



REGIONAL DISTRICT OF BULKLEY-NECHAKO

Supplementary AGENDA Thursday, May 22, 2025

<u>PAGE NO.</u>	<u>ELECTORAL AREA PLANNING</u>	<u>ACTION</u>
	<u>Applications</u>	
2-3	Written Comment for Temporary Use Permit A-01-23 - Electoral Area A (Smithers/Telkwa Rural) Agenda Pgs 38-50	Receive
	<u>Other</u>	
4-30	Ministry of Infrastructure - <i>Infrastructure Project Act</i> (Union of B.C. Municipalities Update on Bill 15 - Agenda Pgs 82-88)	Receive
	<u>REPORTS</u>	<u>ACTION</u>
31	Jason Llewellyn, Director of Planning and Development Services – UBCM Community Excellence Awards – Cycle 16 Trail Project	Recommendation
32	John Illes, Chief Financial Officer – HP Plotter Sale to District of Vanderhoof	Recommendation
33-38	Megan D’Arcy, Regional Agriculture Coordinator– Livestock Services Sustainability (referenced on Board Agenda)	Receive
	<u>CORRESPONDENCE</u>	
39-42	Pacific Northern Gas Ltd. – 2025-2027 Rates Application	Receive
	<u>ADJOURNMENT</u>	

From: [RDBN Planning](#)
To: [Danielle Patterson](#)
Cc: [Jason Llewellyn](#)
Subject: FW: Notice of application for TUP for aggregate processing facility at Donaldson Road
Date: May 20, 2025 7:57:59 AM

-----Original Message-----

From: [REDACTED]
 Sent: May 19, 2025 4:40 PM
 To: RDBN Planning <planning@rdbn.bc.ca>; RDBN Planning <planning@rdbn.bc.ca>
 Cc: Raymond Chipeniuk [REDACTED]
 Subject: Notice of application for TUP for aggregate processing facility at Donaldson Road

[EXTERNAL EMAIL] Please do not click on links on open attachments from unknown sources.

Board of Directors
 Regional District of Bulkley-Nechako
 PO Box 820
 Burns Lake, B.C. V0J 1E0

Dear Directors:

My wife Sonia Sawchuk and I write in response to your legal notice "Notice of Application for Temporary Use Permit" published in the Smithers Interior News on May 15. We live at 9483 Tatlow Road, on the SW1/4 of Section 33, directly across the Bulkley River and within a few hundred metres of the proposed aggregate processing operations. "R" on the Google Earth image marks our residence.

We are strongly opposed to the granting of any TUP for an aggregate processing facility on this site UNLESS CRUSHING IS ENCLOSED WITHIN A SOUND-REDUCTION STRUCTURE of the kind in place in Hinton, Alberta and other sensitive locations in B.C. and Alberta. We are both nearing 80 years old and even the existing gravel crushing near the proposed site wakes us up at 6:00 AM, destroys our peace and quiet throughout the working day, and prevents us from entertaining guests. Several years ago we had contractors install special soundproofing in our walls, but Donaldson area mining and aggregate crushing noise still penetrates our entire house. As Directors are probably well aware, noise harms human health and industrial noise lowers property values.

We realize the Regional District is in a difficult position, since it was the Government of British Columbia which permitted aggregate mining near the Donaldson Road site in the first place. We made representations to the ministry at the time the mining permit was about to be issued, but they went nowhere because the "planning" officials were geologists with not the least understanding of regional planning or rural residential economics.

Directors may wish to ask the proponents what measures they have considered for masking the noise of their operations. Some options are quite cheap compared with the costs imposed on nearby residents.

Thank you for your attention.

Raymond Chipeniuk
 (and for Sonia Sawchuk)

Ph. [REDACTED]



3

Yellowhead Hwy

16

Bulkley River

Bulkley River

Tatlow

R

Image © 2025 Airbus

3229 ft

Google Earth

1985

Imagery Date: 5/26/2023 54°42'33.20" N 127°06'08.31" W elev 1615 ft eye alt 15969 ft

Infrastructure Projects Act

Technical Briefing

MINISTRY OF INFRASTRUCTURE

MAY 1, 2025

What we will cover today



Work underway to deliver infrastructure people need



Challenges causing unnecessary delays

- › What are they
- › What has been done to overcome these
- › What more is needed



More tools to overcome unnecessary delays and deliver critical infrastructure and projects faster and strengthen our economy

IN THIS PRESENTATION

- › Delivering record numbers of infrastructure projects
- › Work underway to speed up approvals
- › Projects still facing unnecessary delays
- › A new ministry to help get projects built faster and strengthen our economy
- › Proposed legislation

What does this mean for people in B.C.?⁶

- ✓ Building hospitals, long-term care homes, and cancer centres faster so that healthcare is there when people need it.
- ✓ Building modern schools faster, helping students get a good start in life.
- ✓ Accelerating completion of important projects that help strengthen our economy while making sure we are defending our clean air and water.
- ✓ Building post-secondary facilities and student housing faster so people get the education and skills they need to thrive and work in their communities.
- ✓ Reducing unnecessary project delays helps reduce escalation costs, so taxpayer funds are more economically invested.

Government delivering record numbers of infrastructure projects

Now more than ever we need to deliver the projects people need faster, to support our communities and help strengthen our economy.

Since 2017, the B.C. government has delivered record numbers of new infrastructure projects to strengthen core infrastructure, help deliver the services we rely on and grow our economy.

- **Started or completed** work on 30 hospital projects, 11 long-term care centres, 4 cancer centres, and one new medical school since 2017.
- **226 new**, expanded and seismically upgraded schools built or underway for more than 80,000 students. Adding more student seats faster with prefabricated school expansions.
- **Completed over 2,500** transportation projects, with more underway.
- **92,000 homes delivered** or underway due to unprecedented investment in housing and legislative initiatives like Speculation and Vacancy Tax. Homes are also being delivered faster through a navigator service for provincial housing permits and digital Building Permit Hub to streamline local permitting processes.
- **We're delivering** the infrastructure people need in record numbers, but more work is needed to overcome unnecessary delays and barriers and get critical projects built as soon as possible.

Work underway to speed up approvals

Work is advancing across government to overcome barriers and speed up approvals

- **Fixing** outdated zoning rules to speed up delivery of more homes
- **Speeding up** approvals for permitting across the natural resources sector
- **Created a specialized team** to approve water licenses for transportation projects
- **Speeding up** approvals for mining and critical mineral projects
- **Building** new schools faster

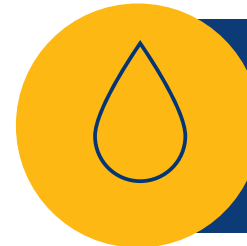
We are working hard across government to speed up approval pathways while maintaining high environmental standards and advancing reconciliation with First Nations.



Fixing outdated zoning rules



Speeding up approvals for natural resource permits



Created a specialized team to approve water licenses for transportation projects

Permitting and approvals moving faster across government⁹

SEEING RESULTS ON THE GROUND

- **Cleared 100 percent** of the provincial housing backlog and reduced the average number of days to process a housing application from 257 days to 108. Decisions made since March 2023 have potential to create ~332,000 new housing units.
- **Speeding up the capital process** by shortening the business case for major school projects by one year, and using prefabricated additions for schools.
- **Reduced general permitting time** under the *Heritage Conservation Act* by 13% across all sectors and reduced the HCA residential permitting timeline by 24% since January 2024.
- **Across the Natural Resource Sector**, over 60 different policy, processes, legislative and regulatory reform opportunities have been identified for action to speed up projects.

Permitting and approvals moving faster across government

SEEING RESULTS ON THE GROUND - *Continued*

- **Mining permit timelines** have been reduced by 37%.
From exploration drilling to major mine permits—
projects are being reviewed in record time.
- **Water license approval times** for transportation
projects have been reduced from
up to 24 months to less than one month.
- **Streamlining decisions** and approvals for 9 wind
power projects announced under the recent Call for
Power, by removing them from the Environmental
Assessment process.

We've been taking action to get key projects built quickly, but sometimes it still takes too long to get them to the finish line. While that work continues, this new legislation can help get shovels in the ground faster for priority projects.

Projects still facing unnecessary delays¹¹

Projects can still face unnecessary delays caused by slow approval processes and lengthy permitting requirements. Delays can mean missed opportunities for our Province at this critical time, and higher costs for the infrastructure projects we need.

- A post-secondary student housing project could not proceed until the local municipality made an amendment to their Official Community Plan, this delay was estimated to have added up to a year to the project.
- A school seismic replacement project was stalled due to a lengthy wait time to receive a municipal permit, delaying the completion of the school by 6 months.
- A new elementary school was delayed up to two years due to a delay in a provincial permit under the *Water Sustainability Act*.
- A post-secondary student housing project experienced an up to 1-year delay on provincial heritage and road permits.
- A transmission line project from the interior to the lower mainland experienced delays due to wait times to receive a Licence of Occupation and a Licence to Cut after their Environmental Assessment Certificate was issued.

Strengthening processes and accelerating priority projects

Now more than ever we need to strengthen public infrastructure and get priority projects built faster to support people and communities.

Government is focused on getting projects built faster.

- Creating a new Ministry of Infrastructure dedicated to streamlining the delivery of provincial infrastructure and other key, provincially significant projects—to ensure faster completion of cost-effective, high-quality generational investments.
- The legislation provides the new Ministry of Infrastructure the powers to carry out its roles and responsibilities, and new tools to help get shovels in the ground more quickly for priority projects. Including:
 - » **Advancing** priority provincial infrastructure projects through expedited permitting and approvals processes.
 - » **Working** with local governments to get key projects built in their communities.
 - » **Removing** unnecessary barriers and delays that can slow down projects.
 - » **Ensuring** projects continue to undergo robust environmental reviews and consultation with First Nations.
 - » **Accelerating** other key public and private sector projects that will support people and help strengthen our province.

All of this helps us to build more of the infrastructure that people rely on, faster—and helps strengthen our economy.

A new ministry to help get projects built faster¹³

THE NEW MINISTRY OF INFRASTRUCTURE

- In late 2024, Government created the Ministry of Infrastructure, to have a ministry dedicated to streamlining our approach to delivering priority projects—to ensure faster delivery of cost-effective, high-quality generational investments.
- Ministry mandate commitments include:
 - » **Ensure** faster delivery of cost-effective, high-quality generational investments.
 - » **Structure** capital plan to minimize cost inflation.
 - » **Identify** and implement opportunities to reduce costs for taxpayers and expedite approval and construction of projects, including the standardization of infrastructure like schools and hospital patient towers.
 - » **Work to address** permit delays in major infrastructure projects and identify opportunities for reduced cost and increased efficiency.

Next Steps

- To support the Ministry's work, this spring government is taking the next step forward.
- We're introducing legislation to establish the Ministry of Infrastructure and help get shovels in the ground sooner for schools, hospitals and other provincially significant projects, including designated projects delivered by other partners, such as crown agencies, local governments, First Nations and the private sector.
- This will help priority infrastructure projects get built faster, to support people in B.C. and help strengthen our economy.

Proposed legislation¹⁵ overview



ESTABLISH THE MINISTRY OF INFRASTRUCTURE

The proposed legislation puts into statute the powers, duties and responsibilities of the Ministry of Infrastructure.



NEW TOOLS TO HELP GET SHOVELS IN THE GROUND MORE QUICKLY FOR PRIORITY PROJECTS

Advancing priority provincial infrastructure projects through streamlined permitting and approvals processes. Removing unnecessary barriers. Accelerating other key provincially significant projects that will support people and help strengthen our economy.



COLLABORATION WITH PARTNERS TO GET KEY PROJECTS BUILT FASTER

Working with local governments, First Nations, school districts, Crown agencies and other partners to get priority projects built in their communities.

Types of projects included

Proposed legislation includes broad enabling authority to designate two categories of projects where additional tools to expedite priority projects can be used:

Category 1 Projects

- All Ministry of Infrastructure projects
- Could include projects led by other ministries (e.g. Ministry of Transportation and Transit)

Category 2 Projects

- On a project-by-project and tool-by-tool basis for projects designated by Order in Council as “provincially significant”
- Includes projects delivered by other partners, such as crown agencies, local governments, First Nations, and private proponents.

Designated projects under the legislation will be required to uphold government's commitment to the *Declaration on the Rights of Indigenous Peoples Act*.

General tools for the Province:

Establish the Ministry of Infrastructure

The proposed legislation would put into statute the Ministry of Infrastructure's powers, duties, and responsibilities including:

- Policy development
- Project planning and prioritization
- Land acquisition
- Project delivery powers

General tools for the Province:

Project delivery with public partners - Category 1 projects

The Ministry of Infrastructure would have the ability to deliver infrastructure projects in partnership with school districts, post-secondary institutions, and health authorities.

This includes the ability to deliver infrastructure projects on their behalf.

- Would be used on a project-by-project basis, with the agreement of the relevant partner.
- Would enable multi-project procurement
(e.g. supporting modular expansion across school districts)
- Would support small school districts, and small institutions who need additional capacity to move projects forward.

Acceleration tools: **Overview**

	Description
Provincial Permits	Prioritized provincial permitting for “front-of-line” review.
	Develop a qualified professional reliance framework to expedite some provincial decisions where appropriate.
Environmental Assessments	Develop an expedited environmental assessment process so designated provincially significant projects may go through a faster review that does not compromise B.C.’s high environmental standards.
	Minimize or eliminate overlapping permit processes by allowing an Environmental Assessment Certificate to trigger low-risk provincial permits to be automatically issued.
Local Government Approvals	Empowers local governments to request the delay of provincial requirements to update official community plans.
	Collaborative agreement seeking process between project proponents and local governments to expedite local government approvals.

Acceleration tools: Provincial permitting²⁰

– ‘Front of the Line’ review

Category 1 and Category 2 projects

- Designated Category 1 and Category 2 projects will be able to be identified, tracked and expedited through provincial permitting, as determined by Cabinet.
- This means projects can be put to the ‘front of the line’ for review.
- This **does not** change the quality or rigour of permitting.
- This **does not** change the need for consultation with First Nations.

Acceleration tools: Provincial permitting

– Develop Qualified Professional Model

Category 1 and Category 2 projects

- Qualified Professionals will be able to certify compliance within government standards on some permits where appropriate.
- Thresholds will be set for works or activities that will be eligible to be assigned to a certified Qualified Professional.
- Complex permits remain with ministry Statutory Decision Makers (e.g. Surface Water License).
- Creates permitting efficiencies while maintaining accountability.

Acceleration tools:

Options to expedite environmental assessments

Category 1 and Category 2 projects

- Two options for expediting the environmental assessment process, approved by Order in Council on a project-by-project and tool-by-tool basis.
- Allow for automatic authorization of low-risk provincial permits following the issuance of an Environmental Assessment Certificate.
 - » For example, the issuance of a tree cutting permit on a mine site that has been issued an Environmental Assessment Certificate.
- Provide for an expedited Environmental Assessment process.
 - » Once developed, allows for an alternative and expedited process for designated projects, so they can go through a faster review.
- This proposed alternative process will maintain B.C.'s high environmental standards and will be developed through consultation with First Nations and interest holders to meet consultation obligations.

Acceleration tools: Local government approvals

– Development Permits

Category 1 and Category 2 projects

To support local government decision-making and streamline development permit approvals:

- By resolution a local government could request that the province waive or modify provincial planning requirements for alignment with Official Community Plans and Regional Growth Strategies for designated projects.
- This new local government power cannot be extended to requirements related to health and safety (for example: building permits, occupancy permits and sewer/stormwater management).

Acceleration tools: Local government approvals

Category 1 and Category 2 projects

The legislation sets out a framework for alternative authorizations to help expedite local government approvals.

Where a local government process is creating a lengthy or unnecessary delay on a project, the Province will be able to initiate a three-step process to work with a local government to resolve the issue.

1. Consultation with the local government
2. Seek written agreement with the local government, which could include creating a mutually agreed upon alternate authorization.
3. If no resolution is reached, the Minister of Infrastructure can intervene to develop measures to address delays for the designated project

Step 3 will only be used if all other avenues have been exhausted. The goal is to work collaboratively with local governments on shared priorities.

Projects of provincial significance²⁵

PROJECTS OF PROVINCIAL SIGNIFICANCE

- A limited number of major projects that are in the public interest and will significantly benefit people in B.C. will be designated as provincially significant. These are projects delivered by other partners, such as crown agencies, local governments, First Nations, and private proponents.
- Provincially significant projects would need to create significant economic, social or environmental benefits for people in B.C.
- Factors under consideration include whether a project significantly contributes to: public infrastructure, critical mineral supply, food or water security, energy security, human health and safety, trade diversification, access to markets, post-disaster recovery and others. (See Backgrounder 4)
- Formal criteria for projects of provincial significance will be released in the coming weeks.

A faster way to get priority projects approved: **Examples**

Scenario 1 - Provincial multi-project procurement

The Ministry of Infrastructure is working with a number of school districts to expand several schools.

- ✓ **With the new tools in our legislation, instead of each school district having to go through their own procurement process , the Ministry will be able to undertake a multi-project procurement.**
- ✓ **This could include things like negotiating bulk purchases for modular expansions.**
- ✓ **This will help streamline project timelines, and reduce project costs.**

A faster way to get priority projects approved: ²⁷Examples

Scenario 2 - Local government approvals, development permits

A new provincial health care facility project requires a change in municipal zoning as per their Official Community Plan.

- ✔ With the new tools in our legislation, a local government could request that the Province waive or modify planning requirements including, for example, provincial requirements for alignment with Official Community Plans.
- ✔ If the Province grants the request, it could help speed up the project timeline, and help prevent cost escalations.
- ✔ The local government would then have to update their Official Community Plan at the next scheduled review time.

A faster way to get priority projects approved: Examples

Scenario 3 – Expedited Environmental Assessment process

A designated critical mineral mine project requires a series of provincial authorizations to move their project forward, including:

- License of Occupation (*Land Act*)
 - Occupant License to Cut (*Forest and Range Practice Act and Water Sustainability Act*)
 - *Environmental Management Act* and *Mines Act* authorizations and permits
- ✓ **With the new tools in our legislation, in consultation with First Nations and the proponent, an expedited Environmental Assessment process could be used, helping the project to go through a faster review.**
 - ✓ **Low-risk additional permits, like cutting permits, could be automatically authorized with the Environmental Assessment Certificate.**

A faster way to get priority projects approved: **Examples**

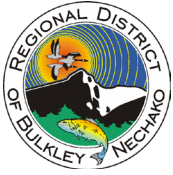
Scenario 4 - Provincial permitting - 'Front of the Line' review

A university wants to build additional student housing on campus.

In order to move the project forward, heritage inspection and road permits from the Province are required.

- ✓ **With the new tools in our legislation, the project could be brought to the front of the line, and permit applications prioritized for review.**
- ✓ **Based on some previous permit timelines, this could save the project timeline up to one year.**

End.
Thank you.



Regional District of Bulkley-Nechako Board of Directors Supplementary

To: Chair and Board
From: Jason Llewellyn, Director of Planning and Development
Date: May 22, 2025
Subject: **UBCM Community Excellence Awards - Cycle 16 Trail Project**

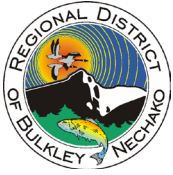
RECOMMENDATION: (all/directors/majority)

That the Board pass a resolution supporting the submission of an application for a 2025 Community Excellence Award for the Cycle 16 Trail Project.

BACKGROUND

Staff would like to submit an application for a UBCM 2025 Community Excellence Award in the Excellence in Service Delivery category for the Cycle 16 Trail project. UBCM requires a Board resolution supporting an application.

The Cycle 16 Trail project demonstrated local government responsiveness and commitment in meeting a community need by transforming an underutilized transportation corridor into a safe, accessible, and sustainable multi-use trail. Staff are hopeful that the UBCM will recognize that the project exemplifies excellence in collaborative planning and public engagement, and the development of innovative solutions to jurisdictional issues.



Regional District of Bulkley-Nechako Board of Directors Supplementary

To: Chair and Board
From: John Illes, Chief Financial Officer
Date: May 22, 2025
Subject: **HP Plotter Sale to District of Vanderhoof**

RECOMMENDATION:**(all/directors/majority)**

That the Board approve the sale of the HP DesignJet T1300 and HP SD Pro scanner to the District of Vanderhoof for \$5,000.00

BACKGROUND

Staff offered the old HP Plotter for sale to the Regional District's member municipalities. The District of Vanderhoof has agreed to purchase the plotter and its attached scanner for the price of \$5,000.

As the original price of this piece of equipment was over \$10,000, the disposal of the plotter is at the Board's discretion. Staff have reviewed the sale of similar plotters, and the sale price is fair for both parties.



Regional District of Bulkley-Nechako Board of Directors Supplementary

To: Chair and Board
From: Megan D'Arcy, Regional Agriculture Coordinator
Date: May 22, 2025
Subject: **Livestock Services Sustainability**

RECOMMENDATION: (all/directors/majority)

Receive.

BACKGROUND:

The RDBN has taken part in a series of conversations hosted by the Public Health Association of BC as part of a Northern BC Ideas Lab for Food Systems Transformation initiative.

Funding to develop and complete projects in the Northwest that assist with food system transformation is part of this initiative. The RDBN has partnered with the [Society for Making Agriculture Sustainable in the Hazeltons](#) (MASH) to take advantage of this opportunity. The project is titled 'Livestock Services Sustainability Plan and Toolkit for Northwest BC'.

The project, which includes both the RDBN and the RDKS, has the following objectives,

1. Provide an overview of the current ecosystem of livestock services including regulations, transportation, facilities, and qualified individuals to deliver services.
2. Identify gaps in meeting current and future demands.
3. Recommend a Plan for meeting these demands including design considerations (e.g. mobile vs stationary), responsible agencies and business structures.
4. Develop a Toolkit to assist with Plan implementation including sample business plans (e.g., for a community butcher shop), required equipment, and recommended training. We will also include wraparound materials for establishing a scholarship and apprenticeship fund as well as a list of potential grants to fund implementation of our recommendations.
5. Share results of our research through community presentations and online distribution of results on relevant websites.

Project partners include the Regional District of Kitimat-Stikine, Small-scale Meat Producers, and local livestock producers. MASH will be the project lead, and partners will support them to undertake local engagement and project objectives.

This project builds on a collaborative initiative hosted by the RDBN regarding sustainability of existing livestock services and critical needs (e.g. qualified staff), the RDBN Food and Agriculture Strategy, and the Agricultural Sector Support Plan commissioned by the RDKS in 2020. It also builds on the Food Security Forums delivered by MASH in 2017, 2018, 2019 in which representatives from all parts of the food system gathered to share and learn and identify recommendations to increase local food security.

Expected Outcomes

It is anticipated that deliverables for this project will include a comprehensive inventory of existing livestock processing services, the identification of gaps in the industry, and a toolkit that includes resources and knowledge that can be used by entrepreneurs to scale up or start their business(es).

Outcomes:

- Greater collaboration between local jurisdictions and between sectors.
- Deeper understanding of the livestock service ecosystem and ways we can improve the sustainability of this ecosystem including incentives, regulations, equipment, and labour support (e.g., training, housing).
- An action plan that can be used to recruit partners for financing and other resources needed for implementation.

Impacts:

- Increased food security and self-sufficiency for communities along Highway 16 (Vanderhoof - Prince Rupert) through improved access to livestock services and strengthened engagement around local food systems.
- Empowerment of producers and service providers knowing that the community is responding appropriately to the crisis of infrastructure gaps.
- Inspiration for more collaboration and open sharing of reports and documents.

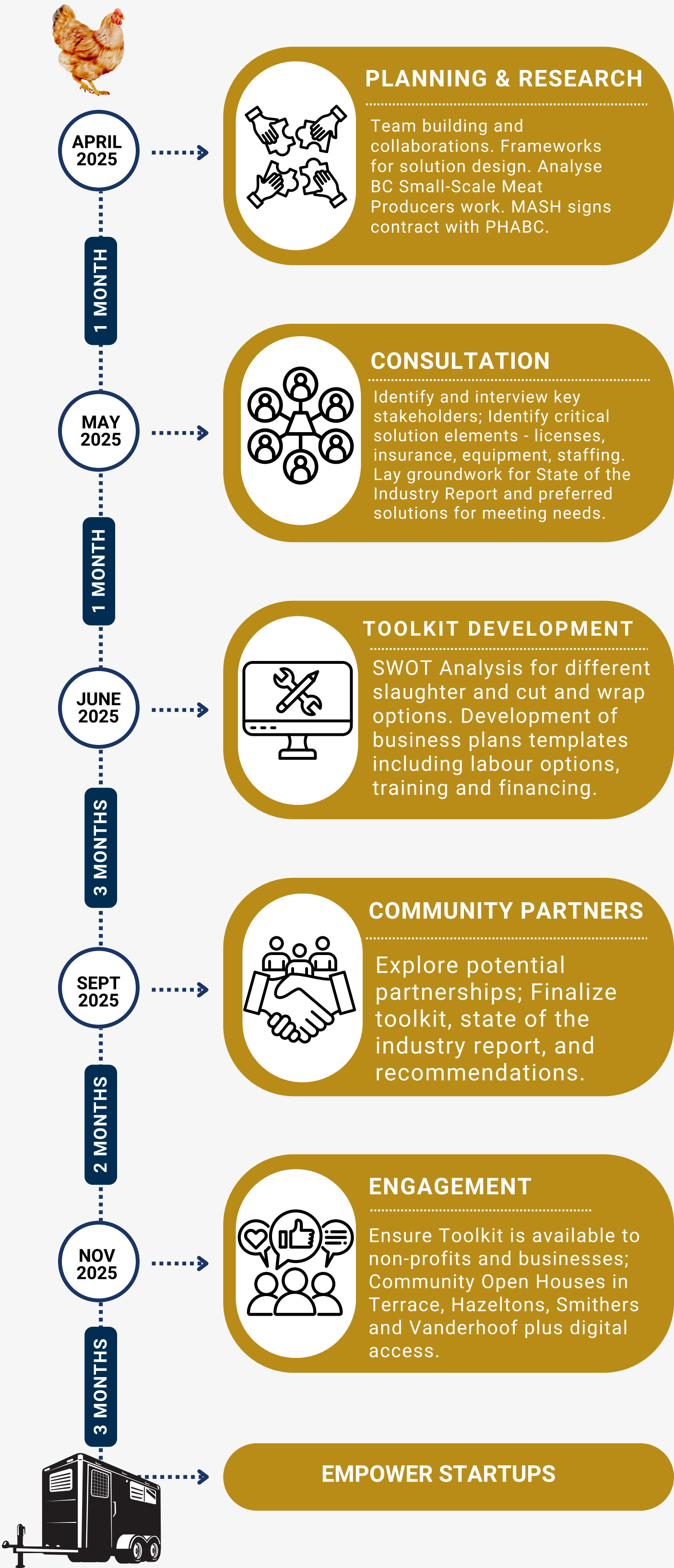
Attachments:

Livestock Project Infographic
Livestock Project information Summary

LIVESTOCK PROCESSING SERVICES PROJECT



Sustainable solutions for our local food system





Sustainable Solutions for Livestock Processing in Northwest BC

Project Information Summary

Innovative Solutions to Strengthen Local Food Systems

MAY 2025 – The Regional District of Bulkley-Nechako and MASH (Society for Making Agriculture Sustainable in the Hazeltons) are announcing a project to enhance livestock processing services in Northwest British Columbia. Committed to sustainable local food systems, this project addresses key service gaps for poultry and livestock producers through community collaboration and expert input. The initiative aims to strengthen local food systems, boost economic opportunities, and enhance community resilience by integrating tailored solutions that meet environmental, social, and economic sustainability goals.

Project Timeline and Key Milestones

The project kicked off in February 2025 when MASH and RDBN co-developed a project proposal and pitched it to the Public Health Association of BC. Funding was received in April 2025 and the workplan spans several critical stages:

- Planning & Research (April – May 2025): Team building and collaboration with frameworks for solution design, including an analysis of BC Small-Scale Meat Producers' work.
- Consultation (June – September 2025): Engagement with key stakeholders to identify critical elements such as licenses, equipment, insurance, and staffing. A SWOT analysis of various slaughter and processing options will also be conducted.
- Toolkit Development (May – November 2025): Finalization of business plan templates addressing labour options, training, equipment and financing. Potential partnerships will also be explored.
- Community Engagement (November 2025): Toolkit availability will be expanded to non-profits and businesses through both in-person open houses in Terrace, Hazeltons, Smithers, and Vanderhoof, as well as digital access.

- Follow-Up to Recommendations (Ongoing): Ensuring the development of sustainable and actionable solutions tailored for the local food system.
- Concurrent to this project, MASH is working on a grassroots initiative to acquire equipment and recruit qualified operators. Support letters and donations are needed to have a partial solution in place for holiday turkeys. MASH already has a poultry plucker and livestock trailer available for local producers through our Farm and Kitchen Equipment Library.

These collective efforts underscore a commitment to fostering a resilient and self-sufficient food system by addressing systemic barriers and empowering local stakeholders. The initiative places a strong emphasis on innovation, seeking to integrate environmental stewardship with economic viability. This approach not only enhances local capacity but also builds a foundation for long-term sustainability through collaboration, education, and resource development.

Focus on Toolkit Development

Central to this initiative is the development of a robust toolkit that will empower local meat producers and food system entrepreneurs. This toolkit will include templates for business planning, labour options, and financing structures, making it an indispensable resource for producers and stakeholders.

Community-Driven Solutions

The project will host community open houses in key locations across Northwest British Columbia (Terrace to Vanderhoof), providing both in-person and digital access for maximum reach. By engaging directly with local stakeholders, the initiative ensures that the solutions are well-integrated into the unique needs of the region.

Looking Ahead

This project aims to establish a sustainable model for livestock processing, addressing challenges while building resilience into BC's local food systems. Through collaboration and innovative tools, the Northwest BC Livestock Processing Services Project is poised to make a lasting impact.

Project Supporters and Funding

The Ideas Lab Food Transformation project, managed by the Public Health Association of BC, funds this initiative. Key supporters for this project include the Regional District of Kitimat-Stikine who is contributing staff time to help develop the Toolkit and support

community engagement. We acknowledge the work of the Small Scale Meat Producers Association of BC and are leveraging the resources shared on their website.

More details on partners and financial support will be provided as the project progresses. Stay tuned for updates on our efforts to create a sustainable local food system.

For more information, please contact:

Laurie Gallant

Society for Making Agriculture Sustainable in the Hazeltons (MASH)

laurie@mashhazeltons.org ph. 250-847-1399

Megan D’Arcy

Regional District of Bulkley-Nechako

megan.darcy@rdbn.bc.ca ph. 250-692-0783



2900 Kerr Street
Terrace, BC V8G 4L9

RECEIVED
@png.ca

MAY 16 2025

REGIONAL DISTRICT OF
BULKLEY-NECHAKO

May 12, 2025

To our valued customers,

Pacific Northern Gas (PNG) recently submitted an application to the British Columbia Utilities Commission (BCUC) for 2025, 2026 and 2027 rate increases. On April 22, 2025, the BCUC initiated the regulatory proceeding for the review of the application and also approved the implementation of new delivery rates and Revenue Stabilization Adjustment Mechanism (RSAM) rate rider taking effect beginning May 1, 2025, on an interim basis.

Customer impacts will vary with usage and rate class. For example, compared to the interim rates and rate rider implemented effective January 1, 2025, the average Small Commercial customer in the PNG West service territory will see a bill increase of about \$88 per month, based on ~26.2 gigajoules of average monthly consumption.

The proposed rate adjustments for 2025 and 2026 reflect a necessary reset, while a much smaller adjustment in 2027 signals a return to more typical rate increase patterns. This three-year approach provides customers with clarity on the short-term nature of the adjustments. You can read PNG's application on the BCUC website at bcuc.com/OurWork/ViewProceeding?applicationid=1343.

As a regulated natural gas utility, PNG's rates are set by the BCUC. Interim rates are a standard part of the regulatory process and are implemented while the BCUC completes its full review. A decision on final 2025 delivery rates is expected in late 2025. Further information on the regulatory process is provided in the appended Public Notice prepared by the BCUC.

Revenue Stabilization Adjustment Mechanism (RSAM)

As noted, the BCUC has approved a change to the RSAM rate rider.

Like other natural gas utilities, PNG uses a Revenue Stabilization Adjustment Mechanism (RSAM) deferral account—a rate tool that helps reduce the financial impact of changes in customer demand caused by factors like weather or economic conditions. Any balance that builds up in the RSAM deferral account is either refunded to, or collected from, residential and small commercial customers through the RSAM rate rider, which is typically updated once a year as part of the revenue review process.

Carbon Tax Impact

The expected bill impacts will be largely offset by the rollback of the carbon tax.

Depending on usage and rate class, the expected bill impacts will be largely, or entirely, offset by the rollback of the carbon tax. For example, factoring in both the proposed delivery rate increase and the carbon tax decrease, the average PNG West Small Commercial customer will see an average monthly bill reduction of ~\$17 relative to the rates and rate rider implemented January 1, 2025.

Please note, the change in carbon tax regulation is not related to this rate adjustment, including the rate percentages or the date of PNG's application.

Our Commitment to Keeping Rates Reasonable

Utility bills can be an important part of operating budgets, and we understand that any increase in costs can be challenging—especially when customers are expecting bill reduction with the removal

of the carbon tax. We also understand that current economic conditions have been difficult on many businesses in British Columbia, particularly in the northern regions of our province.

PNG has a responsibility to our customers to efficiently manage our costs while at the same time taking actions required to ensure we provide safe and reliable service. This is a commitment we take very seriously.

Why This Rate Increase is Necessary

PNG always strives to keep rates as low as possible. However, these increases are necessary due to higher costs to support the continued safety and reliability of PNG's natural gas system, impacted by higher operational expenses, lower demand—especially with substantial downturn in the forestry sector—and the need to recover deferred costs.

Delivery rates are made up of the costs to safely and reliably deliver natural gas to homes and businesses. This rate change does not impact commodity costs, the cost to purchase the natural gas itself, which is passed on to customers with no markup.

We have posted a more detailed letter with an explanation of the factors driving these rate changes on our website, which you can find at png.ca/2025CommercialRates. You can also learn more about natural gas rates at png.ca/understanding-your-rates, and the charges that make up your bill at png.ca/understanding-your-bill.

Focused on Long-Term Stability

PNG's operational focus has always been financial prudence, and we continue to implement measures to reduce costs wherever possible. We rigorously control spending to keep expenditures as low as possible while meeting operational requirements for safe and reliable service. We're focused on adding new large industrial customers, which helps stabilize rates and benefits all customers.

We are confident that the actions we're taking today will lead to more stable rates in the future.

Supporting Customers Through This Change

As these changes take effect, PNG is supporting customers on a one-to-one basis with payment arrangements.

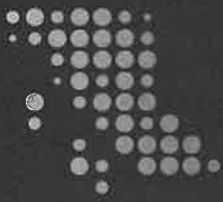
We will also work with customers to find solutions that might be right for them. This includes our energy efficiency programs designed to save energy and lower bills. It also includes our Budget Billing Program, which spreads costs out over 12 equal monthly payments to eliminate seasonal fluctuations, providing greater budgeting certainty.

We encourage customers to reach out to our Customer Care Team to discuss payment arrangements and solutions. We also have a dedicated inbox, rates@png.ca, for rate questions and comments. Our team is here to help.

Our commitment remains to support our customers and provide safe, reliable service.

Thank you,

Gordon Doyle
President
Pacific Northern Gas



bcuc
British Columbia
Utilities Commission

We want to hear from you

Pacific Northern Gas Ltd. 2025–2027 Rates Application

On April 2, 2025, Pacific Northern Gas Ltd. (PNG) applied to the British Columbia Utilities Commission's (BCUC) for approval to increase its rates over the next three years for customers in its west division (PNG-West).

PNG requested that the rate increases apply to the basic charges and delivery rates for all rate classes for 2025, 2026, and 2027.

For PNG-West residential, small commercial, and Granisle customers, the requested rate changes to basic charges and delivery rates as compared to 2024 rates would be approximately 28% for 2025, 28% for 2026, and 5% for 2027.

PNG also requested approval to change the Revenue Stabilization Adjustment Mechanism (RSAM) rate rider in 2025 to \$1.216 per gigajoule, which is applicable to Residential and Small Commercial customers.

The overall annual bill impact for the average customer in 2025, compared to 2024 rates, including natural gas and propane costs and the removal of the carbon tax, for:

- Residential customers is \$212 or 12.7%
- Small Commercial customers is \$684 or 10.1%
- Granisle Residential customers is \$9 or 1.2%,
- Granisle Small Commercial customers is -\$103 or -3.9%.

For 2025 rates, the BCUC approved and applied a portion of the increase to rates on January 1, 2025, and the remainder will be applied on May 1, 2025. The rates were approved on an interim basis while the BCUC reviews PNG's application for permanent rates, among other items. Any difference between interim and permanent rates will be recovered from or refunded to customers.

The BCUC is holding an open and transparent proceeding to review PNG's 2025-2027 revenue requirements application. To learn more, please visit the **proceeding webpage** at <https://www.bcuc.com/OurWork/ViewProceeding?applicationid=1343>.

GET INVOLVED

- **Submit a letter of comment:**
<https://www.bcuc.com/Forms/LetterOfComment>
- **Subscribe to the proceeding:**
<https://www.bcuc.com/Forms/SubscribeToAProceeding>
- **Request intervener status :**
<https://www.bcuc.com/Forms/RequestToIntervene>

IMPORTANT DATES

Tuesday, May 20, 2025 – Deadline to request intervener status with the BCUC

Thursday, June 26, 2025 – Deadline to submit a letter of comment to share your views, opinions, and insights on the application.

For more information about participating in the proceeding, visit www.bcuc.com/get-involved.

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