, health and safety concerns now top of mind for transit authorities

Ridership trends have changed since onset of COVID-19, mobility expert says

JENNIFER SALTMAN

No matter how the COVID-19 crisis plays out, some trends, such as moving around less and an emphasis on health and safety, are here to stay, according to an expert in the future of mobility.

Scott Corwin, a managing director with Deloitte who is based in New York, told the Greater Vancouver Board of Trade during a webinar on Monday that these changes and others are something the mobility sector, including public transportation, will have to contend with during and in the years following the pandemic.

"We're facing sort of a dual challenge here in mobility around how the epidemic will impact individual attitudes and behavioural changes," Corwin said.

Digitization, including things such as working remotely, virtual medical appointments and online learning, has already become part of the "new normal" during COVID-19, and the need for mobility has been reduced.

"We believe that a big chunk of that will endure, that we will not go back to the normal that we all knew pre-COVID," Corwin said. "The issue or question is what does that pendulum look like."

Transit authorities are already struggling with a huge drop in ridership — TransLink saw its numbers go down more than 80 per cent — and although people are slowly returning, it will be a long time before there is a marked improvement.

The transit authority's CEO has said that whether ridership will recover is a huge question for the industry, and the answer will be different in each jurisdiction.

"There is no precedent for this, there is no playbook for this," Kevin Desmond said recently.

The definition of safety has been expanded to include sanitization and hygiene, along with crowding on shared mobility like transit systems, Corwin said.

How safe a person feels will affect how much that person moves around and by which means, he

said, adding that unless there is testing, tracing and, ultimately, a vaccine for COVID-19, it will be difficult to get back to a semblance of normalcy.

"Those are sine qua nons (essential conditions) of what's needed, and that's part of safety too," Corwin said.

"It's not just clean environments. It's in fact knowing that we're getting our arms around this pandemic and that people can live and work safely."

A survey Mustel Group conducted for the Greater Vancouver Board of Trade showed that 36 per cent of respondents in Metro Vancouver said they plan to increase their car use or ownership because of the pandemic.

Corwin said the response is "a flight to safety" and not surprising, however, a return to vehicles for getting into and around cities will only increase congestion and carbon emissions, and decrease quality of life.

"It's not really a sustainable answer. It's an understandable reaction, but we really do need to think about if cities are going to be vibrant again, how do we get people to want to use safe, alternative forms. How do we encour-

age them to do that?" Corwin said. "Single-occupancy cars have a role, but they can't be our primary way to get around."

Respondents also said they expect to decrease their use of transit (34 per cent), car sharing (13 per cent) and ride-hailing (12 per cent).

Corwin said he does think people will turn more to active forms of mobility, such as cycling and walking, and cities are responding by considering changes to infrastructure and landscapes to accommodate that shift.

"That's one of the healthy by-products," he said. "The question is does it scale at any level that actually meets the needs of getting into cities and moving around cities."

The Mustel poll showed that 32 per cent of respondents in Metro Vancouver want to increase active modes of transportation.

Corwin said the big question will be how to bring all of the players in mobility together to develop new solutions and transform cities.

"The decisions that we make in the next three, six, 12, 18 months will really determine and chart the path that we're on," he said.

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Minister defends new cow/calf moose hunt tags

By Fran Yanor, *Local Journalism Initiative*

A proposed increase in hunt tags for cows and calves in two areas of the province was denounced by some as flawed wildlife management, while others called it a science-led strategy to protect at-risk caribou.

“An abundant moose population results in an abundance of wolves,” Doug Donaldson, Minister of Forests, Lands, Natural Resource Operations and Rural Development, told The Goat last week.

Moose numbers have increased in Parsnips, north of Prince George, and the population in the Revelstoke area has risen 55 per cent over three years, Donaldson said. “When there’s more moose around, more caribou will be predated upon as well,” he continued. “Wolves don’t discriminate between a moose or a caribou.”

Caribou don’t do well with predators and usually live in difficult-to-access locations, said Jesse Zeman, director of Fish and Wildlife Restoration at BC Wildlife Federation. When an area has been logged, wolves use logging roads to reach caribou they previously couldn’t reach easily. The short-term fix to protect caribou is to employ predator control and reduce alternate prey, explained Zeman.

“Population management is needed until protection and recovery of habitat overcome the legacy of industrial development,” according to a collaborative study by Canadian and American researchers.

“The science that’s recommended through our experts,” said Donaldson, “is that by reducing the prey, which in this case, is moose for wolves, we’re able to add to our management of the caribou.”

A study by Canadian and American researchers suggested reducing primary prey quickly was key. Which is where limited entry hunting (LEH) came in. Applications opened last week. A lottery-type process to authorize hunting of a particular species in a specific area, the 2020-2021 season included increases for moose cows and calves around the Revelstoke and Parsnip areas.

The moose population in the Revelstoke area is estimated at about 575 moose. Provincially, there were 420 cow and calf hunt tags issued for 2020/2021 for a total estimated population of 147,500 moose. With a harvest success rate of 27 percent, the tags represent 0.00007 per cent of the total moose population in B.C., said Zeman.

“To put that into perspective, we’re going to kill more moose now with vehicles around the city of Prince George alone,” he said, “then licensed hunters will kill in the whole province.”

Scott Ellis, executive director of Guide Outfitters of B.C., which has written an issue paper on the primary prey theory, disagrees with the premise that reducing moose will save the caribou.

“It’s a very simplistic alternate trade theory,” he said. After 15 years of using that wildlife management approach, he said, “Do we have any more caribou in that area? No, we don’t.”

Depending how far back the timeline extends, both perspectives of the moose populations may be correct. A moose population survey done in the Revelstoke area in 2014 estimated 286 moose, a drop from 806 moose in 2007 and 1,650 moose in 2003.

The situation is complex, says Ellis. Yes, wolves have increased, but the landscape has also been altered by logging, and there are grizzly bears, black bears, and a host of other predators and prey which also figure into caribou restoration.

Two ‘levers to pull’ in caribou recovery involve creating continuous and quality habitat for food and cover, and reducing predators, said Ellis. Which is to say, scale back logging and kill wolves. “Neither of those decisions are popular,” Ellis said, “Everyone digs in with their own emotions of what they think about those things.”

Zeman said predator control has been happening in Revelstoke since 2017. “We’re shooting wolves, we’re managing moose populations and slowly scaling logging back,” he said. “It’s not happening as fast

as people would like... there’s so many competing interests and values on the landscape.”

For Dan Simmons, a self-described carpenter, fisher and hunter from the Williams Lake area, any cow or calf moose hunting is wrong. “They absolutely have to stop the antlerless moose hunting in this province,” he said. Simmons started the Cow Moose Sign Project in 2014. “Everybody knew moose were disappearing and nobody was doing anything about it,” he said. “Finally, I just got mad; I got a couple signs made up, and it snowballed.”

The signs feature large photos of cows and calves with a slogan to respect the cow for the health of future moose populations. The grassroots movement has gained support from hunters, guide outfitters, non-hunters, more than 30 First Nations, and ironically, the provincial government, Simmons estimates more than 1,000 signs, including billboards, have been purchased from the sign-making company and put up throughout the province (the project is non-profit).

“Then our ministry sells tags to resident hunters,” said Simmons, referring to LEH authorizations. “It’s a backwards move.”

Cow and calf hunting is prohibited in 88 per cent of the areas occupied by moose in the province, said Donaldson. Most areas, including the Omineca-Peace (besides Parsnips) and Cariboo-Chilcotin areas, had no change in LEH authorizations this year. The final decision will come in June, the Minister said. “But this is the path that’s being recommended right now.”

Ellis hopes the strategy was an oversight. “Since this is something the Minister inherited, we think he missed it,” he said, adding, there’s still time to change course.

Simmons, too, is optimistic. He hopes to hear from the Minister or get a response to the unanswered letter he sent Premier John Horgan in 2017. “It’s about the moose,” he said. “The future needs the moose.”

fran@thegoatnews.ca

Seniors no longer welcome on health bus without appointment

By Laura Keil

Northern Health Connections has reversed a 2018 decision to allow seniors 60+ and those with mobility challenges to ride the medical bus without a medical appointment if space permits.

Now, only those who have verified medical appointments or their medically-necessary companion will be able to ride the bus, which travels through the Robson Valley every Tuesday (Valemount-Prince George route) and Thursday (McBride-Kamloops route)

Companions for moral support will not be permitted. Staff and physicians travelling for work may use the bus service.

The bus service reduced its passenger count at the beginning of the COVID-19 pandemic. Northern Health Connections said it will continue to limit seating and have enhanced safety measures. Some changes will be permanent, including:

- All travel must be booked 48 hours in advance.
- No walk-on passengers (no exceptions).
- Anyone with COVID-19-like symptoms will not be allowed to travel.
- In order to ensure physical


distancing, a maximum of 12 passengers will be allowed on a coach and a maximum of five passengers will be allowed on a minibus.

Valemount senior Helen Harmon has used the bus a number of times this past year to go to Prince George, where she visits her daughter or goes to a medical appointment. She said she often pairs it with BC Bus North - leaving Tuesday on the health bus and returning Friday on BC Bus North. It saves her some money to take the health bus - about \$15. BC Bus North runs from Valemount to Prince George and back every Monday and Friday.

Harmon doesn’t understand why they would limit the eligibility of passengers, when they rarely have a full bus - even with COVID-19 restrictions.

“I’ve taken it and been the only passenger there and the only passenger coming back.”

She said seniors use the bus to shop and visit friends and family in the city. She said the new rules will also interfere with seniors using the bus to visit loved ones in the hospital, since only those with appointments themselves are allowed to board.



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Electricity Purchase Agreement (EPA) Renewal
Robson Valley Hydro

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Sidewalk expansion to go ahead

JOANNE MCQUARRIE REPORTER@FITZHUGH

Following a lengthy discussion at their regular meeting on June 2 about enhancing guest experiences while social distancing, Jasper town council decided to go ahead with a sidewalk expansion set-up similar to what is used in Canmore.

In that model, business owners will have use of the parking space in front of their business for a 'walk around', and can use the sidewalk for display of products, paying the same fee as is charged now for sidewalk seating. All roads will remain open.

There were comments about the accessibility of the information to the public.

Councillor Paul Butler said: "There is a wide variance



on peoples' understanding. We need to clarify that today - so people know what council is and is not considering."

Deputy mayor Jenna McGrath said the Canmore model "is a really safe compromise" and emphasized the importance of expediency, simplicity, making the permit process easy, to "make it as simple as it can be for our businesses".

Pattie Pavlov, general manager of the Jasper Park Chamber of Commerce, provided council with a comprehensive report based on a survey filled to 136 businesses on Connaught Drive and Patricia Street from May 22 to 28.

She noted the comments were made two weeks before May 28.

Questions included: Are you aware of the proposal and its specifics? Are you in favour of expanded seating/pedestrian walkway as proposed? What changes to the proposal would enhance your favour or change your mind?

The businesses surveyed included hospitality, retail, service and one non-profit organization. In all cases, upper floor, lower floor and non-immediate street access were surveyed.

Twenty-two businesses either did not respond to the survey or were not reached when the report was

prepared. Four did not have an opinion, based on the work they do in the community, said Pavlov.

To the first question, 'Are you aware of the proposal and its specifics?' many responded, 'Yes', however, Pavlov noted, when she discussed details with the business owners, "I made absolutely sure the conversation was clear."

To the question, 'Are you in favour of expanded seating/pedestrian walkways?', responses were varied with emphatic yes or no being expressed as shown in the initial number reporting.

Recurring comments included, 'Love it, it absolutely will benefit economic recovery and maintain social distancing'; 'Creates warm/welcoming atmosphere in the downtown core'; and 'Accommodating pedestrians is always a great thing'.

'No' responses included: 'Insult to all businesses that are not serving food or beverages' and 'Struggle to move about with wheelchairs, strollers, walkers etc.', and 'Expectation of hotel guests to walk with luggage etc. is unacceptable'.

Mayor Richard Ireland and councillors agreed time is integral to the implementation of the plan, considering it's already June. Mark Fercho, CAO for the municipality said the changes can be done within the parameters of the town's current Commercial Use of Public Spaces Bylaw.

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OCTOBER 17, 1968 - JUNE 1, 2005
"Forever Young"

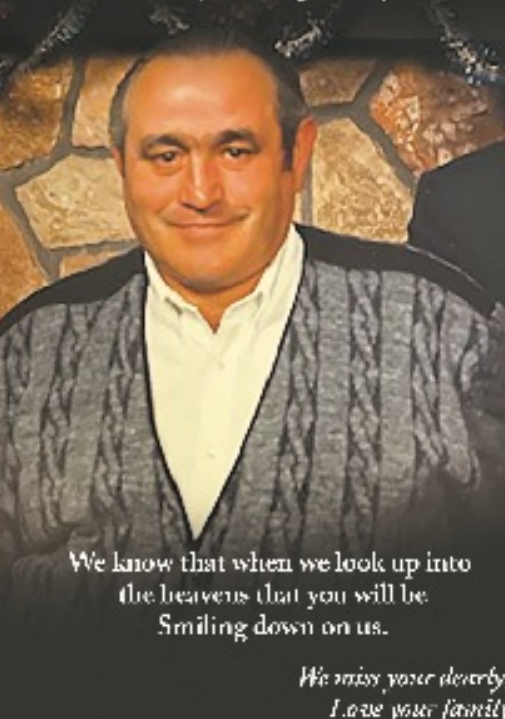
His charming ways & smiling face
Are a pleasure to recall.
He had a kind word for each
And died beloved by all.

His memory is as clear today
as in the hour he passed away.



Love Mom, Dad, Colin, Dylan, Linda,
Jodie, Hunter, Crus & Sierra...
and all his many friends.

Tito Zaniol
October 1, 1941 - June 1, 2010



We know that when we look up into
the heavens that you will be
Smiling down on us.

*We miss your deity,
Love your family*



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