

Chapter 5: Indigenous and Public Engagement

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5.0 INDIGENOUS AND PUBLIC ENGAGEMENT

This chapter of the Environmental Impact Statement (EIS) describes the broad history of engagement of Indigenous peoples and the public undertaken by Manitoba Infrastructure (MI) (and the former East Side Road Authority [ESRA]) on the east side of Lake Winnipeg since 2000, as well as the specific Indigenous and Public Engagement Program (IPEP) undertaken for the proposed Project 6 all-season road linking Manto Sipi Cree Nation, Bunibonabee Cree Nation and God's Lake First Nation (the Project).

5.1 Indigenous and Public Engagement Objectives and Approaches

5.1.1 Objectives

Indigenous and public engagement for all of the all-season road projects and activities on the east side of Lake Winnipeg is considered a fundamental and influential component of the project planning process as it intends to engage multiple parties in all phases of project development for the duration of the project life cycle. This is consistent with section 4(1) of the *Canadian Environmental Assessment Act* (CEAA), 2012 that states two of the purposes are to promote communication and cooperation with Aboriginal peoples with respect to environmental assessments and to ensure that opportunities are provided for meaningful public participation during an environmental assessment. These comprehensive engagement activities are considered to be independent of the Crown's Duty to Consult under the *Constitution Act, 1982*, but may help to frame and inform consultation between the Crown and Indigenous communities.

The primary objective of the Indigenous and public engagement initiatives and activities is to provide meaningful opportunities to engage in dialogue and exchange information about the all-season road projects with interested and potentially affected parties¹. Interested and potentially affected parties include east side communities (ex: local First Nations and Northern Affairs Communities), other Indigenous peoples (Métis) and other interested parties such as government agencies, non-government organizations and members of the general public. The information received during many conversations with interested and affected parties is integrated into the various steps of project development to select, design and construct an all-season road (**Figure 5-1**). MI is committed to working in partnership with local communities, their leadership (Chief and Council) and Elders to forge engagement processes that reflect the priorities of each community.

MI's approach to Indigenous and public engagement achieves the primary objective by:

- providing meaningful opportunities for the early involvement of interested and affected parties
- providing opportunities for continued participation throughout all stages of the project

¹ Interested and affected parties – Interested parties are defined as Indigenous and/or non-Indigenous peoples of Manitoba who may be interested in participating or learning about the Project. Affected parties refer to Indigenous and/or non-Indigenous parties who may be directly or indirectly affected by the development of the Project.

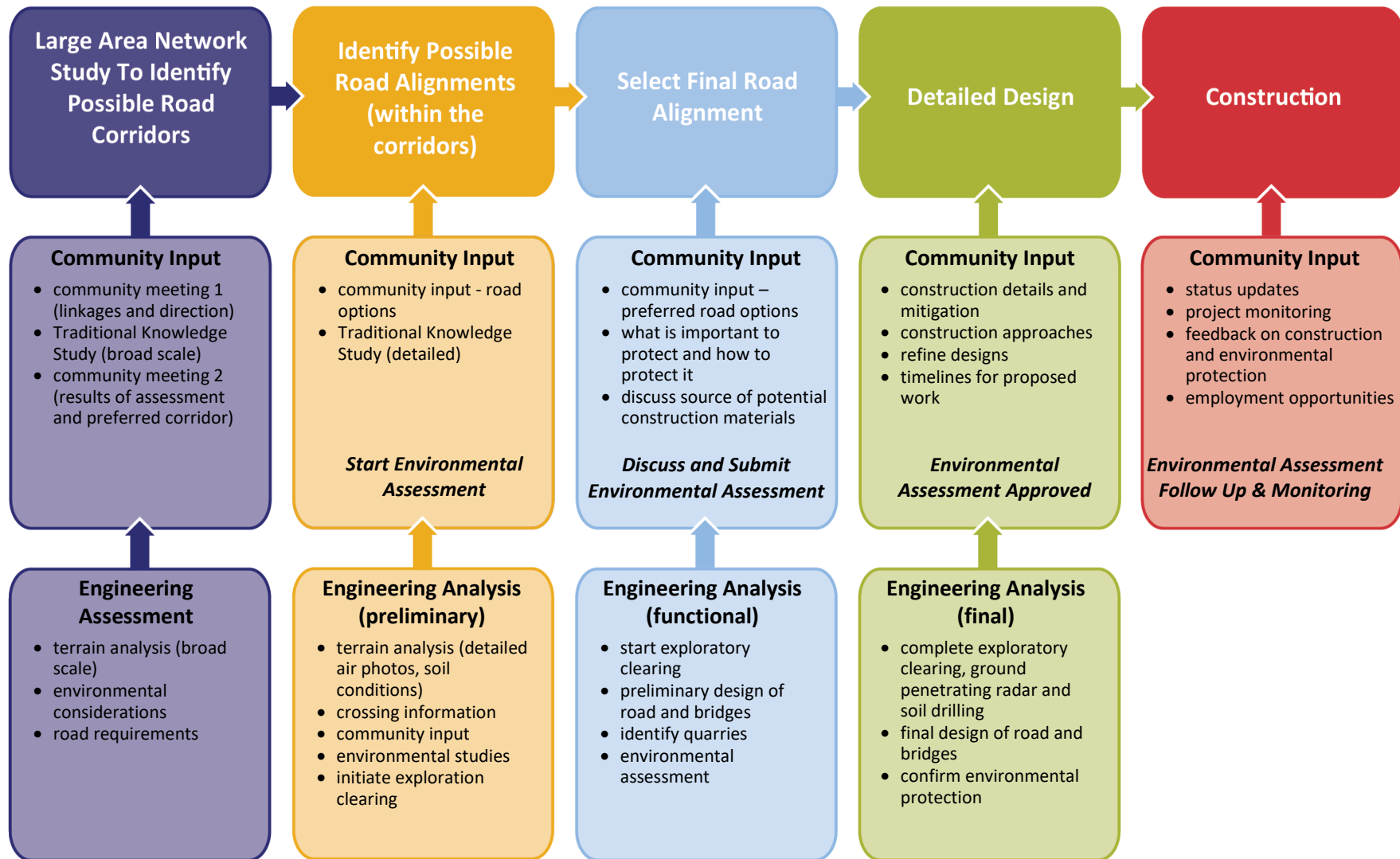


Figure 5-1: Steps to select, design and construct an all-season road

- using a variety of engagement approaches to provide information, receive feedback and engage with participants in a transparent manner
- providing flexibility in approach such that engagement activities can be revised in response to comments and feedback received
- using feedback received through engagement activities to assist with decision-making with respect to Project design and schedule, as well as to help avoid or minimize potential adverse effects and maximize benefits and opportunities
- communicating how community, stakeholder or public input and feedback are used

The approach for Indigenous and public engagement, including the IPEP for the proposed Project, is centred on accommodation through:

- providing participation opportunities for interested and affected parties
- addressing relevant biophysical, social or cultural questions and comments so that they can be considered in relation to Valued Components (VCs) and addressed in the effects assessment of the Environmental Assessment (EA) and applied in project design, construction and operation phases
- respecting and incorporating community knowledge and Traditional Knowledge (TK) into the EA and Project processes
- conducting communications between the proponent and interested and affected parties in a culturally sensitive and understandable manner (ex: translation services when needed)

5.1.2 Engagement Methods

The provision of information and the way in which information is communicated and shared is the foundation for an effective engagement program. The broad suite of engagement and coordination methods used by MI for Indigenous and public engagement is outlined in **Table 5.1**. As a project proponent for all-season roads on the east side of Lake Winnipeg, MI undertakes engagement and coordination methods in partnership with the members and associated leadership of each community respecting community-specific preferences for engagement.

Table 5.1: Indigenous and Public Engagement Methods Used by MI for Projects on the East Side of Lake Winnipeg Including the Proposed Project

Method	Purpose and Description
Invitation and Notification Letters (Sent via mail and email)	<ul style="list-style-type: none"> ▪ Invitation letters are sent to each community and other stakeholders that may have interest in the proposed Project to attend public open houses. Letters provide a summary of what will occur at meetings, the date, time and proposed location, reasons for the meetings and proposed topics for discussion. Follow-up telephone calls to Local Community Coordinators are typically made to confirm arrangements.
Leadership Meetings	<ul style="list-style-type: none"> ▪ Leadership meetings introduce the proposed Project and discuss potential benefits and opportunities for community leadership (Chief and Council). Leadership meetings precede in-community meetings for planning purposes and the primary objectives are to introduce MI as the Project proponent, introduce the study team, introduce the proposed Project and the anticipated work, provide additional Project-related updates, obtain feedback and review information to be presented at the in-community meetings.

Method	Purpose and Description
Elders Meetings	<ul style="list-style-type: none"> ▪ The primary objectives of Elders meetings are to introduce MI as the Project proponent, introduce the study team, introduce the proposed Project and anticipated work, provide additional Project-related updates, obtain feedback and review information to be presented at the in-community meetings/open houses. Translators and/or interpreters are in attendance should they be required. Elders meetings show respect for the community’s Elders by preceding the in-community meetings/open houses.
In-Community Meetings/ Open Houses	<ul style="list-style-type: none"> ▪ In-community meetings/open houses are organized in each community within the Regional Assessment Area (RAA) at various stages throughout the project planning process. The main purpose is to introduce MI, provide Project updates and discuss proposed Project components, VCs, mitigation measures and the EA. In-community meetings/open houses are advertised through local media (ex: radio, posters and newspapers). ▪ PowerPoint presentations are used as visual aids during the in-community meetings/open houses. Paper copies of materials are provided to the communities for their use and records. Display boards, such as maps and text boards, are utilized to facilitate information exchange with individuals. Handouts are also provided. Copies of the presentation and storyboards are posted on MI’s website. ▪ Presentations are made by Project Team members (MI and the EA study team) and comments and questions are solicited and responded to.
Public Open Houses	<ul style="list-style-type: none"> ▪ Public open houses are held to provide information and feedback opportunities to a wide range of interested and affected parties including community members living off-reserve, organizations, non-government organizations and the general public. The main purpose of public open houses is to provide updates and receive input on the proposed Project, the VCs, mitigation measures and the EA. Public open houses are publicized in local/regional media (ex: radio, newspapers). ▪ PowerPoint presentations are used as visual aids during the public open houses. Display boards such as maps and text boards are utilized to facilitate information exchange with individuals. Handouts are also provided. Copies of the presentation and storyboards are posted on MI’s website. ▪ Presentations are made by Project Team members (MI and the EA study team) and comments and questions are solicited and addressed.
Other Stakeholder Meetings	<ul style="list-style-type: none"> ▪ Other stakeholder meetings (ex: lodges, outfitters) introduce the proposed Project and discuss the East Side of Lake Winnipeg Transportation Initiative and provide updates and receive input on the proposed Project and EA.
Government Stakeholder Meetings	<ul style="list-style-type: none"> ▪ Government stakeholder meetings are held to discuss updates on the proposed Project and environmental studies, to solicit interest and input into the EA and to determine the interest level of government agencies.
TK Exercises	<ul style="list-style-type: none"> ▪ TK workshops and interviews are used to gather local knowledge on traditional land uses (current and historic), resource use patterns, cultural/spiritual implications, local biophysical aspects and sites of cultural, ecological and archaeological importance for input into the proposed Project and the EA. Respondents can also express their personal views of the proposed Project and identify potential effects that the Project may have on each of the communities and the natural environment.
Other Community Involvement	<ul style="list-style-type: none"> ▪ Community members are invited to participate in environmental baseline data collection in the areas of wildlife (ex. through MI’s trapper program), fish and fish habitat, vegetation and heritage resources.

Method	Purpose and Description
Printed Material	<ul style="list-style-type: none"> ▪ Newsletters, fact sheets, comment sheets, maps and presentation print-outs are distributed during in-community meetings and open houses and are made available in the community (ex: band office, community hall). ▪ MI developed a document titled “All Season Road Construction Activities: What Can You Expect?” to inform communities about what to expect during construction and maintenance and safety measures.
Established Communication Channels	<ul style="list-style-type: none"> ▪ Communication channels such as the MI website, MI’s contact email address, telephone numbers and fax numbers are provided for interested and affected parties to communicate feedback or solicit Project information.

Effective interaction is integral to the IPEP process and assists MI in both sharing Project information and gathering local input. Similar to other MI projects, the IPEP for the proposed Project was supported by local members of each community (referred to as Local Community Coordinators) who assisted with the organization and coordination of in-community meetings/open houses, leadership meetings and the distribution of project-related material within each community. The Local Community Coordinators and community leadership contribute to the coordination of engagement activities to ensure that these activities are tailored to the needs of each community.

5.1.3 Traditional Knowledge

MI’s overarching TK philosophy is based on respect, open communication and information sharing. As the owners of the information, TK information shared with MI by the communities is returned to the individuals and/or communities that provided it.

Areas of TK that assist in the EA include culture and land use (ex: traditional land use, resource use and historical resources), terrestrial wildlife and vegetation (ex: habitat and biodiversity) and aquatic environment (ex: fish and fish habitat). TK information shared with MI is used in the following ways.

- Supports the selection and refinement of proposed route alignments.
- Informs technical baseline studies of the existing environment.
- Supports engineering design of select Project components (ex: identification of portages and identification of waterways where navigation needs to be accommodated).
- Provides information on the identification of VCs and possible environmental effects.
- Supports construction planning.

Along with providing invaluable insight to inform a project, TK studies also provide an opportunity for community members to obtain information about a project and to provide questions and comments.

For the proposed Project, the types of TK studies conducted with Indigenous peoples included the following methods.

- Regional-scale TK studies with the local First Nations.

- Community-specific studies focusing on the preferred alignment, developed with input from the community members of Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community.

Since 2015, TK workshops and interviews specific to the proposed Project have included over 600 participant hours with community members of Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community. Additional information on TK studies is found in **Section 5.2.4.2**.

5.2 Engagement History on the East Side of Lake Winnipeg

MI’s all-season road planning process and the “Rounds” of Indigenous and public engagement associated with each planning step are described in the following sections and illustrated in **Figure 5-2**.

5.2.1 Initial Provincial Engagement Steps

The engagement history of all-season road projects on the east side of Lake Winnipeg stems from a dialogue that began in the 1990s when the Manitoba Round Table on the Environment and the Economy released *Towards a Sustainable Development Strategy for Manitobans*. The document proposed principles of and guidelines for sustainable development and a series of strategies for promoting sustainability and led to a multi-stakeholder engagement initiative known as Consultation on Sustainable Development Implementation (COSDI). Recommendations from the COSDI Report (Government of Manitoba 1999) included:

- creation of Broad Area Plans across the Province
- improved public participation and involvement prior to initiation of the formal development review process
- development of a protocol to provide meaningful inclusion of Indigenous communities in land and resource planning and decision-making processes

In 2000, following the acceptance of the COSDI Report, the Manitoba government commenced the East Side Planning Initiative (ESPI) for the east side of Lake Winnipeg as a pilot for broad area planning across the Province. The ESPI involved a wide cross-section of stakeholders including east side of Lake Winnipeg area communities and First Nations, Métis, industry and environmental organizations to develop a vision for the east side of the Lake. Recognizing the uniqueness of the region, the importance and abundance of natural resources in the area and the need for sustainable planning, the East Side Round Table (ESRT) was commissioned to develop the Broad Area Plan. The ESRT consisted of 21 members from local stakeholder groups including First Nations, Métis, local communities, a First Nation Council (consisting of one Chief from each of the First Nations within the planning area), as well as environment, industry and recreational organizations (Heart of the Boreal 2014).

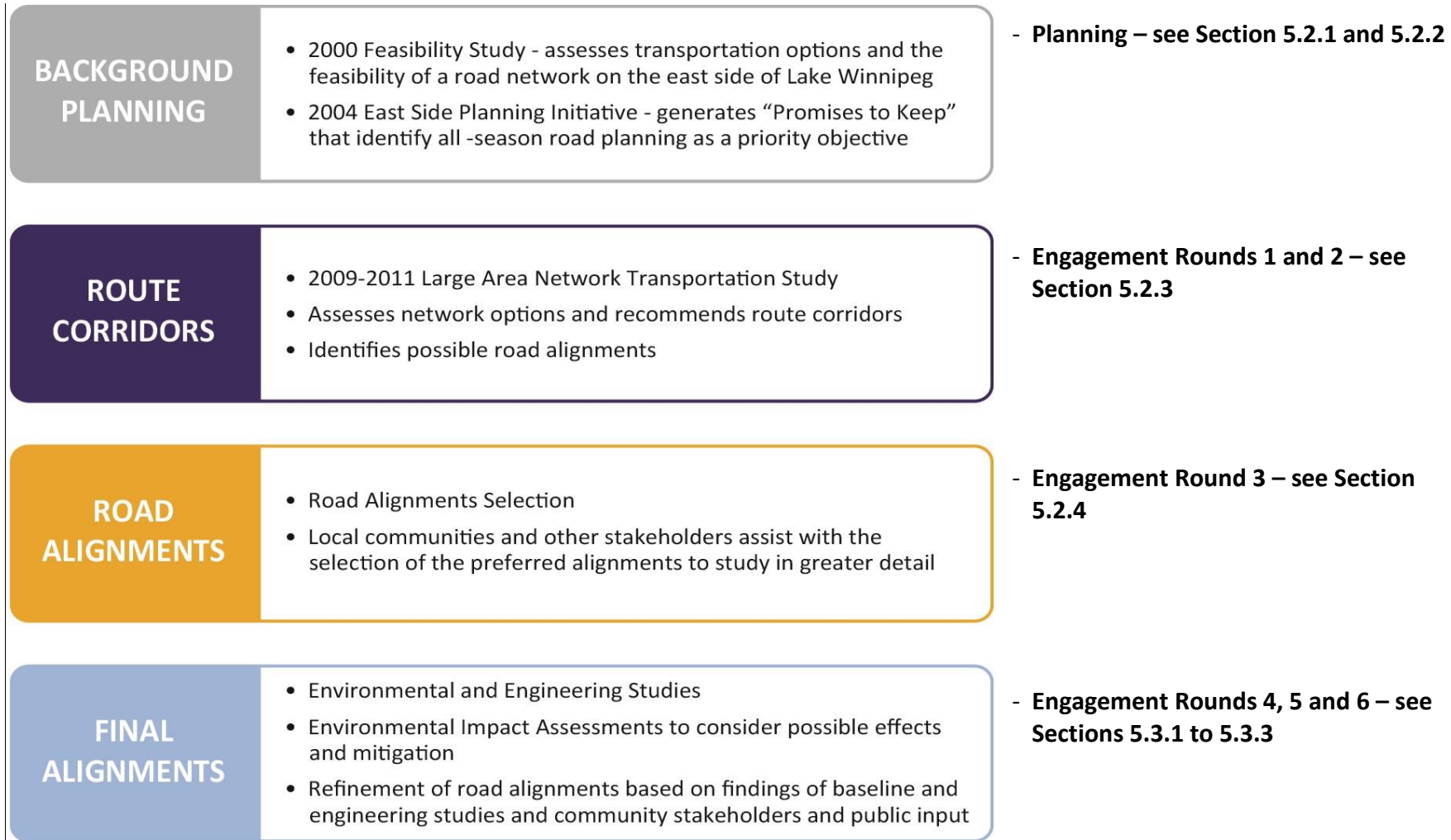


Figure 5-2: Summary of MI’s all-season road planning process and rounds of public engagement

The ESRT is a 21-member Council that consists of:

- sixteen east side First Nation Chiefs or their designates:
 - Berens River First Nation
 - Bloodvein River First Nation
 - Bunibonabee Cree Nation
 - Garden Hill First Nation
 - God’s Lake First Nation
 - Hollow Water First Nation
 - Little Black River First Nation
 - Little Grand Rapids First Nation
 - Manto Sipi Cree Nation
 - Norway House Cree Nation
 - Pauingassi First Nation
 - Poplar River First Nation
 - Red Sucker Lake First Nation
 - Sagkeeng First Nation
 - St. Theresa Point First Nation
 - Wasgamack First Nation
- one representative from the Métis Nation government or their designate:
 - Manitoba Metis Federation (MMF)
- four representatives nominated by the ESRT (Heart of the Boreal 2014)

The Broad Area Plan was initiated in 2000 and an East Side Advisory Committee, comprised of various stakeholder organizations, local governments and others, assembled to provide input. In 2004, the ESPI released a status report to the Province entitled “Promises to Keep... - Towards a Broad Area Plan for the East Side of Lake Winnipeg” (East Side Planning Initiative 2004).

The ESPI status report supported the development of an all-season road network on the east side of Lake Winnipeg (East Side Transportation Initiative, ESTI) and provided over 100 recommendations including involvement of east side communities in road route selection, environmental baseline surveys and assessments of all-season road project effects. All-season road project effects focused on Treaty and Indigenous rights, as well as the concept of establishing wildlife refuges. The report also recommended that future development should be based upon processes and policies that provide community involvement, training and development.

Subsequent to the release of Promises to Keep..., the ESRT was dissolved and was replaced by the East Side First Nations Council (later renamed Wabanong Nakaygum Okimawin or WNO) to continue the initiative of broad area planning on the east side of the Lake.

Over the past ten years, the WNO has worked on various planning initiatives for the east side of Lake Winnipeg including the development of Traditional Area Land Use Plans (TALUPs) for First Nations in the area. To date, Poplar River First Nation, Bloodvein First Nation, Little Grand Rapids First Nation and Pauingassi First Nation have created TALUPs.

Early engagement activities by the Province with Indigenous communities on the east side of Lake Winnipeg focused on sustainable development and broad area planning and laid the groundwork for further discussions for the development of an all-season road network on the east side of the Lake.

5.2.2 The East Side of Lake Winnipeg All-Weather Road Feasibility Study

Preparation of a feasibility study was the first element of the planning process in the ESTI, as shown in **Figure 5-1**. In 2000, under Manitoba Highways and Government Services, the *East Side of Lake Winnipeg All Weather Road Justification and Scoping Study* reviewed transportation needs for residents of the east side (Dillon Consulting Limited and H.N. Westdal & Associates 2000). The study assessed various transportation modes and the economics of an all-season road network on the east side of Lake Winnipeg with local community and stakeholder input.

The study concluded that an all-season road on the east side of Lake Winnipeg could be justified on the basis of long-term transportation costs and savings. The area to the east side of Lake Winnipeg was noted to be one of the last major areas in Manitoba not served by a system of all-weather roads (Dillon Consulting Limited and H.N. Westdal & Associates 2000). The small population of the communities in the area, their remoteness and the lack of major economic enterprise resulted in an existing transportation system that had a modest capital cost and it provided an uncertain service to local residents (Dillon Consulting Limited and H.N. Westdal & Associates 2000).

The area examined in the study extended from Hollow Water First Nation in the south to Oxford House (Bunibonibee Cree Nation) in the north, Lake Winnipeg to the west and to the Ontario border in the east. A community engagement program with communities potentially interested or affected by the all-season road network was initiated as part of the feasibility study. Community support for and interest in the construction of an all-season road network was a central finding of the engagement program.

The engagement process included working with and visiting communities potentially affected by the development of an all-season road network. Communities involved in engagement activities completed for the study included: Bloodvein First Nation, Berens River First Nation, Poplar River First Nation, Little Grand Rapids First Nation, Pauingassi First Nation, St. Theresa Point First Nation, Wasagamack First Nation, Garden Hill First Nation, Bunibonibee Cree Nation, Gods Lake Narrows Northern Affairs Community, Manto Sipi Cree Nation and Red Sucker Lake First Nation. The purpose of each community visit was to provide information on the study and the concept of an all-season road network and to gather community input and perspectives.

A full description of comments received during this initial round of engagement regarding a network of all-season roads was presented in the study report (Dillon Consulting Limited and H.N. Westdal & Associates 2000). A summary of comments received is provided in **Table 5.2**. Key feedback/messages received included:

- varying degrees of Project support from different communities
- support qualified based on the need to address the comments raised in **Table 5.2**

- control required over natural resource development and loss of traditional land
- importance of Indigenous participation in road construction and maintenance
- emphasis on maximizing community benefits
- requirement for in-depth community engagement on comments identified in **Table 5.2**

Table 5.2: Summary of Community Comments Related to Existing and Future Road Networks Compiled by the Feasibility Study

Winter Road/Current Transportation Related Comments	Future All-Season Road Related Comments
<ul style="list-style-type: none"> ▪ Winter road season is unpredictable and short. ▪ Rough winter road surface is hard on vehicles. ▪ Current winter road conditions are poor. ▪ Goods are often damaged in transit. ▪ Very long travel times to get to major centers. ▪ Air freight and passenger fares are expensive. ▪ No inter-community flights exist. ▪ Access to airports in some communities is inhibited by a requirement for over-water travel. ▪ Cost of air freight for perishable food items is very expensive. ▪ Personal boat travel on Lake Winnipeg is dangerous. ▪ Gang, drug and alcohol activity increase during winter road season. ▪ Teachers must act as counsellors due to lack of travel ease for mental health providers. ▪ Driving conditions are dangerous due to curves along winter road. 	<ul style="list-style-type: none"> ▪ Reduced cost of living (ex: cost of goods, fuel, freight), transportation and construction for housing and community infrastructure. ▪ Improved diet, health and mental healthcare. ▪ Improved inter-community contacts and recreation/activities and reduced isolation. ▪ Economic and community development opportunities and will not affect existing economic ties. ▪ Opportunities to visit children who are away at school and hospital patients. ▪ Access to higher quality education for youth. ▪ Reduced travel times and potential for bus service. ▪ Lack of control over natural resource development and loss of traditional lands. ▪ Effects on trapping and hunting (particularly due to construction phase noise). ▪ Potential for increased access to drugs and alcohol and increased gang development. ▪ Potential for environmental effects (ex: water quality, water quantity, wildlife). ▪ Promote tourism and increased access to local markets for community-developed goods. ▪ Improvement in RCMP and emergency services capacity and a possible community dispatch. ▪ Possible increased frequency of collisions, but more reliable as the winter seasons shorten. ▪ Increased use of traditional lands by outsiders/tourists and increased hunting, trapping and fishing pressure. ▪ Road alignment should not follow winter road due to dangerous curves. ▪ Road paralleling lake shore would protect inland areas from mining companies and reduce costs due to shallower bog. ▪ Reduction in cost of winter fishing and better/less expensive access to Winnipeg fishing market for commercial fishermen. ▪ Benefit for on-reserve residents without permanent full-time jobs and potential decrease in on-reserve populations.

Source: Dillon Consulting Limited and H.N. Westdal & Associates 2000, as obtained from Project 4 – All-Season Road Connecting Berens River to Poplar River First Nations Environmental Impact Statement (ESRA 2016b).

5.2.3 Large Area Transportation Network Study

In 2008, ESRA² commissioned a multi-disciplinary planning and engineering study to identify a preferred network of all-season roads connecting communities on the east side of Lake Winnipeg. The study, known as the *Large Area Transportation Network Study*, set out to assess the best route network of all-season roads, the likely scope of social and economic effects and benefits of the road network on local communities, potential environmental and cultural effects and construction and maintenance cost estimates (SNC-Lavalin *et al.* 2011a). Engagement with Indigenous peoples on the east side of Lake Winnipeg was a key element of the study and served as the initial formal “round” of engagement (Round 1) with all First Nations and Northern Affairs Communities on the east side of Lake Winnipeg. Meetings were also held with the MMF to provide the opportunity for their input into the Large Area Transportation Network Study.

5.2.3.1 Indigenous and Public Engagement - Round 1

Round 1 engagement activities specifically with Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Northern Affairs Community reflected growing collaboration among ESRA and Indigenous leadership, communities and the public. The purpose of this initial round of engagement was to provide information about the Network Study, confirm interest in an all-season road and solicit input into the possible route corridors linking the communities. Round 1 consisted of meetings conducted by ESRA and their consultants in Manto Sipi Cree Nation on April 16 and September 22, 2009, in Bunibonibee Cree Nation on July 13, 2009 and in God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community on April 17, 2009. Broad scale TK studies commenced with communities in 2009 and were completed in 2010 to provide relevant biophysical information, identify potential environmental effects and mitigation, build long-term relationships, contribute to the building of TK data and help define extent of traditional land.

Seven initial road network options, the selection criteria used to develop them and potential future all-season road connections were discussed at the 2009 meetings. Community input received helped to focus areas for data gathering and was incorporated into the analysis of options. Comments received during Round 1 included both general support for the Project and discussion of potential environmental and socio-economic effects of an all-season road. The major Project benefits and opportunities noted by community members included a decrease in cost-of-living and transportation and increased access to services and desired locations. Potential issues noted by the community members included a potential decrease in traditional activities, effects on wildlife, an increase in criminal activities and an increase in drug and alcohol use. A summary of general comments from the Round 1 engagement program is provided in **Table 5.3** with community specific comments recorded by SNC-Lavalin *et al.* (2010b) provided in **Appendix 5-1**.

² ESRA has been dissolved, all-season road projects have been given to MI to manage.

Table 5.3: Round 1 Summary of Comments

General Support (Benefits and Opportunities)	Other Comments Received
<ul style="list-style-type: none"> ▪ Decrease in cost of living on food, fuel, freight, services and supplies. ▪ Increase in employment and training opportunities. ▪ Increase in educational opportunities and educational infrastructure (construction/expansion of existent community educational facilities). ▪ Decrease in cost of transportation of goods. ▪ Easier access to better health care facilities. ▪ Increase in intercommunity travel. ▪ Increase in economic development within the region. 	<ul style="list-style-type: none"> ▪ Increase in access to traditional lands or lands that were previously inaccessible for recreational or commercial purposes. ▪ Lack of control over access to and the use of traditional/community lands. ▪ Potential decrease in traditional activities (hunting, trapping, fishing, berry gathering). ▪ Potential effects on wildlife and the natural environment as a result of increased access into previously undisturbed areas. ▪ Potential decrease in interest in the traditional lifestyle among youth. ▪ Request for compensation for the loss of traditional lands. ▪ Potential for increase in drug and alcohol availability and abuse. ▪ Potential for increase in criminal activity and gang related violence.

5.2.3.2 Indigenous and Public Engagement - Round 2

A second “round” of Indigenous and public engagement during the Large Area Transportation Network Study (Round 2) was conducted in Manto Sipi Cree Nation on June 10, 2010, in Bunibonabee Cree Nation on June 11, 2010 and in God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community on June 9, 2010. The focus of Round 2 was to provide results and feedback from Round 1 engagement activities to the local communities on the east side of Lake Winnipeg and obtain additional input. Findings for the short-list of route alternatives resulting from a detailed evaluation incorporating stakeholder input and TK information was presented. Arising from the Round 2 meetings, additional TK surveys were initiated and additional input on the proposed Project was received from the communities. Interviews with selected community representatives (ex: band manager, school principal/teacher, healthcare officer, airport manager, general store manager) were completed during the Round 2 engagement to supplement information gathered at the in-community meetings and provide a more in-depth level of feedback in each community. Information collected was used to refine the preferred route option and to inform baseline environmental studies conducted for the EA. A summary of general comments from the Round 2 engagement program is provided in **Table 5.4** with community specific comments recorded by SNC-Lavalin *et al.* (2010d) provided in **Appendix 5-2**.

Following the Round 2 meetings, leadership of the communities negotiated and signed agreements with ESRA in preparation for exploratory clearing work and some future pre-construction and construction work related to segments of the all-season road network being planned. The agreements provided economic benefits to the First Nations via community-led construction companies. Bunibonabee Cree Nation signed an agreement on July 16, 2010, Manto Sipi Cree Nation signed an agreement on May 12, 2011 and God’s Lake First Nation signed an agreement on May 13, 2011. The signing of the agreements

was consistent with the key objectives of the ESTI, which includes provision for employment opportunities and enhanced opportunities for sustainable economic development. It is also consistent with the early feedback from the communities and the clear interest from the communities for local involvement in the Project (Dillon Consulting Limited and H.N. Westdal & Associates 2000; East Side Planning Initiative 2004).

Table 5.4: Round 2 Summary of Comments

General Support (Benefits and Opportunities)	Other Comments Received
<ul style="list-style-type: none"> ▪ Reduction in cost of living. ▪ Improvement in employment opportunities. ▪ Increase in access to health services. 	<ul style="list-style-type: none"> ▪ Environmental protection is important. ▪ Access to traditional resource use areas by non-community members is a concern. ▪ There are both potential positive and negative effects on social aspects.

5.2.4 Project Level Planning and Design – Road Alignment Selection and Refinement

The final element of the ESTI is Project Level Planning and Design work that focuses on the selection and refinement of the all-season road alignment leading to a preferred alignment. Encompassed within this element are progressively more focused engagement activities that are coordinated with planning and design stages and the completion of project-specific EA activities and requirements. Indigenous and public engagement activities through Project Level Planning and Design include Rounds 3 and the Project-specific IPEP Rounds 4, 5 and 6 (Figure 5-2).

The proposed Project will connect the communities of Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation. These Indigenous groups are expected to be directly affected by the proposed Project. The Project is located wholly within their traditional territories as defined by the Registered Trapline (RTL) Districts. RTL trapline holders are members from these communities and have the exclusive opportunity to harvest furbearers. MI will continue to facilitate face-to-face meetings and make key summary documents accessible to these communities.

The communities of Norway House Cree Nation, Cross Lake Band of Indians/Pimicikamak Okimawin, Garden Hill First Nation, Red Sucker Lake First Nation, St. Theresa Point First Nation and Wasagamack First Nation are not expected to be adversely affected by the proposed Project. The proposed Project will not connect to these communities. In addition, none of these communities have Reserve Lands or Treaty Land Entitlements (TLEs) in the Indigenous Land/Resource Use RAA (Indigenous RAA) and the Indigenous RAA is not within the Resource Management Areas or RTL Districts of these communities. Métis in the Province of Manitoba have constitutional rights to hunt for food for subsistence use. In 2012, the Government of Manitoba and the MMF signed a Métis Harvesting Agreement which designated a Métis Natural Resource Harvesting Zone. The Indigenous RAA for the proposed Project is far removed from the Métis Natural Resource Harvesting Zone.

As the Project proponent, as per the Agency’s guidelines, MI has notified the communities of Norway House Cree Nation, Cross Lake Band of Indians/Pimicikamak Okimawin, Garden Hill First Nation, Red

Sucker Lake First Nation, St. Theresa Point First Nation and Wasagamack First Nation and the MMF about key steps in the EA process and opportunities to provide comments on the EIS as described in **Sections 5.3.4 and 5.4.1.2.**

MI will continue to be available to meet with communities as the project proponent to discuss matters related to the Project throughout the Project.

5.2.4.1 Indigenous and Public Engagement - Round 3

The third round of engagement (Round 3) took place between 2010 and 2016. A summary of key Round 3 meetings is provided in **Table 5.5.**

Table 5.5: Summary of Key Round 3 Meetings

First Nation	Community Group	Date
Manto Sipi Cree Nation	Leadership Meetings	<ul style="list-style-type: none"> ▪ October 6, 2011 ▪ January 31, 2013 ▪ September 24, 2013 ▪ October 25, 2016
	Community Meetings	<ul style="list-style-type: none"> ▪ July 4, 2011 ▪ October 6, 2011 ▪ February 17, 2012 ▪ March 24, 2016
	TK Studies, Workshops and Interviews	<ul style="list-style-type: none"> ▪ September 24, 2015 ▪ January 13 to 20, 2016 ▪ April 26, 2016
Bunibonibee Cree Nation	Leadership Meetings	<ul style="list-style-type: none"> ▪ May 18, 2010 ▪ November 1, 2016
	Community Meetings	<ul style="list-style-type: none"> ▪ September 27, 2012 ▪ February 17, 2016
	TK Studies and Workshops	<ul style="list-style-type: none"> ▪ February 3, 2016 ▪ March 29 to April 4, 2016 ▪ June 8, 2016
	Traditional Area Land Use Planning Board	<ul style="list-style-type: none"> ▪ July 13, 2011
God's Lake First Nation	Leadership Meetings	<ul style="list-style-type: none"> ▪ May 10, 2010 ▪ July 15, 2014 ▪ October 25, 2016
	Community Meetings	<ul style="list-style-type: none"> ▪ November 4, 2014 ▪ January 6, 2016
	TK Studies and Workshops	<ul style="list-style-type: none"> ▪ October 6, 2015 ▪ November 19 to 26, 2015 ▪ March 22, 2016

Round 3 engagements included meetings with community members and leadership (Chief and Council) to gather information that was used in selecting a road alignment within the preferred route corridor identified during Round 1 and 2 community engagement activities. Meetings with community members and leadership provided the opportunity to share Project updates, as well as to solicit comments on the

alignment, design and the upcoming EA for the proposed Project. Questions and comments on road alignment preferences received from community members were responded to by ESRA. As the majority of the discussions among community members were conducted in Anishinaabe, a translator was present to facilitate communication between the community members and ESRA.

The Round 3 engagement also included TK studies and workshops for the proposed Project. The purpose of the studies and workshops was to gather more detailed archaeological, biophysical and cultural information on the region and receive input from community members and resource users on the potential environmental, socio-economic and cultural effects of the proposed Project on traditional lands and land uses. These are further discussed in the following **Section 5.2.4.2** and **Chapter 6**.

Input from Round 3 meetings, workshops and studies helped to further identify environmental, cultural, historical and other areas of importance, refine the proposed road alignment and design criteria and inform environmental baseline studies and the EA.

5.2.4.2 Project 6 Specific Traditional Knowledge Studies

Specific TK information has been collected for Manto Sipi Cree Nation, Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Northern Affairs Community for the area within the Project corridor of the proposed road alignment (the Local Assessment Area [LAA]). As described in **Section 5.1.3**, the TK collected was used to inform the EA, the Project design, construction planning and to make considerations related to the final road alignment. The focus of the TK data collection exercises was to collect information of locations along the proposed road alignment related to:

- local ecological features
- historical and culturally important sites/areas
- resource and land use practices by community members

The methods used to collect TK data within Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation comprised the following activities.

- TK Study Overview – Introduced and discussed purpose and methods of TK study with community leadership, leadership then selected a local Community Coordinator to assist ESRA's consultants with the coordination and delivery of the TK workshops and interviews with community members.
- Introductory Workshop – Collected and mapped biophysical and historical information within the Project corridor for the new road alignment. Input was obtained from community local knowledge holders chosen by a local Community Coordinator based on their knowledge of fishing, hunting, trapping, plant harvesting, wildlife, cultural sites or other aspects of local history.
- Interviews – Collected additional biophysical and historical information and validated local features of the landscape through one-on-one interviews with local knowledge holders.
- Verification Workshop – Comments, opinions and thoughts that were recorded and spatial information identified on maps that was collected during the introductory workshop and interviews were digitized, analyzed and mapped so that the information could be verified by participants and any outstanding questions or clarifications obtained.

The same approach was originally proposed for the God's Lake Narrows Northern Affairs Community TK Study; however, the Council members decided that only a single TK workshop would be held when they were unable to arrange interviews with local individuals.

The Manto Sipi Cree Nation TK Study for the proposed Project consisted of an introductory workshop on September 24, 2015, interviews conducted between January 13 and 18, 2016 and the verification workshop held April 26, 2016, with 20, 19 and 44 local knowledge holders, respectively (HTFC Planning & Design 2017d). Community members recognize that the Project will bring changes to the way of life, as well as to lands and land use in their traditional territory; however, many are optimistic about the benefits the Project will bring. Opportunities that community members identified included lower cost of lumber, housing and groceries, more community business development and a connection beyond the community. In general, there was support for the proposed Project stating that the community has been waiting a long time for an all-season road. They identified specific areas and resources that could be sensitive to disturbance.

- The Project will introduce alternate access (in spring, summer and fall) and likely shift patterns of travel to harvest resources by community members and open access for tourists or other visitors or companies to harvest resources in the area.
- Need to protect waterways that intersect the road alignment from changes in natural flow or effects on water quality.
- The Project may affect how wildlife moves in the area and increase the risk of vehicle collisions. Additionally, construction may disturb sensitive species or cut them off from their natural habitat potentially reducing trapper returns.

The Bunibonibee Cree Nation TK Study for the proposed Project consisted of an introductory workshop on February 3, 2016, interviews conducted between March 29 and April 3, 2016 and the verification workshop held June 8, 2016, with 8, 18 and 14 local knowledge holders, respectively (HTFC Planning & Design 2017a). Community members recognize that the Project will bring changes to the way of life, as well as to lands and land use in their traditional territory; however, many are optimistic about the benefits the Project will bring. In general, there was support for the Project if the road was constructed according to the best environmental and cultural standards. They identified specific areas and resources that could be sensitive to disturbance.

- The Project will make travel to resource areas easier allowing more hunting and fishing opportunities and firewood harvesting from areas currently only easily accessible during winter months.
- Need to protect waterways and riparian areas that intersect the road alignment from changes in natural flow or effects on water quality.
- Potential for displacement of community members' traditional trap lines or reduction in returns from species sensitive to disturbance leaving the area within the proposed road alignment.

The God's Lake First Nation TK Study for the proposed Project consisted of an introductory workshop on October 6, 2015, interviews conducted between November 18 and 25, 2015 and the verification workshop

held March 22, 2016, with 24, 19 and 27 local knowledge holders, respectively (HTFC Planning & Design 2017b). Community members recognize that the Project will bring changes to the way of life, as well as to lands and land use in their traditional territory; however, many are optimistic about the benefits the Project will bring. Opportunities that community members identified included lower cost of lumber, housing, gas and groceries, as well as less reliance on planes for travel to other communities. In general, there was support for the Project. They identified specific areas and resources that could be sensitive to disturbance.

- The Project will introduce alternate access and likely shift patterns of travel to harvest resources. Access to cabins will be improved, but this could increase vandalism issues. There could be increased access to timber harvesting by community members, but also for companies to harvest timber in the area.
- Need to protect waterways that intersect the road alignment as they are essential for fish and furbearer species and habitat and support community resource users.
- Potential for reduction in returns of community members’ traditional trap lines from species sensitive to disturbance leaving the area within the proposed road alignment.

The God’s Lake Narrows Northern Affairs Community TK Study for the proposed Project, as previously noted, consisted of a single workshop on June 22, 2016 with 5 local knowledge holders (HTFC Planning & Design 2017c). It was noted that many community members rely on the land for subsistence resource use and traditional activities including hunting, fishing, trapping and gathering. These activities are often done with family and friends such that the relationship with the land has a strong connection to the individual’s sense of community and family.

5.3 Indigenous Groups to Engage and Engagement Activities

Since March 2016, a focused IPEP for the proposed Project has been implemented in association with the EA process. The IPEP has built upon the long history of engagement undertaken by the Province and MI including the first three rounds of engagement completed since 2009. Three additional rounds (Rounds 4, 5 and 6) of engagement, specific to the proposed Project and coordinated with the EA, have been implemented (**Figure 5-2**). Engagement activities for Rounds 4, 5 and 6 and other engagement activities are described in **Sections 5.3.1, 5.3.2, 5.3.3 and 5.3.4**, respectively.

Engagement activities for the proposed Project IPEP were specifically designed to:

- Provide information about the proposed Project to engage local First Nations and other potentially interested and affected parties in a dialogue.
- Gather input on the proposed Project from community leadership, members and other interested and affected parties for consideration early and throughout Project planning and design.
- Discuss opportunities for economic development and employment related to the Project.

The Project engagement activities focused on gathering community and stakeholder input on the proposed Project for consideration in Project planning and design.

- Inform community members and other interested parties of the proposed Project and activities.

During all three rounds, meetings were planned with the Chiefs and Councils and community members of Manto Sipi Cree Nation, Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Northern Affairs Community to provide progress updates, discuss Project and construction plans and gather community input. MI also convened additional Project meetings outside of the three rounds for other interested and affected parties. During all of the community meetings, a translator was present to translate presentation content and to give community members the opportunity to present their opinions and questions in their official language. Past and on-going communications between MI, the local communities and other interested and affected parties has been facilitated by the dissemination of MI contact information (ex: email, telephone and fax numbers).

A supplemental document, **Annex A**, is provided with the EIS which presents information distributed (ex: presentations, hand-outs, display boards) during community meetings as part of the IPEP.

5.3.1 Round 4 – Project Overview and Environmental Impact Assessment

The primary purpose of Round 4 was to introduce the proposed Project to the local communities and other interested or affected parties in the context of the EA. This introduction included:

- a review of proposed Project details
- a review of all-season road alignment options considered to date
- a summary of previous community engagement events and findings
- a broad discussion of the EA process, baseline data collection and the concept of VCs
- the securing of input and comments on the EA process and selection of VCs

In collaboration with local Community Coordinators and the community leadership, the dates, times and locations of proposed Round 4 community meetings were scheduled. Through communication with local Community Coordinators MI provided advance notice of upcoming meetings through posters placed on band office bulletin boards and at other community locations, as well as advertisements on local radio where possible.

Round 4 community meetings included a video presentation describing EAs, a series of display boards, a formal PowerPoint presentation by MI, an interactive question and answer period and informal discussions associated with information provided on the display boards, as well as other discussion topics raised. At Round 4 community meetings (and all subsequent rounds of engagement), a sign-in sheet was used to log attendees and a variety of printed materials were provided to each attendee (ex: a newsletter and comment sheets) (**Annex A**).

5.3.1.1 Manto Sipi Cree Nation

The in-community meeting at Manto Sipi Cree Nation took place on September 22, 2017 with 126 community members in attendance, which included 58 youth and 2 elders. The community meeting was delayed relative to the other community meetings as Manto Sipi Cree Nation wanted to review four

potential alignment options near their community and select a preferred alignment before meeting with MI for Round 4. To accommodate Manto Sipi Cree Nation reviewing the options an overflight was conducted on June 5, 2017 with MI, a Manto Sipi Councillor and Manto Sipi's consultant to investigate the four alignment options. As a result of the delay, the September 22, 2017 meeting occurred after completing both Round 4 and Round 5 meetings with the other communities. Because of the delay and the overflight, the materials for Rounds 4 and 5 of the IPEP were both presented during this meeting.

The PowerPoint presentation regarding the proposed Project was provided followed by a question and answer period. At the request of Chief and Council, Manitoba Indigenous Relations gave a presentation on the Crown Consultation process and Manitoba's EA process. Additionally the Canadian Environmental Assessment Agency (the Agency) gave a presentation about the CEAA 2012 review process that included discussion on how Canada consults with Indigenous peoples. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to the alignment (in particular near the community), construction schedule, future all-season road connection to Thompson, community involvement, status and maintenance of the winter road, road construction details, road construction and maintenance jobs, cost of the proposed Project and potential effects on traplines. A full summary of the Manto Sipi Cree Nation meeting with responses to the comments and questions is provided in **Appendix 5-3**.

5.3.1.2 Bunibonibee Cree Nation

The in-community meeting at Bunibonibee Cree Nation occurred on December 8, 2016 with 14 community members in attendance. Due to time constraints as a result of the number of questions following the video and the first few slides of the PowerPoint presentation, MI did not complete the presentation, choosing to focus on reviewing the poster boards. A printed copy of the PowerPoint presentation was provided to the community. Many of the questions were topics contained in the presentation. General comments and questions raised by the meeting attendees were related to TK, the EA schedule, Project 5 (which links to Provincial Trunk Highway 6), need for the Project, youth involvement, economic opportunities, potential effects on traplines, importance of wetlands and VCs. A full summary of the Bunibonibee Cree Nation meeting with responses to the comments and questions is provided in **Appendix 5-3**.

5.3.1.3 God's Lake First Nation

The in-community meeting at God's Lake First Nation occurred on December 9, 2016 with 23 community members in attendance. A meeting was held with four councillors just prior to the community meeting to provide an overview of the community meeting plan and materials. The video was shown and PowerPoint presentation regarding the proposed Project provided, which was followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to TK, the alignment history, job opportunities, the EA schedule, youth

involvement, borrow pits, blasting, VCs and need for the Project. A full summary of the God’s Lake First Nation meeting with responses to the comments and questions is provided in **Appendix 5-3**.

5.3.1.4 God’s Lake Narrows Northern Affairs Community

The in-community meeting at God’s Lake Narrows Northern Affairs Community occurred on December 9, 2016 with 10 community members (plus two young children) in attendance. The video was shown and PowerPoint presentation regarding the proposed Project provided, which was followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to the construction schedule, moose hunting areas, increased fishing pressure, zebra mussels, land knowledge, safety, youth involvement, connecting the communities and employment opportunities. A full summary of the God’s Lake First Nation meeting with responses to the comments and questions is provided in **Appendix 5-3**.

5.3.2 Round 5 – Valued Components, Potential Effects and Mitigation

The purpose of the Round 5 meetings was to:

- provide Project information to community members
- communicate what was heard in the Round 4 engagement sessions
- review and discuss potential Project effects and proposed mitigation measures
- obtain further feedback and input on the EA process and VC selection

It was intended that feedback and input from these meetings would assist in confirming potential effects and suggested mitigation measures to be addressed in the EA and incorporated into construction specifications and further refining the proposed all-season road alignment and design.

Comments and questions received during previous community engagement were summarized and presented in the PowerPoint presentations and display boards for discussion with each community.

In collaboration with local Community Coordinators and the community leadership, dates, times and proposed venues for Round 5 meetings were selected. Advance notice was provided through posters and other forms of advertisement in consultation with local Community Coordinators.

Round 5 community meetings included a series of display boards, a formal PowerPoint presentation by MI, question and answer period following the presentation and informal discussions associated with information provided on the display boards as well as other discussion topics raised. Sign-in sheets were used to log attendees and a variety of printed materials were provided to each attendee including the newsletter, a comment sheet and a sheet with an overview of the TK studies conducted for the proposed Project (**Annex A**).

5.3.2.1 Manto Sipi Cree Nation

The in-community meeting at Manto Sipi Cree Nation took place on September 22, 2017 in combination with the Round 4 meeting, as previously described in **Section 5.3.1.1**.

5.3.2.2 Bunibonibee Cree Nation

The in-community meeting at Bunibonibee Cree Nation occurred on March 15, 2017 with 29 community members and a visiting mechanic from Winnipeg in attendance. The PowerPoint presentation regarding the proposed Project was provided followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to providing paper copies of the presentation, the baseline studies, the length of time to obtain environmental approvals and whether development of diamond mining in the area would accelerate the approvals process, engagement with the MMF, culverts, fuel spills, road alignment and memorial dedication. A full summary of the Bunibonibee Cree Nation meeting with responses to the comments and questions is provided in **Appendix 5-4**. At the request of a community member, a copy of the Rounds 4 and 5 PowerPoint presentations were emailed to the community following the meeting.

5.3.2.3 God's Lake First Nation

The in-community meeting at God's Lake First Nation occurred on March 24, 2017 with 23 community members in attendance. A meeting was held with three councillors and the Land Manager just prior to the community meeting to provide an overview of the community meeting plan and materials. The PowerPoint presentation regarding the proposed Project was provided followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to exploratory clearing, baseline studies, moose population, truck engine brakes, meeting coordination, meeting with other First Nations, effect on animals, youth involvement, alignment relative to the effects on traplines and effect on the community. A full summary of the God's Lake First Nation leadership meeting and community meeting with responses to the comments and questions is provided in **Appendix 5-4**.

5.3.2.4 God's Lake Narrows Northern Affairs Community

The in-community meeting at God's Lake Narrows Northern Affairs Community occurred on March 24, 2017 with four community members in attendance. The PowerPoint presentation regarding the proposed Project was provided followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to the alignment relative to the effects on traplines, flooding, lack of meeting attendees, road construction, effect on animals and the thoroughness of the assessment. A full summary of the God's Lake Narrows

Northern Affairs Community meeting with responses to the comments and questions is provided in **Appendix 5-4**.

5.3.3 Round 6 – Potential Effects and Mitigation Confirmation

The purpose of the Round 6 meetings was to:

- continue to provide Project information to community members
- share summary comments received during engagement Rounds 4 and 5
- review the EA process
- present the EA results summarizing potential Project effects and recommended mitigation measures

It was intended that input from this round of engagement would help to identify and confirm design criteria, potential effects and mitigation measures to be included in the EA and incorporated into construction specifications.

Similar to previous rounds of engagement, MI worked in collaboration with local Community Coordinators and the community leaders to schedule appropriate dates, times and venues for Round 6 meetings. In response to comments heard in previous Round 4 and 5 community meetings for more youth involvement, MI requested specific meetings for youth in Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Northern Affairs Community. At the request of the Manto Sipi Cree Nation Community Coordinator, a separate meeting with youth was not held in that community. Advance notice for meetings were provided through posters and other forms of advertisement in consultation with local Community Coordinators.

Per previous EA engagement rounds, Round 6 meetings included a multi-media format using display boards, a formal PowerPoint presentation, a question and answer period and informal discussions. Additionally, the video previously used during Round 4 was shown at the presentation specifically for the community youth. In this round of meetings, participants were encouraged to provide their personal feedback by indicating their preference for mitigation types directly onto the display boards using markers. The approach was effective in engaging meeting participant and learning about their perspectives. Sign-in sheets were again used to log attendees and a variety of printed materials were provided to each attendee including an updated newsletter, a copy of the PowerPoint presentation, a comment sheet and “How a Road is Constructed” handout (**Annex A**).

Potential Project effects and mitigation measure ideas discussed during previous community EA meetings were summarized in the PowerPoint presentation and display boards. Participants were encouraged to provide their feedback on the display boards regarding the suggested mitigation measures.

5.3.3.1 Manto Sipi Cree Nation

The in-community meeting at Manto Sipi Cree Nation took place on February 22, 2018 with 21 community members in attendance. The video previously used during Round 4 was shown and the PowerPoint presentation regarding the proposed Project was provided followed by a question and answer period.

Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to the route alignment options, advantages and disadvantages of the all-season road, youth involvement, required approvals, who will keep the baseline studies and EA, resource access control, exploratory clearing and Project effects. A full summary of the Manto Sipi Cree Nation meeting with responses to the comments and questions is provided in **Appendix 5-5**.

5.3.3.2 Bunibonibee Cree Nation

The in-community meeting at Bunibonibee Cree Nation occurred on November 6, 2017. At the youth meeting, there were 18 grade 12 students, two teachers, the local Community Coordinator and the translator, while at the community meeting there were 20 local residents, including the local Community Coordinator and translator. The video previously used during Round 4 was shown during the presentation for the community youth. Manitoba Indigenous Relations gave presentations on the Crown Consultation process and Manitoba's EA process to both audiences. Additionally, the Agency gave a presentation to both audiences (including two short videos) about the CEAA 2012 review process that included discussion on how Canada consults with Indigenous peoples. Due to time constraints, as a result of the number of questions following the provincial and federal presentations, MI did not show the PowerPoint presentation, choosing to focus on reviewing the poster boards. Printed copies of the PowerPoint presentation were provided to meeting attendees. Many of the questions were topics contained in the presentation. General comments and questions raised by the meeting attendees were related to impact assessment, flooding, Project 5 (which connects the Provincial Trunk Highway 6), Project benefits, funding/budget, engagement, other stakeholders, schedule, mining opportunities, the winter road bridges (Hayes and Laidlaw), quarry claims, alignment, trappers, wildlife and global warming. A full summary of the Bunibonibee Cree Nation meeting with responses to the comments and questions is provided in **Appendix 5-5**.

5.3.3.3 God's Lake First Nation

The in-community meeting at God's Lake First Nation occurred on November 7, 2017 with 28 community members in attendance. A separate presentation was prepared for the community youth, however, the school did not respond to the invitation for a youth specific presentation. Manitoba Indigenous Relations gave presentations on the Crown Consultation process and Manitoba's EA process. Additionally, the Agency gave a presentation (including two short videos) about the CEAA 2012 review process that included discussion on how Canada consults with Indigenous peoples. The MI PowerPoint presentation regarding the Project was provided followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation. General comments and questions raised by the meeting attendees were related to the alignment, schedule, road maintenance, construction fuelling, the proposed mitigation measures, medicinal plants, the annual canoe quest and quarries. A full summary of the God's Lake First Nation meeting with responses to the comments and questions is provided in **Appendix 5-5**.

5.3.3.4 God's Lake Narrows Northern Affairs Community

The in-community meeting at God's Lake Narrows Northern Affairs Community occurred on November 7, 2017 with three community members in attendance. Due to the limited number of attendees, MI did not show the PowerPoint presentation, choosing to focus on reviewing the poster boards with the community members and answering questions they had. Copies of the PowerPoint presentation and poster boards were provided to attendees and additional copies were left for community members that could not attend. Representatives from Manitoba Indigenous Relations and the Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes. One community member indicated that connecting the four communities was a good idea and he wished that the all-season road could be constructed sooner. He hoped that mining companies might be able to speed up the timeframe for construction of the proposed Project. Another community member indicated that MI had done a good job identifying potential effects and mitigation measures. A full summary of the God's Lake First Nation meeting with responses to the comments and questions is provided in **Appendix 5-5**.

5.3.4 Other Engagement Activities

5.3.4.1 Environmental Baseline Studies and Trapper Participation Program

One or more community members were hired to assist with conducting field work and the delivery of services as part of the environmental baseline studies completed for wildlife, fisheries, vegetation and heritage resources. Community members have also been engaged through the participation of trappers in the Trappers Participation Program (TPP) that was initiated in the fall of 2013 and occurred over two seasons (2013-2014 and 2014-2015). The purpose of the TPP was to initiate trapper involvement in research and monitoring activities being conducted on furbearers. Through the program, baseline data was acquired to assess the potential effects of construction, operation and maintenance of the Project on furbearer distribution and harvest by trapping. TPP initiatives were developed with the specific intent to incorporate local trapper knowledge in monitoring and research activities and to promote collaboration with the trapping community.

Information collected in the field as part of the TPP included baseline data on local and regional furbearer distribution, movement and behaviour, as well as traditional and current land uses by community members. Trappers recorded fur harvest information, weather conditions, animal tracks and sign and collected samples among other things.

5.3.4.2 Construction Training

Agreements made with ESRA and local communities were in place to train and hire contractors and individuals from the local communities to work on pre-construction activities and road construction. Training has been provided to community members from Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation. Records to September 2017 indicate that in total, 35 members from Manto Sipi Cree Nation, 12 members from Bunibonibee Cree Nation and 23 members from God's Lake First Nation have received training. Specific training opportunities are detailed in **Table 5.6**.

Table 5.6: Training Courses Delivered to Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation Members

First Nation	Training Course Delivered	Number of Members Trained
Manto Sipi Cree Nation	Introduction to Construction	30
	Heavy Equipment Operator	5
Bunibonibee Cree Nation	Introduction to Construction	10
	Construction Safety / First Aid	2
God’s Lake First Nation	Introduction to Construction	23

5.3.4.3 Finalization of Project Alignment

MI is currently working with Manto Sipi Cree Nation to finalize the alignment on an 8 km segment near their community. As previously discussed in **Section 5.3.1.1**, MI conducted a flyover with Manto Sipi Cree Nation and its consultant to view and discuss the four preliminary options and provided its recommendation and rationale for recommendation.

MI is currently awaiting feedback from God’s Lake First Nation leadership as to whether they agree to the re-alignment of an approximately 2.3 km section of the alignment near Hignell Lake. This would be done to accommodate a request made by a local trapper during a community meeting to avoid a trapping area. If leadership agree, MI will move the alignment accordingly resulting in a 400 m increase in the total road length.

5.3.4.4 Facilitation of EIS Review

MI has been providing copies of draft chapters of this EIS as they become available to Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Northern Affairs Community to allow further time for review and comment, prior to the formal submission to regulators and other stakeholders. The first draft of the compiled EIS was sent out for review on July 24th, 2018. The cover letters accompanying the EIS can be found in **Appendix 5-6. Annex A: Indigenous and Public Engagement Program Materials** was posted on the Manitoba Infrastructure Website on August 21st, 2018. The letters sent to indigenous communities to inform them of the posting can be found in **Appendix 5-7**.

5.4 Public Consultation

In addition to the six rounds of broad and Project-specific Indigenous engagement activities that have been on-going since 2000, additional public engagement activities have been on-going and that are not discussed in the preceding discussions. Specifically, as part of the EA for the proposed Project, two Public Open Houses were held in Winnipeg to engage community members living off-reserve, as well as stakeholder groups and the general public. The first open house in Winnipeg was a combination of Rounds 4 and 5, as described in **Section 5.3.1** and **Section 5.3.2**, respectively, while the second open house was consistent with Round 6, as described in **Section 5.3.3**.

The purpose of the first Winnipeg Public Open House was to introduce the proposed Project to stakeholders and the public in the context of the EA. This introduction included:

- reviewing the proposed Project details
- reviewing all-season road alignment options considered to date
- discussing the EA process, baseline data collection and the concept of VCs
- receiving input and comments on the proposed EA process and selection of VCs
- reviewing and discussing potential Project effects and proposed mitigation measures

The purpose of the second Winnipeg Public Open House was to:

- continue providing Project information to stakeholders
- reviewing the EA process
- presenting the EA results summarizing potential Project effects and recommended mitigation measures
- receiving input and comments on the proposed EA

It was intended that input from the Winnipeg Public Open Houses would help to identify and confirm design criteria, potential effects and mitigation measures to be considered in the EA and incorporated into construction and maintenance specifications.

The open houses consisted of a series of display boards, a formal PowerPoint presentation by MI, a question and answer period following the presentation and informal discussions associated with information provided on the display boards as well as other discussion topics not presented. A sign-in sheet was used to log attendees and a variety of printed materials including a newsletter, comment sheet and a copy of the PowerPoint presentation were available to each attendee. A supplemental document, **Annex A** presents the communication materials used and information distributed during the open houses as part of the IPEP.

Advertisements for both Public Open Houses in Winnipeg were posted in the Grassroots News, the Winnipeg Free Press and the Winnipeg Sun prior to the open house date. Notices/letters were also provided to each of the communities. Attempts were made to contact Native Communications Inc. to announce the Public Open House through their radio station; however, no response was received. In addition to the advertisements and announcement, a number of stakeholders were also invited directly by letter from MI to attend the Winnipeg Public Open Houses. Invitation letters included the meeting date, time and location and noting the reason for the Public Open House. Invitation letters were distributed to:

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| <ul style="list-style-type: none"> ▪ Aboriginal Chamber of Commerce ▪ Canadian Environmental Assessment Agency | <ul style="list-style-type: none"> ▪ Canadian Parks and Wilderness Society (Manitoba Chapter) ▪ Edmund Lake Lodge ▪ Elk Island Lodge |
|--|---|

- Environment and Climate Change Canada
- First Peoples Economic Growth Fund
- God’s River Development Corp.
- Healy’s God’s Lake Narrows Lodge
- Indigenous Services Canada
- Keewatin Tribal Council
- Manitoba Eco-Network
- Manitoba Keewatinowi Okimakanak Inc.
- Manitoba Lodges and Outfitters Association
- Manitoba Metis Federation
- Manitoba Paddling Association
- Manitoba Sustainable Development, Environmental Approvals Branch
- Manitoba Trappers Association
- Manitoba Wilderness Committee
- Manitoba Wildlands
- Manitoba Wildlife Federation
- Manitoba Wildlife Society
- Mining Association of Manitoba
- Nature Conservancy of Canada
- North Haven Resort
- North Star Resort
- Northern Association of Community Councils Inc.

The first Winnipeg Public Open House was held on May 17, 2017 with 23 attendees. General comments and questions raised by the attendees were related to the Heritage Resources Impact Assessment, poaching, caribou calving areas, use of salt, road alignment, invasive species and diseases, sequence of developing east side all-season road projects, quality of life, animal VCs, baseline studies, bear and moose hunting in relation to lodges and compensation, culverts and the Project schedule (ex: assessment, approvals, construction). Following the first open house, an email was received by an attendee stating “The Mining Association of Manitoba supports all investment in improved and/or new transportation infrastructure in the North, including the proposed road”.

The second Winnipeg Public Open House was held on November 22, 2017 with 14 attendees. General comments and questions raised by the attendees were related to PowerPoint presentation format, TK studies, monitoring, climate change, permafrost, VCs, Project schedule, river crossings, limiting access, wildlife RAA and potential effects on culture. In response to the letter invitation, the Manitoba Lodges and Outfitters Association indicated they would not be able to attend the second Public Open House and they weren’t sure if any of the lodge and outfitter owners could attend. As suggested, following the open house, MI contacted each owner to obtain feedback and answer questions and discuss any interests they may have regarding the proposed Project. The owners of Elk Island Lodge, Edmund Lake Lodge, God’s River Lodge and Healy’s God’s Lake Narrows Lodge each indicated that they wanted the Project 6 all-season road to be constructed earlier than currently planned. The lodge owners also indicated that they want access to PR 373 (Projects 2 and 5) sooner as it will reduce the costs of operations. The owner of both Elk Island Lodge and Edmund Lake Lodge stated that although he has no concerns regarding the proposed Project in terms of effects on his operations, he is concerned about drugs and alcohol being brought into the communities of God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community. Additional information was requested by the God’s River Lodge and Healy’s God’s Lake Narrows Lodge owners. The newsletter and comment sheet from the Winnipeg Public Open House were emailed to them and all the lodge owners. No further comments were received by MI.

A full summary of each of the Winnipeg Public Open Houses with responses to the comments and questions is provided in **Appendix 5-8**.

5.4.1 Other Indigenous Groups

The Agency's guidelines for the Project identified the communities of Norway House Cree Nation, Cross Lake Band of Indians/Pimicikamak Okimawin, Garden Hill First Nation, Red Sucker Lake First Nation, St. Theresa Point First Nation, Wasagamack First Nation and the MMF as groups that MI should provide specific opportunity for input into the Project. As such, MI notified each of these groups of the EIS and made efforts to further engage them and receive their input on the Project and EA through specific invitation to identify and describe potential effects of the Project on the environment and on their community (**Appendix 5-9**). With the exception of a letter received from the MMF (**Appendix 5-10**), no other communities responded to MI's specific request. As per the guidelines, MI is sending copies of the final EIS to each of these communities for review and comment during the public comment periods. The first draft of the compiled EIS was sent out for review on July 24th, 2018. The cover letters accompanying the EIS can be found in **Appendix 5-6**. **Annex A: Indigenous and Public Engagement Program Materials** was posted on the Manitoba Infrastructure Website on August 21st, 2018. The letters sent to indigenous communities to inform them of the posting can be found in **Appendix 5-7**.

5.4.1.1 Manitoba Metis Federation

The MMF was a part of the ESPI and meetings were held with the MMF on April 18, August 18 and December 9, 2009 during the *Large Area Transportation Network Study*, as previously described in **Section 5.2.3**. These meetings were to introduce the all-season road concept and to provide the opportunity for their input into the Large Area Transportation Network Study. General comments received from MMF during previous communications included the following.

- The MMF does not oppose transportation on the east side of Lake Winnipeg.
- An all-season road is important due to the current lack of access to supplies and health care.
- Request for consideration of potential effects on traditional rights.
- Project cumulative effects, in relation to other projects, are important.
- Consideration of additional traditional information as it becomes available.
- How heritage resources would be addressed and communities notified and consulted if found during construction.

Since the Project's Indigenous RAA is far removed from the Recognized Areas for Métis Natural Resource Harvesting as agreed upon by MMF and Manitoba under the 2012 points of Agreement, the MMF was treated as an interested stakeholder. MI invited the MMF to attend each of the Public Open Houses held in Winnipeg, as previously described in **Section 5.4**. As noted above, to address CEAA guidelines, MI specifically invited the MMF to identify and describe potential effects of the Project on the environment and on their community. In addition to its request for Section 35 Aboriginal Consultation and funding, the MMF noted the Project may have effects to:

- current use of lands and resources for traditional purposes including fishing, hunting, gathering

- socio-economic conditions and health
- physical and cultural heritage
- individual commercial harvesting associated with traditional land use

MI sent a second letter to MMF requesting information to support MMF's assertion of Métis use within the Project area (**Appendix 5-11**). MMF's response letter did not supply information to support Métis use within the Project area (**Appendix 5-12**). MI's responses to the comments received are summarized in **Section 5.6**.

5.4.1.2 Information Received from the Agency's Actions

As part of the federal review of the Project under CEAA 2012, the Agency sought comments from the public and Indigenous groups on the proponent Project Description and potential effects of the Project on the environment between June 13 and July 4, 2017. The Agency also sought comments from the public and Indigenous groups on the draft EIS Guidelines between July 28 and August 28, 2017. As a result of the inquiry, the MMF, Cross Lake Band of Indians/Pimicikamak Okimawin and Manto Sipi Cree Nation expressed interest in participating in Manitoba's Crown-Aboriginal Consultation process for the Project and Garden Hill First Nation requested to meet with MI staff to discuss the Project and EA processes.

As all comments received by the Agency are considered public and are included in the Registry for the Project, MI requested a copy of the comments the Agency received to better understand stakeholder interests. Manto Sipi Cree Nation, Norway House Cree Nation, Cross Lake Band of Indians/Pimicikamak Okimawin and the MMF provided responses identifying specific interests (**Appendix 5-13**). Summaries of comments received as a result of the Agency's actions are provided in the following sub-sections.

5.4.1.2.1 Manto Sipi Cree Nation

Manto Sipi Cree Nation, as a directly affected community provided the Agency with comments relating to several sections of its guidelines, including:

- interest in land users, trappers, hunters be involved with site preparation activities
- interest in archaeological and TK studies done in the area
- interest in community member involvement with respect to monitoring program activities being planned for the Project
- interest in timely access to relevant information on the Project
- interest in amount of muskeg (bog/fen) disrupted

5.4.1.2.2 Norway House Cree Nation

Norway House Cree Nation noted their main interest is in future all-season roads that would join the Project to PR 373 and travel through the Norway House Regional Management area located west of the Indigenous RAA. Other interests include:

- culverts within the Hayes River Watershed that could have an affect on stream and river flows in the Norway House Resource area
- increased use of existing winter road networks in the area for the transport of equipment and materials for construction purposes

- increased potential for spills
- effects to wildlife, fish, aquatic, terrestrial and wetland habitats, traditional land and resource use and eco-tourism in the Norway House Regional Management area

5.4.1.2.3 Pimicikamak Okimawin

Pimicikamak Okimawin noted their main concern is in non-Pimicikamak members accessing their traditional territory by waterways connected to the proposed Project Indigenous RAA that leads to the heart of its territory. Pimicikamak Okimawin note that access to their territory by outsiders will result in ecological resource depletion and a decrease in traditional activities that will affect socio-economic conditions. Pimicikamak Okimawin also noted the potential for damage to archaeological and cultural sites on Oxford Lake and its tributaries due to increased traffic to the location by non-Pimicikamak members.

5.4.1.2.4 Manitoba Metis Federation

MMF has requested that a consultation process with the Manitoba Métis Community be undertaken to best understand the potential effects of the Project on the Manitoba Métis Community.

5.4.1.2.5 Garden Hill First Nation

While Garden Hill First Nation did not submit a letter responding to the Agency's request for comment on the Project Description or Agency's Guidelines, the Agency's request prompted the community to request a meeting with MI to discuss the Project and clarify why the Agency is requesting information from Garden Hill First Nation for a project not located in their traditional territory. MI staff met with a Councillor from Garden Hill First Nation to discuss the Project, the Environmental Assessment process all season and winter road projects in the Island Lakes area. The Councillor noted that Garden Hill First Nation would be concerned if the Project were to have effects on Garden Hill's RTL areas.

5.4.2 Government Engagement

Engagement with provincial and federal government representatives relevant to the ESTI, including the proposed Project, has been on-going for many years. MI maintains close contact with Manitoba Sustainable Development (MSD) staff of various branches. On August 26, 2014, MI staff met with representatives from MSD, Environmental Approvals Branch, the Agency and members of the provincial and federal Technical Advisory Committee (TAC).

Provincial TAC members represented branches of MSD with expertise in wildlife, Designated Protected Areas and water resource licenses/permits. Federal departments represented on the TAC were Environment and Climate Canada, Health Canada, Indigenous Services Canada, Department of Fisheries and Oceans and Transport Canada. Although the focus of the meeting was Project P4, the proposed Project was introduced within the context of the larger ESTI. Government representatives were provided information on the timing of the EA process, policies and likely information requirements.

MI also received comments from federal and provincial departments following their review of the Project Description, Scoping Document and the Agency’s guidelines.

Several meetings and workshops were also held with the MSD Wildlife Branch between 2011 and 2017. These were regarding wildlife and caribou monitoring in relation to the proposed Project and throughout the east side of Lake Winnipeg to obtain input and adjust the Wildlife Monitoring Program and to fulfil provincial Species at Risk Permitting requirements.

Two meetings were held with the Integrated Resource Management Team, Northeast Region to present and discuss the Project. A presentation was given on October 12, 2015 to provide an update on the ESTI and discuss baseline environmental data collection and monitoring. A second presentation was given on January 22, 2018 to provide an update on the ESTI, discuss data collection and monitoring specific to the proposed Project and the EIS.

5.5 Summary of Key Engagement Activities

Since 2009, six rounds of engagement of Indigenous peoples, Project stakeholders and the public have taken place. The first two rounds (Rounds 1 and 2) focused on the overall plan for the larger east side of Lake Winnipeg area, while the third round (Round 3) was focused on determining potential all-season road alignments. The latter three rounds (Rounds 4, 5 and 6) focused on the proposed Project, delivered through the IPEP.

An overview of the key engagement activities undertaken for the proposed Project, as outlined previously in this chapter, is summarized in **Table 5.7** below. The range of activities provided numerous opportunities for the communities to receive information and provide feedback.

Table 5.7: Summary of Project Engagement Activities

Activity	Description
Leadership Meetings	Provided Project information and updates and received input from leadership. <ul style="list-style-type: none"> ▪ Manto Sipi Cree Nation (2011-2017, multiple meetings) ▪ Bunibonibee Cree Nation (2010-2017, multiple meetings) ▪ God’s Lake First Nation (2010-2017, multiple meetings)
Community Meetings	Provided Project information and received input and feedback from community members and Elders, separate from the In-Community Meetings (presentations). <ul style="list-style-type: none"> ▪ Manto Sipi Cree Nation (2011-2016, multiple meetings) ▪ Bunibonibee Cree Nation (2012-2016, multiple meetings) ▪ God’s Lake First Nation (2014-2016, multiple meetings)

Activity	Description
In-Community Meetings	<p>Three rounds of in-community meetings associated with the East Side Lake Winnipeg Large Area Transportation Network Study progressively focusing on the overall all-season road network through to the proposed Project corridor.</p> <ul style="list-style-type: none"> ▪ Round 1 (2009) ▪ Round 2 (2010) ▪ Round 3 (2010-2016) <p>Three rounds of in-community meetings with Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community associated with the Project EA.</p> <ul style="list-style-type: none"> ▪ Round 4 (December 2016) ▪ Round 5 (March 2017) ▪ For Manto Sipi Cree Nation a combined Round 4 and 5 was held (September 2017) ▪ Round 6 (November 2017)
Other Community Involvement	<p>One or more community members were hired to assist with conducting field work and the delivery of services as part of the environmental baseline studies completed for wildlife, fisheries, vegetation and heritage resources.</p> <p>Trappers from the communities involved in the TPP to collect baseline data on furbearers (fall 2013 - spring 2015)</p> <p>Construction employment training programs.</p>
Public Open Houses	<p>Provided Project information and received input from off-reserve community members, interested stakeholders and the general public.</p> <ul style="list-style-type: none"> ▪ Winnipeg Public Open House No.1 (Round 4 and 5 May 2017) ▪ Winnipeg Public Open House No.2 (Round 6 November 2017)
Printed Material	<p>A newsletter was available at each community meeting and open house providing information on the Project background, purpose of the assessment, the assessment steps and community input.</p> <p>Information handouts on the “East Side Transportation Initiative”, “Steps to Select, Design and Construct an All-Season Road”, “Overview of Traditional Knowledge Studies” and “How a Road is Constructed” were made available at in-community meetings and public open house.</p>
TK Studies	<ul style="list-style-type: none"> ▪ Manto Sipi Cree Nation TK studies (2010) ▪ Bunibonibee Cree Nation TK studies (2010) ▪ God’s Lake First Nation and NAC member TK studies (2010) ▪ Bunibonibee Cree Nation Traditional Area Land Use Planning Board (July 2011) ▪ Manto Sipi Cree Nation TK workshops/interviews (September 2015 – April 2016) ▪ Bunibonibee Cree Nation TK workshops/interviews (February – June 2016) ▪ God’s Lake First Nation TK workshops/interviews (October 2015 – March 2016) ▪ God’s Lake NAC member TK workshop (June 2016)
MMF*	<p>Meetings during the Large Area Transportation Network Study to introduce the all-season road concept and provide opportunity for MMF input (April, August and December 2009).</p>
Government Stakeholder Meetings	<p>Engagement with provincial and federal government representatives relevant to the ESTI, including the proposed Project, has been on-going for many years.</p> <ul style="list-style-type: none"> ▪ MSD Environmental Approvals Branch, the Agency and members of the provincial and federal TAC (August 2014) ▪ MCWS Wildlife Branch (2011 - 2015) ▪ MCWS Integrated Regional Management Team (Northeast Region - October 2015, January 2018)

* The proposed Project is outside of the Recognized Métis Natural Resource Harvesting Area.

5.6 Summary of Questions, Comments and Responses

This chapter of the EIS has described the history of engagement carried out on the east side of Lake Winnipeg and more specifically the engagement activities for the proposed Project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation.

Rounds 4, 5 and 6 engagement activities (the IPEP portion of overall engagement activities) focused on the detailed TK studies and discussions related to the results of baseline data collection activities and the EA including the selection of VCs and potential Project effects and mitigation measures. The information obtained from the extensive array of engagement activities, including the IPEP, has been used to inform selection of the preferred road alignment, the road design and its components, as well as completion of the EA for the proposed Project. **Table 5.8** provides a summary of comments received for this Project from each directly affected community during Rounds 4, 5 and 6, responses provided and how/where they have been addressed in the EIS. **Table 5.9** provides a summary of comments received from the Public and other Indigenous communities through the IPEP, responses provided and how/where they have been addressed in the EIS. Specifically any potential effects identified by the communities have been assessed and appropriate mitigation measures identified in **Chapter 6**.

Table 5.8: Summary of Key Questions and Comments Received from Directly Affected Communities, Response and Reference Location in the EIS

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Manto Sipi Cree Nation			
Purpose / Benefit	Is the all-season road just to connect the three communities and what happens after Project 6? What are the advantages and disadvantages of building the road? (Round 4/5 and 6)	The purpose of the Project is to provide year round access amongst Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation. This may provide additional services and resources as a result of the increased population base. Disadvantages would be potential environmental effects which will be minimized through Project design and mitigation measures. The timing of a connection to Provincial Road 373 (P2 and P5 projects) will be decided by the Government of Manitoba and is not being planned at this time.	Section 2.1, pg. 2-1 Section 2.1.3, pgs. 2-3 to 2-4
Alignment	What is happening in terms of the four alignment options near the community? A community member wanted to talk with Chief and Council before providing comments on the alignment options. (Round 4/5 and 6)	Manto Sipi Cree Nation initially wanted the road to follow the winter road but, after further investigation, MI confirmed that route was low and wet. MI proposed option 4, which travels near a TLE and a mining claim so the Chief and Council questioned that routing. Two additional options were proposed by MI. An overflight was conducted in June 2017 with Manto Sipi Cree Nation, their consultant and MI to review the four options. MI has provided its recommendation and has requested Manto Sipi Cree Nation confirm its	Section 2.2.2, pg. 2-8 Figure 2.2, pg. 2-9 Table 2.2, pgs. 2-10 to 2-11

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
		preferred option. MI recommended Option 3 as it appears to be the best option because it will be relatively easy to build on and there is an ample supply of materials along that alignment and close by. If either of the two northern alignment options are selected, an access road will need to be constructed to the south and a quarry developed near the southern alignment options to produce the aggregate material needed to build the road.	
Schedule	What is the Project schedule and when will a connection to Thompson be built. (Round 4/5 and 6)	The approval process is expected to take two years to complete with detailed design expected to begin in 2020. Completing the EA does not guarantee that the Project will be constructed. The Project construction schedule will depend on availability of government funding. Currently MI is focussing on constructing projects which have received environmental approvals.	Section 3.5, pgs. 3-33 to 3-34
IPEP	Are only Chief and Council involved in the process? (Round 4/5)	The purpose of the meetings is to inform community members about the Project and EA process to obtain community input.	Section 5.1.1, pg. 5-1 Section 5.3, pgs. 5-17 to 5-24
Decommissioning	Will the winter road remain when construction of the all-season road begins? (Round 4/5)	MI will continue to maintain the winter road seasonally when the weather allows it to be operational. When the all-season road is completed and operational the sections of the winter road no longer required will have the access blocked and allowed to revegetate naturally.	Section 3.2.5, pg. 3-4
All-Season Road	What type of road will it be (single lane, double lane, divided, paved). (Round 4/5)	The road will be a two lane, undivided, gravel surface, much like unpaved numbered roads in Manitoba.	Section 3.3.1, pgs. 3-5 to 3-6
Employment	Who will construct and maintain the road. What kind of jobs would be available/created by the Project and what type of education would be required to obtain these jobs? (Round 4/5)	Contracts will be open tenders won by the lowest bidder. Local contractors are likely to have an advantage as their costs will be lower. There will also be a requirement for a percentage of the contract value to be delivered through Indigenous involvement (ex: equipment, services or employment). Jobs created by the Project would generally be labour or equipment operation, which does not require a particular level of education but may require specialized training.	Section 3.4.1.14, pg. 3-28

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Traplines	Desire to maintain access for traplines that the road passes through. (Round 4/5)	TK studies were conducted to help avoid areas of concern such as hunting and trapping areas. Trappers will likely have greater access to their traplines with the road in place. The Project footprint will have little effect on the total area of traplines. MI will work with trappers so that their traps are not damaged by construction. If active traps are discovered, work will stop and the trapper will be notified.	Section 3.3.1, pg. 3-5 Section 6.4, pgs. 6-188, 6-212 to 6-213
Land Use	Who will have control over access to resources in the area when they are eventually connected to the provincial road network? An Elder indicated that youth do not have enough knowledge of the importance of the land to make these decisions. (Round 6)	The East Side Traditional Lands Planning and Special Protected Areas Act enables Indigenous communities to prepare land use plans that state how resources in their traditional territories can be used in the southern East Side Lake Winnipeg area (including Poplar River, Pauingassi, Little Grand Rapids, Bloodvein River First Nations). Over the past ten years, the WNO has worked on various planning initiatives for the east side of Lake Winnipeg including the development of TALUPs. MSCN could look into getting the Act amended so it applies to their area and develop a land use plan that would give the community more control over resource use in their traditional territory.	Section 1.4.4, pgs. 1-26 to 1-27 Section 5.2.1, pgs. 5-6 to 5-9
Planning	Why was exploratory clearing stopped where it was? (Round 6)	Exploratory clearing being conducted by Manto Sipi Cree Nation was stopped at the God’s Lake First Nation RTL District boundary as God’s Lake First Nation has the first right of refusal to conduct the clearing in this area.	Section 5.2.3.2, pgs. 5-12 to 5-13
Economic Opportunity	The community would like to receive benefits from the Project, such as the construction contract being sole sourced to the community. (Round 6)	As part of MI’s commitment to local residents participating in and benefiting from the Project, MI will require a percentage of each contract value to go to the local communities either through jobs, supplies and/or services. The percentage is determined based on the community’s capacity to deliver required supplies and/or services. Manto Sipi Cree Nation will have equal opportunity to bid on construction contracts associated with the Project, however, they will not be given preferential treatment such as sole source contracts.	Section 3.4.1.14, pg. 3-28

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Regulatory Approvals	When ESRA was in place, how much of the approval process was completed, what approvals are required and who will keep the studies and EA so that the Project can proceed once funding is available? (Round 6)	The baseline studies were mainly completed and the EA process had already been started by ESRA. MI has copies of the baseline studies and is in the process of drafting the EIS. Completed chapters have been provided to the communities and a copy of the EIS report will be sent to Chief and Council when MI submits the document to Manitoba and Canada. Parts of the EA may need to be updated prior to beginning construction depending on when it begins. Approvals are needed from MSD under <i>The Environment Act</i> and the federal government under CEEA 2012.	Section 1.1, pgs. 1-1 to 1-3 Section 1.4, pgs. 1-23 to 1-25
Effects	Will the all-season road affect water and land? (Round 6)	MI will take steps to ensure that there are no significant effects on fish or water quality. Culverts will be installed to ensure that drainage patterns don't change. In terms of land, MI will clear a 60 m wide area which is very small especially relative to the areas shown in the maps. The effects of the Project on water and land were assessed within the EA along with other potential effects and documented in this EIS.	Sections 6.2 and 6.3, pgs. 6-133 to 6-187
Bunibonibee Cree Nation			
Purpose / Benefit	The community wants an all-season road to PR 373 (Projects 2 and 5) as global warming is limiting the length of time winter roads are open. Project 6 is not seen as a benefit to reduce the price of goods and cost of living without this connection. (Round 4 and 6)	The current focus is obtaining environmental approvals for this Project which has many benefits including better services and improved access among the communities. It is uncertain when a link to PR 373 will be constructed, which will be decided by the Government of Manitoba. MI indicated that it would relay the community's desire to have the link to PR 373 to senior officials in MI.	Section 2.1, pg. 2-1 Section 2.1.3, pgs. 2-3 to 2-4
Economic Opportunity	Economic opportunities are important to the community and Indigenous people. (Round 4)	As part of MI's commitment to local residents participating in and benefiting from the Project, MI specifically includes a requirement for a percentage of the construction tenders to be supplied locally through Manitoba's Indigenous Procurement Initiative (ex: equipment, services, employment).	Section 3.4.1.14, pg. 3-28

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Schedule	When did the EA start and how long will the EA process take? When will construction of the road begin? The process seems long compared to several other past projects (ex: the North Central transmission lines, nickel mine). (Round 4, 5 and 6)	Government legislation and regulations are different now and more stringent in terms of protecting the environment. The approval process is expected to take about two years to complete the baseline studies (started in 2015), engagement process and submit the EIS. Construction could begin in 2020 once the Project has received government environmental approvals and detailed design is completed (the start date is now estimated as 2030 depending on government funding). The Project is expected to take approximately 8 years to construct.	Section 3.5, pgs. 3-33 to 3-34
Schedule	The community has been meeting with mining companies that are interested in developing in the area and indicate that they can have the road built in 1 year. What if the three communities decided to do a joint venture to build the road? (Round 6)	Mining companies or the joint venture would be required to follow the same environmental approval process for any proposed roads, which would take several years. If the mining company or joint venture wants to fund construction of the Project as it is currently proposed, then construction could proceed as soon as approvals are received and design is completed.	Section 3.5, pgs. 3-33 to 3-34
TK	Does MI have a file with all the past engagement and community input provided, in particular TK? (Round 4)	Meeting summaries were prepared for the EA specific meetings, although it is unlikely that MI has files on all the previous engagement. TK from the community, which is confidential, exists in a concise TK Study report listing a summary of comments for each community, although there is not a collection of specific information about individual comments.	Section 5.1.3, pg. 5-5 Section 5.2.4.2, pgs. 5-15 to 5-17
IPEP	Will similar meetings be held with God’s Lake First Nation and Manto Sipi Cree Nation? Youth should be more involved in the Project (attend the meetings). (Round 4)	Meetings are planned with these other communities, including the Northern Affairs Community. In total, for the EA, MI is planning three meetings with each of the communities connected by the Project. For Round 6, a separate presentation was prepared and a meeting specifically for the community youth was requested.	Section 5.3, pgs. 5-17 to 5-24 Section 5.3.3, pg. 5-22
IPEP	A summary of what the community said during the meeting should be brought to future meetings. (Round 4)	Part of the purpose of Round 5 and Round 6 meetings was to communicate what was heard during the previous engagement. PowerPoint slides and storyboards were prepared summarizing what was heard.	Section 5.3.2 and 5.3.3, pgs. 5-20 to 5-24
IPEP	Why is MI engaging with the MMF and why do they have a say in whether the Project is approved? (Round 5 and 6)	MI is required to engage with Indigenous groups and the general public who may have an interest in the Project. The Agency considers the MMF an Indigenous group that may be affected by the proposed Project.	Section 5.4.1.2, pg. 5-27

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
IPEP	Copies of the PowerPoint presentation should be provided and made available on the website. (Round 5 and 6)	A copy of the Round 4 and 5 presentations were emailed to the community and paper copies brought to Round 6, with all copies available on the MI website (https://www.gov.mb.ca/mit/hpd/environment/meetings.html).	Section 5.3.2.2, pg. 5-21 Section 5.3.3, pg. 5-22
IPEP	Some community members feel that they are not being listened to and that the engagement being done is just a paper exercise. (Round 6)	Input provided by the communities is incorporated into the alignment selection and included as part of the EA process.	Section 2.2.2, pgs. 2-6 to 2-11 Section 5.1.1, pgs. 5-1 to 5-3
Traplines	Potential for disturbances to traps and trapping activities during clearing activities. The trapper should be identified in each trapline area and discussions held as to what animals are in area of development (prior to construction) and what mitigation measures are proposed. (Round 4 and 6)	A previous bridge project completed in 2015 disturbed a trapper's line by damaging traps. The trapline holder was compensated with new traps and construction procedures were changed for the Project. Work will be stopped when a trap is encountered, until arrangements can be made with the trapper to move it.	Section 6.4.9.1.1, pgs. 6-212 to 6-213
Traplines	Interested in what data MI has regarding traplines crossed by the road. (Round 5)	MI obtained data on RTLs crossed by the proposed Project all-season road alignment from MSD.	Figure 1-8, pg. 1-12 Section 1.3.2, pg. 1-20
Wetlands	The importance of wetlands as filters for environmental health was stressed. Where wetlands will be crossed by the road they shouldn't be disturbed or destroyed. (Round 4)	The road alignment tries to stay on ridges to avoid wetlands. Where wetlands are crossed, equalization culverts will be installed and the road will be floated using large rock allowing the water to flow through. A study is currently being conducted to confirm that culverts effectively minimize potential effects.	Section 3.3.2, pgs. 3-6 to 3-9 Section 3.3.2.3 and Figure 3-3, pg. 3-13
Wildlife	Potential effect of the Project on wildlife (caribou) migration routes. (Round 4)	It was stated that most wildlife, including caribou will cross the road.	Sections 6.2.5.5.1.1 and 6.5.2.5.5.1.2, pgs. 6-149 to 6-152
Wildlife VC	Mink, otter, fisher, fox and wolverine were identified by the community as potential wildlife VCs. (Round 4)	Beaver and marten were selected as their habitat can be modelled to assess effects and the habitat is representative of the other VCs.	Appendix 4-1, pg. 3

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Baseline Studies	Interest in how the baseline studies are conducted and whether copies of the reports will be provided to the Chief and Council or made available to community members. (Round 5)	Each baseline study (TK, wildlife, vegetation, heritage, aquatics) follows its own protocol which is summarized in the EIS. Aerial surveys are conducted in the RAA and along the road alignment. Habitats and landscape units are assessed to determine locations for fieldwork. Community members assisted in the baseline studies for the Project. Reports were provided to Chief and Council and available to the community.	Section 6.1, pgs. 6-1 to 6-65
Fish	Potential effects of the all-season road and culverts on fish and fish spawning. (Round 5 and 6)	Culverts will be galvanized steel to prevent rusting and will be designed and installed to provide fish passage in accordance with the Manitoba Stream Crossing Guidelines. TK studies were conducted to identify and avoid fish spawning areas.	Section 3.3.2.2, pgs. 3-11 to 3-12
Beaver	Potential effects of beavers on culverts and drainage. (Round 5)	The maintenance program for the all-season road includes removing obstructions such as beaver dams and maintaining drainage.	Section 3.4.2.2, pg. 3-30
Alignment	Why is the Project not being built along the existing transmission line? (Round 5)	The routing requirements (terrain) for roads are very different from transmission lines and Manitoba Hydro did not want the road so close to their transmission line.	Table 2.2, pg. 2-10
Alignment	How was the road alignment selected? (Round 6)	As part of the Large Area Network Study in 2010, engagement with communities helped define the broad corridors, which were then refined based on the TK studies, baseline environmental studies and engineering requirements.	Section 2.2.2.1, pg. 2-6
Accidents and Malfunctions	Potential effects of a fuel spill on ice roads. (Round 5)	Mitigation measures will be in place to prevent spills, with additional care and precautions taken around water. In the event of a spill, procedures will be in place to ensure the spill is cleaned up.	Section 6.6.1, pgs. 6-247 to 6-253
Funding	Who is funding the Project? (Round 6)	Currently the Project is being funded by the Province.	Section 3.6, pg. 3-34
Planning	What was the previous tree cutting activities done for and why was it done before the EA was complete? (Round 6)	Exploratory clearing was conducted to facilitate geotechnical studies to advance the Project design and confirm the alignment to be assessed in the EA.	Section 3.2.1, pg. 3-1
Approach	What is Environmental Assessment? (Round 6)	MI looks at and tries to understand how the Project will interact with and affect the environment (fish, wildlife, vegetation, etc.) and social conditions and what mitigation measures are needed to minimize effects.	Section 4.1, pg. 4-1

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Quarries	Why have gravel ridges been claimed by ESRA and will the Province accommodate First Nations crushing, by removing claims on gravel materials so the community benefits from road construction? (Round 6)	When corridors for the all-season road were identified, ESRA took out All-Quarry Rights Withdrawal along the right-of-way (ROW) to prevent other projects from using it. The rock within the ROW will be used to build the road where possible.	Section 6.1.2.2, pg. 6-10
Regulatory Approvals	Does the Department of Fisheries and Oceans have the power to stop this Project if they do not provide approval? (Round 6)	Approval from the Department of Fisheries and Oceans will be required for major water crossings and likely for culverts crossing smaller fish-bearing water bodies.	Section 1.4.1.2, pgs. 1-23 to 1-24
Law Enforcement	How will bringing drugs and alcohol to the community, illegal hunting, speeding, collisions with animals and drivers polluting the environment be prevented? (Round 6)	Most of these topics are law enforcement items to be discussed between Chief and Council, the RCMP and MSD, with the exception that MI's role is to design and build the road in a manner that minimizes effect on the environment, such as providing site lines to reduce vehicle collisions with animals, which has been assessed in the EA.	Section 3.3.1, pgs. 3-5 to 3-6 Section 6.1.11.3.1 pg. 6-129 Section 6.2.5.5, pgs. 6-152 to 6-159 Section 6.3.2.5, pg. 6-171 Section 6.4.5.2.1.4, pg. 6-200 Sections 6.4.7.4 to 6.4.7.5, Pg. 6-209
Climate Change	With global warming, there is a shorter time that winter roads can be used. Is climate change a part of the assessment? What time in the future will winter roads no longer be an option? (Round 6)	Climate change has been considered. The proposed Project can be viewed as a mitigation response to the effects of climate change on the transportation needs of the local communities.	Section 6.6.2.6, pgs. 6-259 to 6-260
Construction	How do you build a road in muskeg? (Round 6)	A geotextile fabric is placed on the muskeg followed by rock to form the road base. The fabric and rock will sink partially into the muskeg until a point where it is supported (floated) and then the road is built on this base.	Appendix 3.1, Sheet 3

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Construction	What will happen to the cord wood from clearing? (Round 6)	Merchantable wood (that could be used as firewood or lumber) will be made available for community use.	Section 3.3 , pgs. 3-14 to 3-18 Section 3.4.1 , pg. 3-21
Mitigation	What does the mitigation “Restricting hunting in construction contract areas” mean? (Round 6)	Hunting will not be allowed in active construction areas and construction workers will not be allowed to have guns in construction camps, which is also a measure for safety.	Section 6.4.5.2 , pg. 6-200
God’s Lake First Nation			
Alignment	When and why was the alignment between God’s Lake and the intersection changed from the February 2016 alignment. (Round 4)	The original alignment was based on Lidar and trying to find high ground. Realignments occurred after that based on community input. The February 2016 alignment was then revised in June 2016 after a fly-over because of archaeological and engineering (wet terrain) concerns (labelled October 2016).	Section 2.2.2 , pg. 2-8 Figure 2.1 , pg. 2-7 Table 2.2 , pgs. 2-10 to 2-11
Alignment	Will the June 2016 alignment revisions require additional clearing contracts and baseline studies and will this make the EA process longer? (Round 4)	There may be a couple of clearing contracts to permit future geotechnical work. The October 2016 alignment was relocated to higher ground with no additional water crossings and the baseline studies included the area of the realigned route so additional studies are not required and therefore the EA process schedule will not be affected.	Section 2.2.2 , pg. 2-8 Figure 2.1 , pg. 2-7 Table 2.2 , pgs. 2-10 to 2-11
Alignment	What will happen with areas that were cleared for road exploration that have been realigned? (Round 4)	These areas, similar to some temporary access routes, were not grubbed when cleared so the vegetation will re-establish from roots and seeds that remain in the soil.	Section 3.3.3 , pg. 3-14
Alignment	An Elder noted a small portion of the proposed alignment which crosses through his Trapline. He was interested in how it may affect the Trapline and whether the alignment could be revised. (Round 5)	MI has discussed the request with Chief and Council and is awaiting their approval to proceed with the alignment revision.	Section 5.3.4 , pg. 5-24
Alignment	The map shows the alignment close to God’s Lake, why not move the road away from the lake? (Round 6)	The alignment was determined using input from community, environmental and technical considerations and tried to find the best place to locate the road.	Figure 2.1 , pg. 2-7 Table 2.2 , pgs. 2-10 to 2-11

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Economic Opportunity	Can MI endorse First Nation communities getting construction contracts? (Round 4)	MI cannot endorse that from a project perspective, but the communities can make a request to Manitoba. As part of MI’s commitment to local residents participating in and benefiting from the Project, MI specifically includes a requirement for a percentage of the construction tenders to be supplied from through indigenous involvement (ex: equipment, services, employment).	Section 3.4.1.14, pg. 3-28
IPEP	Youth should be more involved in the Project and specifically invited to attend the meetings. (Round 4 and 5)	For Round 6, a separate presentation was prepared and a meeting specifically for the community youth was requested.	Section 5.3.3, pg. 5-22
Quarries	The location of quarries and borrow areas needs to be discussed with Chief and Council. What types of materials will be used and will blasting be required? (Round 4)	Quarries and borrow areas would be determined after geotechnical studies (and geochemical assessment). MI will meet with the communities to identify areas located outside of the ROW. Materials will generally include clay, granular and rock, with blasting likely required for rock.	Section 3.3.5, pgs. 3-15 to 3-17 Figure 3-4, pg. 3-16
Culverts	Potential effects of culverts on water flows and levels, in particular overtopping the road in spring floods and heavy rains. (Round 4)	Surface water and groundwater conditions are considered for the design of culverts required for the Project.	Sections 3.3.2.2 and 3.3.2.3, pgs. 3-11 to 3-13
VC	Species commonly hunted include geese, moose and caribou. (Round 4)	These species have been identified as VCs that were assessed within the EA and documented in this EIS.	Appendix 4-1, pgs. 2 to 3
Indigenous Peoples	Potential effects of the Project on the community, in particular related to drugs and alcohol and development of local resources without an economic benefit to the community (ex: American fishing camps). (Round 5)	The effects of the Project on Indigenous Peoples were assessed within the EA and documented in this EIS.	Section 6.3.4, pgs. 6-176 to 6-18
Wildlife	Potential effects of the Project on wildlife. Some indicated the moose population is declining potentially because of clearing. Others indicated that the road won’t affect animals and that they would return to the area once construction is completed. (Round 5)	The effects of the Project on moose and other wildlife related to clearing were assessed within the EA along with other potential effects and documented in this EIS.	Section 6.2.5.5, pgs. 6-149 to 6-155

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Schedule	When will construction of the Project start? (Round 6)	MI anticipates it will receive approvals in 2019, after which detailed design is required before construction can begin. As there has been a reduction in the budget available for the east side roads, the Project construction is anticipated to start in 2030. However, if additional funding (ex: the federal government) becomes available, the Project could start sooner.	Section 3.5, pgs. 3-33 to 3-34
Maintenance	Culverts tend to get plugged so who will be maintaining the road after construction and who will be funding maintenance. (Round 6)	Maintenance will be solely funded by MI unless other contributions are received. Maintenance will include culvert clean outs to prevent upstream flooding and culvert washouts. Culverts will also be designed to accommodate higher flows.	Section 3.4.2.2, pg. 3-30
Fuel	Will there be a central fuelling location during construction? (Round 6)	Fuel will be stored at the construction laydown areas in tanks (typically 50,000 L). MI may get fuel from the local communities when they are in the vicinity of the communities.	Section 3.3.4, pgs. 3-14 to 3-15
Mitigation	What does the mitigation “Restricting hunting during construction” mean and will it apply to community members? (Round 6)	MI will not allow contractors or community members working on the construction site to bring guns to work or hunt near the construction site (safety issue). Community members have the right to hunt elsewhere when not working.	Section 6.4.5.2, pg. 6-200
Mitigation	What does the mitigation “block access” mean? (Round 6)	MI will remove temporary access roads (ex: to quarries, borrows) after construction by removing the road and putting boulders at the entrance to quarries to be retained for maintenance to reduce increased access into those areas.	Section 3.3.3, pg. 3-14
Mitigation	What does the mitigation “planting native species” mean? (Round 6)	MI will revegetate disturbed areas using local species of plants growing in the Project area (plants suited to the area).	Appendix 3-5
Sensitive Areas	An Elder indicated that medicinal plants are rare and only grow in certain areas of muskeg so they should not be destroyed. (Round 6)	TK studies were done with the communities to identify areas of medicinal plant gathering and the all-season road will avoid known areas and maintain a buffer around the sites. The all-season road needs to be constructed on higher and drier grounds and will avoid many of these areas.	Section 1.3.5, pg. 1-21 Section 6.4.9.1, pg. 6-214
Sensitive Areas	Each year a traditional canoe quest occurs from God’s Lake to Bunibonibee. (Round 6)	TK studies were done with the communities to identify travel routes and MI will work with communities to accommodate key crossing locations by installing portages.	Section 1.3.5, pg. 1-21 Section 3.3.1, pg. 3-5
Quarries	Will a lot of quarries be needed to supply the rock for road construction? (Round 6)	The alignment is located on rock where possible to minimize the Project footprint and the road will be constructed with that rock using a cut and fill process. Additional rock will still be required, but MI will try to minimize the footprint and effects of these additional quarries.	Section 3.3.5, pgs. 3-15 to 3-17

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
God's Lake Narrows Northern Affairs Community			
Schedule	Will there be construction activities during the 2017/2018 winter? (Round 4)	Construction will not begin until after approvals are received and detailed design which is expected to begin in 2020. There will be clearing of a 10 m wide path this winter for pre-construction exploratory work.	Section 3.5, pgs. 3-33 to 3-34
Schedule	It was noted that connecting the communities is a good idea but would like to see construction of the road sooner and that maybe mining companies might be able to speed up the timeframe? (Round 6)	MI anticipates it will receive approvals in 2019, after which detailed design is required before construction can begin. As there has been a reduction in the budget available for the east side roads, the Project construction is anticipated to start in 2030. However, if additional funding becomes available, the Project could start sooner.	Section 3.5, pgs. 3-33 to 3-34
Moose	It was noted that Touchwood Lake and Knife Lake provide important habitat for moose and that a lot of moose hunting occurs at Bayly Lake, God's Lake and Fishing Eagle. (Round 4)	These locations were noted and the potential effects of the Project on moose and important habitat were assessed within the EA and documented in this EIS.	Section 6.1.11.3, pgs. 6-129, 131 and 132 Section 6.2.5.5, pgs. 6-149 to 6-155
All-Season Road	Safety has to be a consideration; the road should be built well to avoid accidents and collisions. (Round 4)	The road will be a two lane, undivided, gravel surface, much like unpaved numbered roads in Manitoba, with appropriate design criteria.	Section 3.3.1, pg. 3-5 Table 3.1, pg. 3-6
IPEP	Youth should be more involved in the Project with other means of engagement and feedback. (Round 4)	For Round 6, a separate presentation was prepared and a meeting specifically for the community youth was requested.	Section 5.3.3, pg. 5-22
Purpose	Would like to see a permanent road between Oxford House, God's Lake Narrows, God's River and the Island Lake communities first to provide easier, safer and earlier access to these neighbouring communities. Connection to Provincial Road 373 should be after we have intercommunity access. (Round 4)	The purpose of the Project is to provide year round access amongst Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation. The timing of a connection to Provincial Road 373 (P5 Project) will be decided by the Government of Manitoba and is not being planned at this point in time.	Section 2.1, pg. 2-1 Section 2.1.3, pgs. 2-3 to 2-4
Access	Potential effects of increased public access to previously inaccessible areas and natural resources (ex: fishing, zebra mussels). (Round 4)	The effects of increased access on natural resources were assessed within the EA and documented in this EIS.	Section 6.3.4.1, pgs. 6-176 to 6-180

Topic	Key Questions and Comments Received	Response	Reference Location(s) in the EIS
Employment	The Project will provide much needed employment for our local and neighbouring community people that will make our lives easier and safer. (Round 4)	As part of MI's commitment to local residents participating in and benefiting from the Project, MI specifically includes a requirement for a percentage of the construction tenders to be supplied from indigenous involvement (ex: equipment, services, employment).	Section 3.4.1.14, pg. 3-28
Traplines	Interest in the all-season road crossing RTLs. (Round 5)	Traplines will be respected during clearing and construction. MI will work with trappers so that their traps are not damaged by construction. If active traps are discovered, work will stop and the trapper will be notified. Access will be maintained to traplines and trails during construction and trail crossings will be designed to maintain trapper access and trails.	Section 6.4.9.1.1, pgs. 6-212 to 6-213
Culverts	Potential for flooding at creek crossings. (Round 5)	Culverts will be installed at creek crossings to maintain flow, with culverts periodically cleaned out as part of the maintenance program.	Sections 3.3.2.2 and 3.3.2.3, pgs. 3-11 to 3-13 Section 3.4.2.2, pg. 3-30
All-Season Road	How will the road be constructed and can it be paved? (Round 5)	Final design is not complete but will generally have a base of large rocks with rock of decreasing size in each layer laid on top to a gravel surface. It is too costly to pave the road.	Appendix 3-1
Wildlife	A community member indicated that animals get used to changes and adapt to noise and people. Animals, in particular beaver and fox, returned to the area around the airport after construction and don't appear to be bothered by the airplanes. (Round 5)	The effects of the Project on wildlife, in particular sensory disturbance, were assessed within the EA and documented in this EIS.	Section 6.2.5.5, pgs. 6-151 to 6-152
Nesting Site	It was stated that cranes nest on the east end of God's Lake annually so this area should be avoided during nesting season. (Round 5)	The effects of the Project on bird nesting were assessed within the EA and documented in this EIS.	Section 6.3.2, pgs. 6-167 to 6-171
Mitigation	It was indicated that MI had done a good job identifying potential effects and mitigation measures. (Round 6)	Details of proposed mitigation will be provided in the EIS.	Section 6.4, pgs. 6-187 to 6-219

Table 5.9: Summary of Key Questions and Comments Received from Other Indigenous Communities and the Public, Response and Reference Location in the EIS

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Norway House			
Future All-season Roads	Future all-season road projects within East Side of Lake Winnipeg Transportation Initiative will affect Norway House Cree Nation.	Future ESTI road segments are beyond the scope of this EIS. Reductions in provincial funding for east side Lake Winnipeg All-Season Road projects have halted planning of future projects. If funding becomes available for additional all-season roads, baseline studies and EAs will be required to describe and evaluate effects as required under CEAA, 2012 and <i>The Environment Act</i> .	Section 6.1.9.2.1, pgs. 6-115 to 6-117
Water Crossings	The proposed Project’s bridges and culverts may affect the flows of streams and rivers in Norway House Resource Management Area that flow into Hayes River Watershed.	Bridges and culverts will be designed to accommodate 1:50 year flood levels and sediment and erosion control measures will be employed to minimize potential negative effects to water quality during construction and operation. Regular culvert maintenance and cleanout will be conducted to ensure flows and fish passage is maintained.	Section 6.4.4.1, pg. 6-193 Section 6.4.6.4, pgs. 6-205 to 6-206
Traffic	Potential to affect Norway House Resource Management Area and members from increased traffic along PR 373 and the winter road to transport supplies and equipment for construction and operation.	Project materials will be sourced from the Project area (aggregate and borrow) or manufactured at a major center (culverts and bridge components). During construction, a large increase to winter road traffic relative to current winter road traffic levels is not expected. The heavy equipment used by the local communities for building the winter road every year may also be used to build the Project, further reducing the amount of potential traffic increase along the winter road. Winter road traffic during Project operation will be no different from current levels.	Section 3.3.5, pgs. 3-15 to 3-17 Section 6.3.4.3, pgs. 6-181 to 6-182
Accidents and Malfunctions	It is anticipated that fuels for construction, explosives and other dangerous products will be hauled into the Project area using the existing road network with potential for spills or products left behind if roads deteriorate prior to being products delivered to their destination.	Transportation and handling of dangerous goods will be carried out in accordance with applicable legislation and mitigation measures will be in place to prevent spills, with additional care and precautions taken around water. In the event of a spill, procedures will be in place to ensure the spill is cleaned up. Material and equipment used for the Project and temporary facilities and work areas will be located within 500 m of the Project ROW, well outside of Norway House Resource Management Area.	Section 6.6.1, pgs. 6-247 to 6-253 Section 3.3.4, pgs. 3-14 to 3-15 Section 3.3.7, pgs. 3-17 to 3-18

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Natural Resources	Potential to affect Norway House Resource Management Area and members from effects to resources including fish, fish habitat, spawning, wetlands, traditional medicines, caribou, moose, wolves and other game/fur bearing animals.	The Project is not located within Norway House Resource Management Area and is wholly contained within Bunibonibee Cree Nation, Manto Sipi Cree Nation and God’s Lake First Nation traditional territories. Mitigation measures will be implemented to minimize effects to VCs, maintain current travel routes and limit new access beyond the Project footprint.	Section 6.1.9.2.1, pgs. 6-114 to 6-116 Section 6.4, pgs. 6-187 to 6-218
Pimicikamak Okimawin			
Natural Resources	Potential decrease in fish, aquatic species, migratory birds, game, furbearing animals within Pimicikamak territory due to increased harvesting by non-Pimicikamak members within Pimicikamak territory and increased harvesting in areas which are part of Treaty No 5 territory that are ecologically connected to the lands and waters of Pimicikamak’s territory.	The Project is not located within Pimicikamak territory and is wholly contained within Bunibonibee Cree Nation, Manto Sipi Cree Nation and God’s Lake First Nation traditional territories. Mitigation measures will be implemented to minimize effects to VCs, maintain current travel routes and limit new access beyond the Project footprint.	Section 6.1.9.2.2, pg. 6-117 Figure 6-21, pg. 6-115 Section 6.4, pgs. 6-187 to 6-218
Traditional Activities	Potential decrease in traditional activities including fishing, trapping and hunting by Pimicikamak’s members on its territory due to resource depletion by non-Pimicikamak members with increased access to Pimicikamak’s territory and ecologically connected areas.	The Project is not located within Pimicikamak territory and is wholly contained within Bunibonibee Cree Nation, Manto Sipi Cree Nation and God’s Lake First Nation traditional territories. Mitigation measures will be implemented to minimize effects to VCs, maintain current travel routes and limit new access beyond the Project footprint.	Section 6.1.9.2.2, pg. 6-117 Figure 6-21, pg. 6-115 Section 6.4, pgs. 6-187 to 6-218
Heritage Resources	Potential to affect archaeological and cultural sites on and around Oxford Lake and its tributaries due to increased traffic to the location by non-Pimicikamak members	Heritage Resource Impact Assessments were conducted for the Project and the all-season road alignment has been selected to to avoid sensitive sites of high and medium priority. Mitigation measures will be incorporated into Project design. Construction tenders will have requirements to address archaeological or historic artifacts if encountered and include stop work, contact Manitoba Historic Resources Branch and implement recommended mitigation measures. Mitigation measures will be implemented to limit new access beyond the Project Footprint.	Section 6.1.9.4, pgs. 6-125 to 6-127 Section 6.4.9.4, pgs. 6-215 to 6-216

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Section 35 – Consultation	Potential effects on Pimicikamak’s established and claimed Aboriginal and Treaty rights to harvest resources within their territory due to resource depletion and increase in non-members using land and resources without passing through the Reserve where Pimicikamak’s public education and regulatory resources are located.	Aboriginal-Crown consultation is beyond the scope of the proponent’s EIS.	N/A
Garden Hill First Nation			
EA Process	Why is the Agency requesting information from Garden Hill First Nation on a project located in the traditional territories of God’s Lake, Bunibonibee and Manto Sipi?	As a part of the federal EA process under CEAA 2012, the Agency wants to understand Garden Hill’s use of the land and if Garden Hill First Nation thinks the Project will impact them.	Section 6.1.9.2.2, pg. 6-117 Figure 6-21, pg. 6-115
Land and Resource Use	Garden Hill would be concerned if there were impacts to their trapline areas.	The Project is not located within Garden Hill First Nation’s RTL areas and is wholly contained within Bunibonibee Cree Nation, Manto Sipi Cree Nation and God’s Lake First Nation traditional territories. When MI finishes drafting the EIS, MI will supply Garden Hill with a copy review and provide comments on during the public comment period of the EA process.	Section 6.1.9.2.2, pg. 6-117 Figure 6-21, pg. 6-115 Section 5.4.1, Pg.5-28
MMF			
Land and Resource Use	Negative effects to current use of lands and resources for traditional purposes by MMF citizens including harvesters (fishing, hunting, gathering).	The Project is not located within the recognized Metis Natural Resource Harvesting Zone and is wholly contained within Bunibonibee Cree Nation, Manto Sipi Cree Nation and God’s Lake First Nation traditional territories.	Section 6.1.9.2.7, pg. 6-118 Figure 6-22, pg. 6-118
Socio-economic	Negative effects to MMF individual commercial harvesting associated with traditional land use.	The Project is not located within the recognized Metis Natural Resource Harvesting Zone and is wholly contained within Bunibonibee Cree Nation, Manto Sipi Cree Nation and God’s Lake First Nation traditional territories. The traditional territories are defined by the RTLs held by the communities and represent the traditional lands used by a community. The RTL is a commercial furbearer harvest management system whereby the lineholder is granted exclusive opportunity to harvest furbearing animals within a specified trapline	Section 6.1.9.2.7, pg. 6-117 Figure 6-22, pg. 6-119 Section 6.1.9.1, pgs. 6-87 to 6-115

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
		<p>section. Use of RTLs by others can only occur with permission from the trapline holders so that furbearer populations in the area are not jeopardized.</p> <p>Holders of RTLs within the Project’s Indigenous RAA are community members from God’s Lake First Nation, Bunibonibee Cree Nation and Manto Sipi Cree Nation. MI has met with these trappers and information received was used to inform the EIS and Project design.</p> <p>The proposed all-season road alignment is located on the existing winter road alignment, where possible. The Project will employ mitigation measures to minimize effects to the environment.</p>	<p>Figure 6-17, pgs. 6-90</p> <p>Section 6.4, pgs. 6-187 to 6-218</p>
Economic	<p>Ability of MMF citizens, including Harvesters to equitably participate in the economic benefits and opportunities of the Project.</p>	<p>Construction tenders for the Project will be issued using standard MI tendering practices. Competitive bids will be sought and tenders will be posted on MERX. Contracts will include a condition that a minimum percentage of the total work is to be delivered through Indigenous involvement and resources. This includes labour from Indigenous communities and hiring of equipment from or purchasing of supplies sold or produced by companies listed in the Government’s Indigenous Business Directory.</p>	<p>Section 8.6, pgs. 8-12 to 8-13</p>
Heritage Resources	<p>Negative effects to the physical, archaeological and cultural heritage of Métis peoples in Manitoba</p>	<p>Heritage Resource Impact Assessments were conducted for the Project and the all-season road alignment has been selected to to avoid sensitive sites of high and medium priority. Mitigation measures will be incorporated into Project design. Construction tenders will have requirements to address archaeological or historic artifacts if encountered and include stop work, contact Manitoba Historic Resources Branch and implement recommended mitigation measures.</p>	<p>Section 6.1.9.4, pgs. 6-125 to 6-127</p> <p>Section 6.4.9.4, pgs. 6-215 to 6-216</p>
Section 35 – Consultation	<p>The ability of MMF, through ongoing consultation and specific roles and/or employment, to participate in the environmental (including archaeological/cultural) monitoring and management of the Project.</p>	<p>In Manitoba, Aboriginal-Crown consultation and EIA are two different processes. The development and submission of the EIS is completed by the proponent in advance of Consultation. Consultation outcomes are considered by regulators when deciding whether to issue an Environment Act licence. MMF has specifically requested consultation and accommodation. Whether accommodation is needed and what form it will take is dependent on the consultation process and includes</p>	<p>N/A</p>

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
		<p>consideration of the potential effects and mitigations proposed in the EIS (post filing). With respect to the specific request to participate in environmental monitoring (including archaeological/ cultural environmental monitoring), baseline studies on wildlife, aquatics, archaeology/heritage resources and vegetation have already been completed for this project. A heritage resource impact study was conducted to identify heritage resources within the area and assess potential impacts to those resources if the project were built.</p> <p>Under Manitoba Heritage Resources Act “sites of heritage significance” are protected and managed, and any work, activity or development is subject to the approval of the minister (Section 13(1) Manitoba Heritage Resources Act). Part II, section 12(1) of the Act requires that a Heritage Resources Impact Assessment be conducted and proponents undertake appropriate measures to protect resources regardless of their cultural lineage under the supervision of Manitoba Historic Resources Branch. The Branch maintains a record of Heritage Resources found in the province of Manitoba, which was also consulted when developing the EIS.</p> <p>The HRIA identified four sites within 100 m of the ROW, 2 sites were portages that will require signage and 2 sites that the archaeologist recommended avoidance or systematic salvage if P6 ASR construction could not avoid them. Archaeological data indicate cultural continuity and occupation of the area by historic populations of people now identified as Cree.</p> <p>During detailed design, if it is determined that avoidance is not possible, MI will consult Manitoba Historic Resources Branch and the First Nation community who’s traditional territory the site is located within (Bunibonibee Cree Nation, Manto Sipi Cree Nation or God’s Lake First Nation) to identify how best to address and resolve the situation.</p> <p>Measures describing the protection of heritage resources are also provided for in GR130.18 Heritage Resources and EPP13 Heritage</p>	

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
		Resources, as described in Chapter 8 of the EIS and further mitigate any potential unforeseen encounters of archaeological or historic sites during construction and maintenance activities. Should an artifact be recovered that is distinctly of Métis origin (as confirmed by an archaeologist/historic resources consultant), the Manitoba Historic Resources Branch and the MMF would be contacted to identify how best to address and resolve the situation.	
Public			
EA	An EA needs to occur in consultation with people who live in the area before an all weather road is built.	MI is preparing an EIS for submission to the Agency and MSD to meet CEEA 2012 and <i>The Environment Act</i> (Manitoba). Indigenous communities, interested stakeholders and the public have been and will continue to be engaged throughout the Project.	Section 1.4, pgs. 1-23 to 1-27 Section 1.5, pg. 1-27 Chapter 5
Heritage Resources	A member from God's Lake First Nation was interested in the Heritage Resources Impact Assessment and what happened to the Stone tools found.	The Heritage Resource Consultant submitted the artifacts recovered from the Heritage Resource Impact Assessment to the Historic Resources Branch as per permits received to complete the study.	Section 1.4.2, pgs. 1-24 to 1-26
Wildlife VC	Were any sensitive caribou sites found in the area?	The LAA has Penn Island Caribou and not Boreal Woodland caribou. Therefore, the habitat is not as sensitive as some of the Boreal Woodland caribou locations in Project 4 and Project 7a. TK and wildlife data were used in the development of the alignment.	Section 6.1.8.1.2.1, pgs. 6-66 to 6-69
IPEP	Is there a website where they could find more information?	In response, it was indicated that Project information will be made available on the Manitoba Infrastructure website.	Section 5.1.2, pgs. 5-3 to 5-5 Section 5.7, pg. 5-33
IPEP	MI should contact individual lodges and outfitters directly.	These groups were invited to both of the open houses in Winnipeg and were contacted directly to obtain input on the proposed Project.	Section 5.4, pgs. 5-25 to 5-28
Mitigation	Will salt be used on the road?	Salt will not be used on the road, it will likely just be sand which is the standard practice for MI.	Appendix 6-4, pg. 6 Appendix 7-1, pg.7

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Monitoring	The proposed Project needs to be approved by the Agency. They are mandating monitoring during planning, construction and the life of a project. There have been policy changes at the Federal level. Indigenous people need to be involved in monitoring.	MI is in contact with the Agency on a regular basis and the Agency is providing guidance on the proposed Project. MI is familiar with the Agency's monitoring requirements, as described in the CEAA, 2012 approval received for Project 4 (all-season road connecting Berens River to Poplar River). For this Project, MI invited local Indigenous communities to assist with conducting the field work for the baselines studies. Chapter 9 of the EIS discusses proposed monitoring activities planned for the Project. MI will work with the local Indigenous communities to further develop and implement monitoring for the construction and operation of the Project.	Section 8.2, pgs. 8-1 to 8-6 Chapter 9, Pg. 9-1 to 9-7
Monitoring	Monitoring commitments should be made public.	MI noted mitigation and monitoring commitments are made public via inclusion in the EIS that is being prepared for submission to the Agency under CEAA, 2012 and MSD under <i>The Environment Act</i> (Manitoba).	Section 6.4, pgs. 6-189 to 6-218 Chapter 9, pg. 9-1 to 9-7
Schedule	MI needs to be more transparent on what the schedule is for the proposed Project.	The schedule is uncertain as a result of budgetary considerations. MI has discussed the timelines for construction with the communities during recent community meetings and will continue to provide Project updates through the IPEP.	Section 3.5, pgs. 3-33 to 3-34

As a part of the EA process under CEAA, 2012, federal departments review and provide their comments on the project description, the Agency's guidelines and the EIS for the Project. As a part of the EA process under *The Environment Act* (Manitoba), provincial departments review and provide their comments on the Environment Act Proposal, scoping document and EIS submitted for the Project. **Table 5.10** provides a summary of the comments received from provincial and federal regulators prior to MI's submission of the EIS, responses provided and how/where they have been addressed in the EIS.

Table 5.10: Summary of Key Questions and Comments Received from Government, Response and Reference Location in the EIS

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Manitoba Sustainable Development – Lands Branch			
Project Designs	Will the EIS have finalized designs that can be reviewed and commented on at that time?	Detailed design is estimated to begin in 2020. Bridge designs will not be available for review during the EA process but can be submitted when they become available if requested by MSD Lands Branch.	Section 3.5, pgs. 3-33 to 3-34

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Lodges & Outfitters	There is a lodge on Knee Lake and four on God’s Lake. There is a boat cache on Magill Lake.	MI has noted the lodges on God’s Lake and Knee Lake and boat cache on Magill Lake and has discussed the Project directly with local lodge owners.	Section 6.1.11.3.7, pg. 6-132
IPEP	The EIS should specifically address consultation with the existing lodges in the area. While this Project may not affect these operations much at this point, the eventual completion of an all weather road attached to the provincial network likely would and they would have an interest in being engaged at this point.	During the Public Open House, a lengthy discussion was held with the Executive Director of Manitoba Lodges and Outfitters Association. He provided a list of 3 lodges that he believed could be affected by the Project and requested a map of the Project alignment relative to Knee Lake. MI emailed the map to the Executive Director of Manitoba Lodges and Outfitters Association and he in turn passed on to the lodge owner along with MI contact information if they have any questions. MI followed up directly with the Regional Land Manager for North East region as requested to obtain contact info of existing lodges and outfitters in the area. These groups were invited to both of the open houses in Winnipeg and were contacted directly to obtain input on the Project. All groups wanted the Project to be constructed as soon as possible. They also wanted Projects 2 and 5 to be constructed to gain access to the provincial highway system.	Section 5.4, pgs. 5-25 to 5-28
Manitoba Sustainable Development – Forestry and Peatlands Branch			
Construction Methods	Wetland/peatland specific road construction methods are needed.	Specific wetland/peatland road construction methods are being proposed including installation of equalization culverts to maintain landscape hydraulic movements. The EIS contains drawings of typical cross sections for areas of shallow and deep peat.	Appendix 3.1
Alignment	Agree that the alternative options should be considered instead of the initial alignment near Manto Sipi Cree Nation. Initial path follows the winter road and bisects a large peatland complex. Although Option 1 is the longest route, from the imagery, it appears to most closely follow upland features and natural flow patterns.	Based on a flyover conducted in June 2017 with Manto Sipi Cree Nation and its consultant, MI has recommended Option 2 as its preferred choice. It is the most cost effective option requiring less blasting but still has a rock supply through cut and fill for construction. Before the flyover, Option 1 was initially chosen and Manto Sipi Cree Nation took issue with that option as they deemed it to be too close to one of their Treaty Land Entitlement areas. MI is looking to Manto Sipi Cree Nation to identify which option they prefer and issue a Band Council Resolution to support the final Project alignment.	Section 2.2.2.1, pgs. 2-6 to 2-8

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Wetland	Are there plans for re-vegetation in peatlands? Natural re-vegetation strategies could probably suffice if the site is prepared appropriately.	MI is planning to allow re-vegetation to occur naturally in peatland areas that have been disturbed and will work with Forestry and Peatlands branch to identify appropriate site preparation methods during detailed design and construction phases to promote successful natural re-vegetation.	Section 6.4.5.1, pg. 6-196 to 6-198
Manitoba Sustainable Development – Wildlife and Fisheries Branch			
Wildlife	MI should be cognisant of potential for human-wildlife conflict. The protection plans should address how attractants (food, garbage, etc.) will be managed in construction camps, if any mitigation measures to prevent beaver damage to the roads (beaver deceivers and pond levellers) will be required and used and safety training for wildlife encounters be provided for employees and contractors working in remote areas	Comments have been noted. Contractors will be required to develop waste management plans, notify MSD Northeast Region and onsite supervisors of any nuisance wildlife. A beaver management program will be implemented to control problem beaver. MI will continue its efforts of keeping MSD Northeast Region informed and seeking MSD input throughout the Project.	Section 8.4.2.1, pg. 8-10 Section 3.4.2.2, pg. 3-30
Engagement	MSD would like to review field investigation methods used to collect wildlife data and continue on-going consultations with branch staff.	Meetings were held with MSD Wildlife Branch and the Integrated Resource Management Team, Northeast Region to discuss data collection methods, results and EIS for the Project.	Section 5.4.2 pg. 5-30
Natural Resources Canada (NRCan)			
Explosives	NRCan may be a regulatory authority for this Project under the Explosives Act.	MI or its contractor will apply for permits under the Explosives Act where applicable and will seek NRCan's expertise on explosives storage or manufacturing where needed.	Section 1.4.1.2, pg.1-23 Section 8.4.2.3, Pg. 8-10
Indigenous Services Canada			
Indigenous Peoples and Lands	The description of the environmental effects presented in the project description report is not adequate to determine whether significant negative environmental effects may occur on adjacent Federal lands or affect Treaty or Aboriginal rights.	The EIS describes the project setting and baseline conditions including Indigenous peoples, predicted effects, mitigation measures proposed and assesses significance based on key criteria outlined in the Agency's guidance document.	Chapter 6
Federal Lands	Permits from Indigenous Services Canada would be required for any work carried out on Reserves.	No federal land will be used for carrying out the designated Project.	Section 1.3.3, pg.1-20

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Waste Management	Permits would be required from First Nations for use of landfill sites.	The contractor is responsible for managing wastes associated with their construction and/or maintenance contracts and is required to provide a waste management plan at the beginning of the contract, prior to work being started. Appropriate permits will be acquired prior to the start of work.	Section 3.3.8, pgs.3-18 to 3-19
Health Canada			
Human Health	Health Canada is looking to understand if there are potential effects to drinking and recreational water; air quality/dust; noise effects; country foods; cumulative human health effects; locations of temporary and seasonal traditional use sites as a result of the Project.	The EIS describes the predicted effects to Indigenous peoples and human health, fish, ground and surface waters and atmospheric environment as well as mitigation measures proposed.	Section 6.3.4 Pgs. 6-176 to 6-187 Section 6.4.9 pgs. 6-212 to 6-218 Appendix 7-1 pgs.16 to 22
Human Health	Health Canada is looking to understand the potential for cumulative human health effects with other planned projects; country food quality effects on human health; locations of temporary/seasonal traditional use sites; locations of all sources (surface and groundwater) of drinking water and waters used for recreational purposes.	Cumulative effects are discussed in the EIS. The remote nature of the region has resulted in the limitation of past, present and reasonably foreseeable physical activities; there is very little temporal and spatial overlap of reasonably foreseeable physical activities with the Project.	Section 6.6.3, pgs. 6-260 to 6-272
Environment and Climate Change Canada			
Fish Habitat	Details should be provided on how sedimentation effects will be characterized, prevented and mitigated.	The EIS describes effects and mitigation measures proposed to fish and fish habitat including the procedures MI will follow when working in or Near Water.	Section 6.3.1.5, pgs. 6-164 to 6-165 Section 6.4.6.5, pg.6-205 to 6-207
Air Quality	Air emissions from this Project are not anticipated to cause significant adverse effects, provided appropriate dust mitigation measures are put in place.	Measures are proposed to mitigate potential adverse effects of fugitive dust, GHG emissions and noise.	Section 6.4.1, pgs. 6-189 to 6-190

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Geology and Geochemistry	Quarry locations should be tested for potential presence of acid-generating rock that should be eliminated and different quarry locations investigated.	Potential quarry sites will be evaluated for the presence of sulphide mineralization or pyritic lithologies prior to construction with the intent of not developing such sites.	Section 6.4.2, pgs. 6-190 to 6-91
Fish and Fish Habitat	Setback distances from waterbodies for Project activities should be identified and runoff management systems should be in place in quarries and borrow pits to prevent effects to fish and fish habitat.	Except where crossing watercourses, a 100 m setback from waterbodies is proposed for Project activities. Procedures have been proposed for working in and near water and for quarry site selection and requirements.	Section 6.4.4.1.2, pg. 6-194 Section 8.3.2, pgs. 8-7 to 8-8
Wildlife	The Project Description indicates that most of the alignment is located on or within 1-3 km of the existing winter road corridor and is close to an existing transmission line that crossed through the area. While there is a reference to routing the new ROW to avoid the lower and wetter conditions on the existing winter road, a comparative analysis of the environmental effects of the route alternatives and the rationale for the chosen route is needed, including an analysis of the impacts on wildlife. A similar analysis should also be included for the locations of temporary access trails, borrow pits and quarries, etc.	MI's routing selection process began with the Large Area Transportation Network Study that assessed several initial routes, had considerable input from local communities and resulted in the corridor selected for the Project. The alignment selected within the corridor was based on feedback received from communities through meetings and traditional knowledge studies, other baseline study results and preliminary engineering analysis. To reduce impacts of fragmentation to wildlife, routing follows close to the existing winter road corridor and avoids lower and wetter conditions where feasible. Other than a section near Manto Sipi, and a segment in God's Lake Traditional Territory that was identified by a local trapper, there are no alternative routes proposed at this stage. Other routes which were previously discussed were dismissed to ensure avoidance of traditional use and heritage resources areas and to ensure feasibility of construction. Locations of temporary access trails, borrow pits and confirmed quarries have not yet been selected. Impacts to wildlife will be considered and measures to minimize impacts will be implemented when these components are being confirmed.	Section 2.2, pgs. 2-6 to 2-11
Wildlife	Upon reviewing the MB11 range maps in the federal "Recovery Strategy for Woodland Caribou (<i>Rangifer tarandus caribou</i>), Boreal Population, in Canada" 2012, it appears that the Project is at least partially contained within this range of boreal woodland caribou.	The MB11 range map maps in the federal recovery strategy from 2012 do not have the same boundaries as the range maps in "Manitoba's Boreal Woodland Caribou Strategy" by Manitoba Conservation (2015). MI chose to use the more up-to-date range mapping for the EIS. Although the Molson Management Unit identified in this document does have some overlap with the RAA, the range of the Norway House heard has a smaller overlap with RAA.	Figure 6-12, pg. 6-40

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Wildlife	The Project Description includes some uncertainty as to the identity of the caribou group (s) inhabiting the Local Assessment Areas, indicating only that they "may be a part of the migratory Penn Island group" (P38-39) and that "Remote Road Operations is currently working to identify the movement patterns of caribou through the region to identify potential interactions with activities related to all-season road development". (P42)	Results from telemetry data on the Pen Islands herd (collected by SD) and the Norway House herd (collected by MI) was analysed to draft the Wildlife Characterization and Effects Assessment Report and used to inform the EIS. Pen Islands animals occur within the Wildlife RAA during all seasons with the largest portion of a seasonal core use area occurring in the Wildlife RAA in late winter. Pen Islands animals also occur within the Wildlife LAA during early and late winter, however, only a small proportion of its seasonal core use areas occur within the Wildlife LAA, primarily in early winter. The Norway House core use areas occur to the west of the Wildlife RAA, with no seasonal core use areas occurring within the RAA. There is little seasonal movement in the Norway House caribou core use areas.	Section 6.1.4.5.1.3 pgs. 6-38 to 6-40 Section 6.1.8.1.2.1 pgs. 6-66 to 6-71
Wildlife	It is important to identify to the Proponent that eastern migratory caribou were recently assessed by COSEWIC as Endangered (April 2017) and barren-ground caribou were assessed by COSEWIC as Threatened (November 2016)	MI has included information on the listing of Eastern Migratory caribou and has considered them as a species at risk.	Section 6.1.8.1.2.1 pgs. 6-66 to 6-71
Wildlife	There is a need for a map overlaying the Manitoba East range of boreal woodland caribou, as well as the Penn Island population of eastern migratory caribou, and any nearby barren ground populations within the Project area. There is also a need for monitoring information showing caribou year-round use in the vicinity of the Project (foraging, calving, movement), including along the existing transmission lines and winter roads. This will better clarify the use of the area by woodland, barren ground and eastern migratory caribou.	There has been year round monitoring and mapping done for both the Pen Islands (Eastern Migratory) and Norway House (Boreal woodland) caribou. No barren ground caribou ranges are near the Project area and were not included in the assessment.	Figure 6-12, pg. 6-40

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Wildlife	For migratory birds, there is a need to better define the commitments to avoid impact under the <i>Migratory Birds Convention Act</i> (MBCA)	MI has general environmental requirements and environmental specifications to ensure compliance with the MBCA.	<p>Appendix 7-1 pgs. 10 to 11</p> <p>Appendix 8-3 pgs.15 to 16 (ES 130.19)</p> <p>Appendix 8-2 (EP20)</p>
Wildlife	There is a need to identify potential caribou avoidance and mortality associated with the road.	MI has undertaken studies related to wolf predation on caribou and studies of caribou crossing linear features in the vicinity of the Project.	<p>Section 6.2.5.1 pgs. 6-148 to 6-155</p>
Wildlife	There is a need to identify whether roads and bridges may impede wildlife movement. Bridges may force wildlife, which typically use riparian areas as movement corridors, onto roads if not properly designed to facilitate movement.	MI has done an impact assessment for wildlife on all Project components.	<p>Section 6.2.5 pgs. 144-160</p>
Wildlife	There is a need to identify the numerous wildlife issues (including increased access and predation risks) associated with the lack of planned restoration for linear features and other Project areas (old winter road, temporary access trails, borrow areas) and the likely impacts of this.	As part of the environmental assessment, MI has identified potential effects on wildlife for all Project components at all Project stages. Additionally, MI has provided mitigations for decommissioning of Project components.	<p>Section 6.2.5 pgs. 144-160</p> <p>Appendix 7.1 pgs. 5 to 11 and 12 to 15</p>
Wildlife	There is a need to identify potential impacts on wetlands.	MI has done an impact assessment for wetlands.	<p>Section 6.2.5.1.2 pgs. 6- 146 to 6-147</p> <p>Appendix 7-1 pgs. 5 to 6</p>

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Fisheries and Oceans Canada (DFO)			
Fish and Fish Habitat	The effect to fish and fish habitat should be assessed and the potential to cause serious harm by permanent alteration or destruction of fish habitat should be described. If serious harm is anticipated, an application for a section 35(2)b Fisheries Act Authorization should be submitted, which includes offsetting. Detailed designs are required to determine significance of effects to fish and fish habitat. DFO is responsible for aquatic species at risk.	No significant residual effects are anticipated to fish populations and fish habitat provided mitigation measures such as maintaining fish passage and effective sediment control are applied. MI is aware of the proposed changes to the <i>Fisheries Act</i> . Projects will be planned and executed in accordance to the legislation in place at the time of construction. While detailed crossing designs that identify crossing footprints on the landscape are not yet available to include in the EIS, when they are available, the Project will be discussed with DFO prior to construction. DFO will decide whether authorization is required under the <i>Fisheries Act</i> . If Authorization is required, MI recognizes that planning and implementing offsetting project(s) may also be required and will be subject to DFO approval. These projects will be discussed with community members from Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community communities through the IPEP. Additional opportunity for input into the offsetting projects may occur through the local liaison committees as described in the management plan.	Section 6.5.6 , pgs. 6- 233 to 6-236 Section 5.7 , pg. 5-53

5.7 Future Engagement Activities

The IPEP will continue throughout the remaining development of the Project to be completed following submission of this EIS and receipt of necessary regulatory approvals. The future engagement will provide updated information and opportunities for interested parties to continue commenting on the Project throughout detailed design and construction. Comments and input received will be reviewed to assess whether the information alters the effects assessment and/or warrants modifications to mitigation measures proposed as part of this EIS. **Table 5.11** and **Table 5.12** outline the key future engagement activities planned for the Project following completion of the environmental approval process.

Table 5.11: Summary of Proposed Future Engagement Activities & Notifications for Directly Affected Communities

Activity	Description
In-Community Meetings/Public Open Houses	<ul style="list-style-type: none"> ▪ Round 7 will commence during detailed design following the approval of the EA and will involve discussions related to detailed design, Project updates post EA and confirmation of final design with community members in Manto Sipi Cree Nation, Bunibonibee Cree Nation, God’s Lake First Nation and God’s Lake Narrows Northern Affairs Community. ▪ Round 8 will take place during construction with members of these communities. Engagement activities will provide construction updates and seek to obtain input on construction and Project-related aspects during construction.
Notices/Communications Plans	<ul style="list-style-type: none"> ▪ MI will have a Communications Plan for local community members, including resource users, during construction. ▪ MI will also provide advanced notice of construction activities, particularly when there could be short periods of reduced access for water travel and snowmobile routes.
Other	<ul style="list-style-type: none"> ▪ Engagement will be ongoing with the use of established communication channels including but not limited to the MI website, telephone and fax numbers.

Note: Activities listed above relate to planned proponent engagement and may not be inclusive of activities identified through Manitoba Crown Consultation processes.

Table 5.12: Summary of Proposed Future Engagement Activities & Notifications for Other Indigenous Communities

Activity	Description
Meetings	<ul style="list-style-type: none"> ▪ Upon community request, MI will meet with community leadership in Winnipeg, via conference call or via Skype to discuss project updates and will consider comments received when planning and executing the project during design, construction and maintenance phases.
Other	<ul style="list-style-type: none"> ▪ MI will post key updates on design planning and construction activities on its website ▪ Engagement will be ongoing with the use of established communication channels including but not limited to the MI website, telephone and fax numbers.

Note: Activities listed above relate to planned proponent engagement and may not be inclusive of activities identified through Manitoba Crown Consultation processes.

CHAPTER 5 APPENDICES

Appendix 5-1: Summary of Community Engagement Comments (Round 1)

Source: SNC-Lavalin et al. 2010b

Table 3.1: Summary of Community Engagement Comments (Round 1)

Community	Social Concerns				Natural Environment Concerns		Economy	Route Network Option
	Access to Communities (Positive and Negative)	Health Care and Education	Protect Traditional Land Use & Local Culture; Archeological & Cultural Artifacts	Land Impacts (Indian Reserve, Treaty Land Entitlement), Parks and Areas of Special Interest	Protect Caribou; Fish and Fish Habitat; Bird Sanctuaries	Other		
Hollow Water First Nation	<ul style="list-style-type: none"> Concerned about potential impacts to trapping 		<ul style="list-style-type: none"> Increased access to traditional lands and for mineral, forestry or cottage development that may occur without community control or compensation 			<ul style="list-style-type: none"> Concerned for environmental impacts during road construction Concerned about potential disturbance to areas traditionally used for the harvesting of medicinal plants 	<ul style="list-style-type: none"> Profit sharing agreements should be forged to control resource extraction after the construction of the road Employment and training opportunities for community members during road construction Want to be compensated for impacts to trapping and medicinal plants 	
Bloodvein First Nation	<ul style="list-style-type: none"> Support for the road as it would enable inter-community travel and visiting Support for the road as a road would reduce cost of living in the community Concerned about drugs and alcohol and increased levels of crime. Some pointed out these problems already exist and a road would make it easier for the RCMP to patrol and respond in the area Concerned whether the ferry service would be discontinued if a road was constructed 	<ul style="list-style-type: none"> Support for the road because a road would better facilitate the transfer of patients and better access to external health care facilities 	<ul style="list-style-type: none"> Concerned for the loss of communal land and traditional land Concerned about the government potentially placing controls on local residents using the road to access hunting areas within their traditional lands (e.g. firearm controls) 			<ul style="list-style-type: none"> Concerned about the effects of dust settling on vegetation; effects resulting from soil erosion; contamination from spills from accidents and general vehicle travel Concerned about impact to wildlife and their migration routes Concerned for the impacts that the road would have to Lake Winnipeg (e.g. fuel spills) 	<ul style="list-style-type: none"> Employment and training opportunities for community members during road construction Positive and negatives associated with the development of tourism. Tourism could be a source of income for the community, but it brings a larger presence of non-community members into the communities 	
Berens River First Nation, NAC	<ul style="list-style-type: none"> The road would decrease costs of goods, fuel, and freight There is a potential for Berens River to become a hub or gateway to the east side area for other communities to visit or travel through Increased chance of having an RCMP detachment located in the community Increased access to markets for community developed goods (e.g. commercial fish, forest products) Concerned for potential increase in drugs and alcohol Concerned for potential for accidents Concerned for potential reduced on-reserve population as community members would have easier access to urban areas 	<ul style="list-style-type: none"> The road would enhance educational opportunities and allow youth to pursue higher education. The road could also facilitate the expansion of new educational facilities in the community Improved access to health care facilities Improved access to education 	<ul style="list-style-type: none"> Concerned for access to traditional lands by outsiders Concerned for uncontrolled land use and resource development Concerned for potential loss of traditional culture and values 			<ul style="list-style-type: none"> The road would not negatively impact animals as they are adaptive to natural surroundings 	<ul style="list-style-type: none"> The road with an improved ferry system could assist in promoting tourism from those visiting Hecla Island The road would not negatively impact existing economic ties (for fishing) between Berens River and the Interlake area Improve economic development through tourism Decrease cost of services and transport of goods used for businesses Potential for development of First Nation-owned business and economic development Potential increase to retain skilled workers 	



Community	Social Concerns				Natural Environment Concerns		Economy	Route Network Option
	Access to Communities (Positive and Negative)	Health Care and Education	Protect Traditional Land Use & Local Culture; Archeological & Cultural Artifacts	Land Impacts (Indian Reserve, Treaty Land Entitlement), Parks and Areas of Special Interest	Protect Caribou; Fish and Fish Habitat; Bird Sanctuaries	Other		
Poplar River First Nation	<ul style="list-style-type: none"> The road would decrease the food costs in the community and also allow communities to travel south, where food prices are less expensive Provide a means for community members to travel south Improve access to other communities and to Winnipeg, therefore, decreasing health affects of isolation Allow an alternative and more frequent means to receive and transport goods to and from the community Provide better access to supplies and services for proper housing development to satisfy the community's growing population Concerned about drugs and alcohol entering the community 		<ul style="list-style-type: none"> Provide youth with more opportunities as youth are currently not interested in hunting and trapping Concerned the impact on the band's control over community with respect to new business and tourism development Concerned about impacts to traditional land Controls need to be in place to restrict access Concerned about outside hunters entering the community 		<ul style="list-style-type: none"> Concerned about road kills involving animals – suggest signage for caribou crossing 	<ul style="list-style-type: none"> Suggest for cleared forested area in the vicinity of the crossing beyond 100 m 	<ul style="list-style-type: none"> Allow future developments to occur in the community, thus, allowing the community itself to become more self-sustaining Bring about eco-tourism (fishing, canoeing, etc.) development in the area 	
Little Grand Rapids First Nation, NAC	<ul style="list-style-type: none"> The road will decrease the cost of goods and provide an alternative means of transportation for the community Reduction in cost of living Concerned that the road will create access to land that can be exploited by mineral exploration companies 		<ul style="list-style-type: none"> Concerned about the impact on traditional lifestyle Concerned about impacts to traditional land if the road is to come into the community. Want to ensure that they do not lose control of their lands to outsiders Concerned about gangs coming to the community 			<ul style="list-style-type: none"> Concerned about the long term environmental impacts of the project 	<ul style="list-style-type: none"> Would bring more employment and training opportunities Concerned for cottage development in the area as a result of the road being constructed 	
Pauingassi First Nation	<ul style="list-style-type: none"> Widespread support for the road The road would enable inter-community travel and access to familial traplines Concerned that the road will deter animals from traplines Want new airport in Pauingassi 	<ul style="list-style-type: none"> Desire for road to improve health care service delivery 						<ul style="list-style-type: none"> Prefer a road to go to Winnipeg No desire to go to the northern communities
Cross Lake First Nation, NAC	<ul style="list-style-type: none"> Since bridge built over Nelson River (in 2002) life "No longer ruled by ferry schedules" Access now to drug dealers but on balance good outweighed bad 		<ul style="list-style-type: none"> Concerned that the construction of the road will cross traplines, want to know how they will be compensated 			<ul style="list-style-type: none"> Need to protect natural resources management areas within their traditional land 	<ul style="list-style-type: none"> Concerned that the road is built for the mining and forestry industries and the community will not receive any benefits Concerned that no employment would be generated for First Nation members from the construction 	<ul style="list-style-type: none"> Concerned that the decision is to build an alignment between Oxford House and Norway House, and Cross Lake will not receive benefit from this project Map provided to team member showing possible all-



Community	Social Concerns				Natural Environment Concerns		Economy	Route Network Option
	Access to Communities (Positive and Negative)	Health Care and Education	Protect Traditional Land Use & Local Culture; Archeological & Cultural Artifacts	Land Impacts (Indian Reserve, Treaty Land Entitlement), Parks and Areas of Special Interest	Protect Caribou; Fish and Fish Habitat; Bird Sanctuaries	Other		
								weather route connecting into Cross Lake from Oxford House to Norway House winter road route
Garden Hill First Nation and Island Lake NAC	<ul style="list-style-type: none"> It might be easier for outsiders to come in the community and take jobs away from local members Elders did not want a road before because of fear of impacts to traditional way of life. However, they realize now that a road can reduce cost of living Concerned that the road might bring in bad influences such as drug and alcohol problems, however, it could also bring in good effects Concerned about road blockages by the southern communities Concerned that a road would lead to younger generations moving to Winnipeg and that traditional culture will be lost 		<ul style="list-style-type: none"> Concerned about loss of land because of mining rights 	<ul style="list-style-type: none"> Concerned that the UNESCO heritage site might be impacted Want to know more about the ASIs and why they are being identified 	<ul style="list-style-type: none"> Concerned about outsiders coming to the community and fishing their lakes and ruining their traditional way of life 	<ul style="list-style-type: none"> Concerned that logging companies might use the road to access timber resources 	<ul style="list-style-type: none"> Concerned about existing freight costs and cost of living Concerned that the airline industry might lose business because of a road Local companies could be hired for the maintenance of the road and provide jobs for the community 	<ul style="list-style-type: none"> Want to know what kind of transportation system the ASR will be Some members are opposed to a road Want to know whether dust control will be looked at and what are the impacts of run-off from the road Want to know what maintenance standard will be implemented as it rains a lot in spring and fall Want to know whether community patterns and transportation patterns will be factored into the route selection process Want elders' feedbacks and inputs included in the route selection study There is a preference to have a north-south connection Also want to go to Norway House



Community	Social Concerns				Natural Environment Concerns		Economy	Route Network Option
	Access to Communities (Positive and Negative)	Health Care and Education	Protect Traditional Land Use & Local Culture; Archeological & Cultural Artifacts	Land Impacts (Indian Reserve, Treaty Land Entitlement), Parks and Areas of Special Interest	Protect Caribou; Fish and Fish Habitat; Bird Sanctuaries	Other		
St. Theresa Point First Nation			<ul style="list-style-type: none"> It is important for the community to have a land use plan in place for the future to address development of their lands 		<ul style="list-style-type: none"> Concerned about potential destruction to natural habitats 			<ul style="list-style-type: none"> Want to connect to the south to reduce freight costs
Wasagamack First Nation	<ul style="list-style-type: none"> Concerned the road might bring drug and alcohol problems Road can benefit future generations 	<ul style="list-style-type: none"> A road will eliminate isolation fees to nurses, teachers, etc 		<ul style="list-style-type: none"> Concern about impacts on traditional lands 	<ul style="list-style-type: none"> Concerned the road will destroy the fish and fishing areas 		<ul style="list-style-type: none"> Concern that there will not be any job opportunities for community members 	<ul style="list-style-type: none"> Prefer to have a road and an airport Prefer to connect with other Island Lake communities Prefer to connect to Norway House to access traplines
Red Sucker Lake First Nation	<ul style="list-style-type: none"> The ASR will reduce costs of goods Concern for youth Concern for ASR resulting in increased violence stemming from drugs, gangs and alcohol abuse 							<ul style="list-style-type: none"> Prefer Option I as it is more direct to Norway House Prefer Option H
Bunibonibee Cree Nation (Oxford House NAC)	<ul style="list-style-type: none"> Concerned a change of government might stall the project Concerned that the road might bring in negative influences such as drug and alcohol problems from Thompson Concerned about hidden agenda in this project, similar to previous projects undertaken by Manitoba Hydro Prefer the road planning to move ahead and any community referendum should occur later Concerned about southern blockages 	<ul style="list-style-type: none"> Concerned about existing education in the community 	<ul style="list-style-type: none"> Concerned about outsiders coming to the community and destroying the traditional way of life 	<ul style="list-style-type: none"> Treaty Land Entitlement (TLE) impacts have to be considered in this project 	<ul style="list-style-type: none"> Caribou haven't been seen in the community for 2 to 3 years and the herds might have moved north Some member fishes for pickerel and pike and hunts for moose as a main source of meat 	<ul style="list-style-type: none"> Want an Environment Impact Assessment done before any work proceeds Concerned about impacts to species Concerned that carbon emissions from cars will increase from travel on a gravel road vs. paved road 	<ul style="list-style-type: none"> Want the government to provide funding for training and concerned the southern communities have been receiving funding for training Want to have crushing operations 	<ul style="list-style-type: none"> Concerned about when this road will be built Prefer a winter road for safety Want to know the approximate capital cost to build the ASR A "Do-Nothing" scenario should be included Want to know how long it would take to go to Oxford House with an ASR Want to have a connection with Gods Lake Narrows and Gods River The old winter road to Cross Lake had too much water to cross, so the new one switched to Norway House Most members will be in favour of a road Suggested that the ASR be built on the winter road route Prefer a west connection because most goods come through Thompson Indicated that Lawford Creek does not freeze and makes it harder to get across Also want to go to Norway House because there is good material for road construction Suggest to connect to Thompson
Manto Sipi Cree Nation (Gods River)	<ul style="list-style-type: none"> Concerned the road might bring in negative influences such as drug and alcohol problems Concerned about timing of the project 	<ul style="list-style-type: none"> Allow younger generations to go to other communities to receive 	<ul style="list-style-type: none"> Want to have control of the road if it passes through traditional territory The community has the responsibility to 	<ul style="list-style-type: none"> Want to be compensated for loss of traditional territory Will the community be compensated for other people using the road? 		<ul style="list-style-type: none"> Want to have a proper environmental assessment process 	<ul style="list-style-type: none"> Concerned about existing freight costs and cost of living Community has to pay for the maintenance and operation of the existing winter roads Want to know the potential 	<ul style="list-style-type: none"> Prefer paved roads rather than gravel roads due to safety reason Want all the communities involved in the route selection process MKO looked at connections between Gods River, Gods Lake Narrows, and Oxford House



Community	Social Concerns				Natural Environment Concerns		Economy	Route Network Option
	Access to Communities (Positive and Negative)	Health Care and Education	Protect Traditional Land Use & Local Culture; Archeological & Cultural Artifacts	Land Impacts (Indian Reserve, Treaty Land Entitlement), Parks and Areas of Special Interest	Protect Caribou; Fish and Fish Habitat; Bird Sanctuaries	Other		
	<ul style="list-style-type: none"> Want to know whether developers are behind this initiative Concerned about road blockages at other communities 	<p>better education</p>	<p>work with government to place their own buffers and controls on development</p> <ul style="list-style-type: none"> Want to limit adverse impacts to traditional lands and traditional ways of life Concerned that the ASR system might further affect traplines and hunting, similar to the transmission lines construction 	<ul style="list-style-type: none"> Concerned that outsiders might set up camps and lodges and loss of control of the road Concerned the government is granting mining permits on Treaty Land Entitlement (TLE) land selections 			<p>ownership and partnership of the ASR</p> <ul style="list-style-type: none"> Want the government to focus on long-term employment and training opportunities Want course certification so the community can get the necessary skills The community wants to start mining in the area since they own the land Fish is a major source of revenue, especially sport fishing There were short term benefits generated from previous projects, but nothing long term Want to know what is the approximate capital cost to build the ASR Potential benefits to tourism and economic development 	<p>similar to Option D</p> <ul style="list-style-type: none"> Another route option that the community looked at follows Molson Lake to Norway House A study done 10 years ago indicated a cost of \$325M to build a road The travel time on the new winter road from Oxford House to Norway House is about 3 to 4 hours, compared to the old one from Oxford House to Cross Lake, which took 7 to 8 hours Prefer an east-west connection to Norway House Have some desire to connect to the southern communities Prefer an east-west connection to Oxford House then to Norway House. Fear of road blockages in the southern communities
Gods Lake Narrows First Nation, NAC	<ul style="list-style-type: none"> Concerned more about bad influences (i.e., drug and alcohol problems) than good effects (i.e., better education for younger generations) By-laws can be set up by the chief and council to control drug and alcohol problems The road would benefit the younger generations Concerned about road blockages by other communities Want to understand the travel time savings that could be incurred with an ASR system There was conflict between Gods Lake and Island Lake communities 	<ul style="list-style-type: none"> Having an ASR would allow children to go away for school during school days and come back during weekends Want to know whether there are any employment and training opportunities for community members 	<ul style="list-style-type: none"> Not much trapping going on in the community nowadays as younger generations abandon the traditional ways of life Traditional way of life may be disturbed with people coming in from other areas 	<ul style="list-style-type: none"> The road might cause the loss of treaty land and the government might have a hidden agenda If the road enters the Reserve, the land should not be turned over to the government Want to know more about the ASIs and why they are being identified 			<ul style="list-style-type: none"> Cost of living expected to improve with an ASR Community might not have control over their own resources Concerned that the ASR will result in funding being drawn out of the community and that the community will be forced to pay for part of it Outside businessmen might take the opportunities to develop tourism, but community may not see benefits Will the Aboriginals have a say in future resource developments such as mining, fishing and logging in their lands? Want to know what is the approximate capital cost to build the ASR 	<ul style="list-style-type: none"> A "Do-Nothing" scenario should also be included as some members might not want a new road at all A paved highway is preferred over a gravel road due to safety purposes A committee should be formed to speak on behalf of the communities on the project A train system could be a viable option How will a preferred network option be decided if each community has its own preference? Prefer an east-west connection between Gods Lake and Norway House A northern connection to Oxford House is also preferred Some prefer Option C, some prefer Option D because there is a bridge at Cross Lake

Appendix 5-2: Summary Feedback from Round 2 Leadership and Community Meetings

Source: SNC-Lavalin et al. 2010d

Table 3.1: Summary Feedback from Round Two Leadership and Community Meetings

Community	Social/Community Benefits and Concerns			Natural Environment Concerns	Economy	Route Network Option: Preferences and Concerns / Interim Transportation Improvements
	Access to Communities (Positive and Negative)	Health Care and Education	Traditional Culture and Land Impacts	Wildlife, Fisheries, Boreal Forest and others		
Little Grand Rapids May 31, 2010	<ul style="list-style-type: none"> Many benefits over impacts Potential blockade at Poplar River 	<ul style="list-style-type: none"> Many healthcare benefits 	<ul style="list-style-type: none"> There has not been any wild rice cultivation in 20 years 	<ul style="list-style-type: none"> There is a significant abundance of wildlife surrounding the area where the southern network option forks to Little Grand Rapids First Nation and Pauingassi First Nation. This area should be protected. 	<ul style="list-style-type: none"> Decrease in the cost of living especially a decrease in cost of food Generate work in the community 	<ul style="list-style-type: none"> Concerned when they would receive a road Location of the proposed route just west of Little Grand Rapids runs through a wildlife area where hunting is undertaken. Can route be shifted south? There is a sand ridge running east to west that should be considered as it was the main crossing causing an influx of deer into the area First priority is to connect to the proposed Berens River ASR.
Pauingassi First Nation June 1, 2010	<ul style="list-style-type: none"> Recognize that there may be positive and negative impacts to the community; however, they are willing to take responsibility for mitigation of negative social impacts 	<ul style="list-style-type: none"> MEDEVACs by night are hazardous, down the river through the rapids to Little Grand Rapids Airport. 	<ul style="list-style-type: none"> Interested in Protected Area to ensure no logging or outside fishing; want to protect trap lines 	<ul style="list-style-type: none"> Community wants to protect the natural environment during road construction to limit disturbance. Specific concerns were wildlife, berries, animal habitat and medicinal plants that elders collect for traditional medicine. 	<ul style="list-style-type: none"> Decrease in cost of living especially a decrease in cost of food Want jobs for the community Desire for training and employment benefits 	<ul style="list-style-type: none"> Interest in having a route to Little Grand Rapids Airport as a first priority, followed by a connection to the proposed Bloodvein / Berens River Road Concern that the project will not happen. The community wants construction to begin as soon as possible so the ASR will be a reality Improved dock facilities would be beneficial as a short term solution to reduce problems associated with travel to Little Grand Rapids and beyond Other possible interim improvements include use of a hovercraft (if feasible); extending an existing gravel road north from Little Grand Rapids to bypass the upper rapids; bridges over small creeks for the winter road; relocating the existing winter road to go direct to Little Grand Rapids Airport
Poplar River First Nation June 2, 2010	<ul style="list-style-type: none"> Drugs and alcohol already exist in the community. An ASR will not eliminate this. An ASR will help the community in "modernizing". Land has to be planned for in width and drainage. A major benefit to having an ASR could be the opportunities for bus service to develop in the community "Why is the route south so far inland?" "When will construction start? Could an ASR from Berens River to Poplar River proceed in tandem with ASR from south to Berens River?" The winter road was only open for 1 month this year 	<ul style="list-style-type: none"> The short winter road season this year precluded intercommunity sports competition for youth. 	<ul style="list-style-type: none"> Concern for mining companies accessing the area. Poplar River's traditional lands are protected under the Parks Act; however, the government must create new legislation to officially recognize this type of plan The protected area (Provincial Park Reserve) will not become a provincial park 	<ul style="list-style-type: none"> Woodland caribou may be impacted by the construction of the southern connection to Berens River 	<ul style="list-style-type: none"> An ASR may positively benefit local businesses as they may be able to have better control of prices of goods and services within the community, instead of paying high prices when goods are shipped to the community via air, barge, etc. 15% of community have full employment, remainder have seasonal employment. Some people are on fixed incomes and facing fiscal difficulties. It is easier for others. Minerals, mining and forestry have to come from FN communities: this is assumption in Land Use Plan. 	<ul style="list-style-type: none"> Support for a southern connection to Winnipeg: <ul style="list-style-type: none"> would benefit commercial fishermen by reducing cost to transport fish to market. based on current travel patterns of community members. Majority travel south. Less than 5% may go north. materials and supplies that community members bring into the community come from Winnipeg. based on the community's geographic location in central Manitoba. overall decreased cost of living. Due to the distance, a southern connection would also benefit persons with disabilities and the unemployed. Support for a connection south for familial purposes. Community members that travel north to Norway House do so for familial purposes. The ASR should be constructed as close to the lakeshore as possible due to better terrain conditions. A route south will be cheaper. An interim transportation improvement is to refine the current winter road alignment as it is too curvy, has bad corners and is dangerous for road users. It is difficult to pass or overtake tractor trailers.



Community	Social/Community Benefits and Concerns			Natural Environment Concerns	Economy	Route Network Option: Preferences and Concerns / Interim Transportation Improvements
	Access to Communities (Positive and Negative)	Health Care and Education	Traditional Culture and Land Impacts	Wildlife, Fisheries, Boreal Forest and others		
Wasagamack First Nation June 3, 2010	<ul style="list-style-type: none"> Concerned with the lack of agreement from other communities Positive impacts will result from the road such as increased travel between communities Positive and negative impacts associated with the road The road will increase mobility of the community Support for the road as shorter and warmer winters mean that winter road is not as reliable The existing winter road has a dangerous mix of small and large vehicles and is hazardous, with the loss of community members in its construction and operation 	<ul style="list-style-type: none"> Concern for an increase in drugs and alcohol entering the community 	<ul style="list-style-type: none"> Concern for mineral exploration due to construction of the road 	<ul style="list-style-type: none"> Concern for caribou 	<ul style="list-style-type: none"> Decrease in cost of living Increased benefits for fishermen and cheaper transportation costs Concern for mineral exploration due to construction of the road 	<ul style="list-style-type: none"> Want the road as soon as possible because Wasagamack has no airport Concern for length of construction time Options C or I preferred Interest in building the road as soon as possible Priority is for ASR route to go east-west, and it should go to Norway House ASR should not go through Wasagamack and it should stay outside of the reserve boundary ASR should start at Red Sucker Lake
St. Theresa Point June 4, 2010	<ul style="list-style-type: none"> With federal permission, ASR can initiate the development of Aboriginal-owned gas bars and business sites along the roadway A start has been made on a new road at the south end of the community heading to the proposed new airport The start of the winter road to Bloodvein has been relocated On March 20-21, 2010, it took a community member 22 hours to drive from Norway House to St. Theresa Point on the winter road 	<ul style="list-style-type: none"> A new lower grades school is under construction next to the high school. A new college is proposed near the Band Office. Curriculum to include General Education Diploma, Business Administration Program, Facility Technical Diploma, Cooking Class, etc. 	<ul style="list-style-type: none"> Concern for impacts to burial and/or culturally significant sites Concern for protection of traditional lands 	<ul style="list-style-type: none"> "The life line is in the land. The ASR needs to benefit all, rather than some at the expense of others." 		<ul style="list-style-type: none"> An interim transportation improvement is to build a new bridge across the Nelson River Official Notice from the Island Lake Tribal Council Inc., for an east/west connection to PR 373 at Norway House was signed by the Chiefs on April 30, 2010 Support for network Option 'C' as way we should go, cheapest, fastest way to build it Support for a "Y" option to follow the winter road south west from Red Sucker Lake, and then fork north-west to Norway House, and then continue south following the winter road Support for a southward connection to Winnipeg Support for network option "J" as it provides better access to Thompson and Norway House First Nation. Preference also for a connection to the south If an east-west ASR is built as first priority, it will benefit all Northern Sector communities A hovercraft was operated a few years ago jointly by INAC and the RCMP. It made a few trips, then was abandoned at Garden Hill
Garden Hill First Nation June 7, 2010 (Leadership) June 15, 2010 (Community)	<ul style="list-style-type: none"> Road will make it easier to live The road will benefit future generations 	<ul style="list-style-type: none"> New nursing station has dialysis unit used by people in GH and also people from St. Theresa Point and Wasagamack 	<ul style="list-style-type: none"> Burial grounds should be avoided. Difficult to go around trap lines. Want access to Old Post, a Traditional Land Area, gathering place for all the communities, where the Treaty was signed 	<ul style="list-style-type: none"> Concern for the protection of the environment – fish and wildlife 	<ul style="list-style-type: none"> A road will bring relief to Garden Hill economy as it will increase ease to market Road will bring jobs in all phases of construction 	<ul style="list-style-type: none"> Shortest route is preferred to main road. Truckers look at mileage Most direct route is preferred All options look good, what is best for their community? A shorter route to Wasagamack is desired; however, a ferry and not an ASR would not be acceptable



Community	Social/Community Benefits and Concerns			Natural Environment Concerns	Economy	Route Network Option: Preferences and Concerns / Interim Transportation Improvements
	Access to Communities (Positive and Negative)	Health Care and Education	Traditional Culture and Land Impacts	Wildlife, Fisheries, Boreal Forest and others		
Island Lake Northern Affairs Community June 8, 2010 AM	<ul style="list-style-type: none"> Outsiders selling goods is not always good A small hovercraft is used for MEDEVACs Expectation of crime rates to increase 	<ul style="list-style-type: none"> The road will be beneficial in terms of access to healthcare Youth have very little education Concern for increase in junk food in the communities 	<ul style="list-style-type: none"> Very concerned about the culture shock that would come with a road Youth are unprepared for outsiders Advance social preparation for the ASR is needed 	<ul style="list-style-type: none"> Are we accounting for climate change? There has been a decrease in wildlife and fish and the quality has decreased. 	<ul style="list-style-type: none"> Welfare-based economy is not prepared for what will come with the road 	<ul style="list-style-type: none"> The community would like a small cable-operated truck ferry to connect their community and the airport to Garden Hill IR Community would like to see airport improved by lengthening and paving the runway
Red Sucker Lake First Nation June 8, 2010 PM	<ul style="list-style-type: none"> Benefits to having an ASR as it would allow them to travel to other communities Travel will also be much safer with an ASR. Air travel is risky. The road will benefit the youth and future generations 	<ul style="list-style-type: none"> "When will training start?" 	<ul style="list-style-type: none"> Their traditional territory and trap lines were impacted by the hydro line and winter road. There is no wildlife there now. 	<ul style="list-style-type: none"> "Does anyone know where the muskeg is?" 	<ul style="list-style-type: none"> Locations of granular deposits around the community need to be identified 	<ul style="list-style-type: none"> The ASR should be built off the Wasagamack boundary Interim improvements include improving the winter road to Island Lake. It is difficult for semis to climb ravines; steel bridges are needed at water crossings, especially the Red Sucker River, to give a head start on winter road construction.
Gods Lake Narrows First Nation June 9, 2010 AM/PM	<ul style="list-style-type: none"> Concerned that there are ulterior motives - hidden agenda Community is worried about gangs, drugs, alcohol coming into the community Mistrust of the government An ASR can be dangerous. Measures must be in place to have people slow down. Shortened winters increase the need for a road 	<ul style="list-style-type: none"> A road to Winnipeg means better health care and access to more services Possibility of schools being built at common points along the route Option H provides a half-way point to meet and could have a central health centre 	<ul style="list-style-type: none"> What will happen to the trap lines? Concerned about timber clearing 	<ul style="list-style-type: none"> Concern about the caribou in the area 	<ul style="list-style-type: none"> A route to the south means that everything will be cheaper Concerned about losing isolation funding 	<ul style="list-style-type: none"> Preference for Option 'H' as it seems to connect everyone well, is balanced and is fair to everyone, with not so long to visit Doesn't like Option 'C' as it goes too far south and is not a viable option Everyone wants the shortest route possible to PTH 6. Option H is shorter and less costly. A faster, more direct route to Winnipeg is needed Option Ha is preferred, not through community Option Ha benefits Norway House which needs a new bridge. Option Hb is too close to Cross Lake. A route west will be faster to main street roads; going down east side of Lake Winnipeg will never see a road. Going west should enable completion of an ASR link to Winnipeg 7-8 years earlier (cf going south down the east side of Lake Winnipeg).
Gods Lake Narrows Northern Affairs Community June 9, 2010 PM	<ul style="list-style-type: none"> How can anything be negative when bringing a road to a remote community is positive 	<ul style="list-style-type: none"> Parents have improved access to visit children at school Health transportation is needed Road will bring much needed training An ASR would allow parents the ability to visit children who are away at school 	<ul style="list-style-type: none"> Concerned about forestry occurring with road Indian Act states that they only own top 8" of the land so it may be difficult to stop mineral exploration 	<ul style="list-style-type: none"> Concerns road will lead to over fishing Concerns about the effects of increasing number and size of lodges on the lake 	<ul style="list-style-type: none"> Commercial fishing would suffer as the lake would be available to others and get fished out Cost of pelts is down and cost of gas is up. Concern that all work will go to FN Cost of a snowmobile is huge Food would be cheaper and there would be a better selection of food Lack of building supplies without the road 	<ul style="list-style-type: none"> Preference for Option 'H' as it is the shortest Road should follow winter road to avoid clearing of the boreal forest and less impact on wetlands



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	Access to Communities (Positive and Negative)	Health Care and Education	Traditional Culture and Land Impacts	Wildlife, Fisheries, Boreal Forest and others		
Manto Sipi Cree Nation (Gods River) June 10, 2010	<ul style="list-style-type: none"> The road will open up the community to outsiders and there needs to be something in place to deal with this The road is the future of the youth Concerned about high maintenance cost of road 			<ul style="list-style-type: none"> There will be a decline in fish The community is concerned about the environmental impact of the road Climate change must be considered Environmental Impact Assessment is required 	<ul style="list-style-type: none"> The road will lower cost of food and freight and increase standard of living 	<ul style="list-style-type: none"> Interest in building the road as soon as possible Support for Option 'H' as there is a bridge already there Support for Option 'Ha' Support for bridge to replace Sea Falls ferry
Bunibonbee Cree Nation (Oxford House) June 11, 2010	<ul style="list-style-type: none"> Community needs to have some controls or by-laws in place to control who enters the community so that there isn't an influx of outsiders A road is necessary to secure a future for youth Need for joint meeting of Oxford House, Gods River, and Gods Lake Narrows A road is necessary as the community has lost many lives due to plane accidents 	<ul style="list-style-type: none"> The closer the route to Thompson, the better for medical services A new nursing station is under construction 	<ul style="list-style-type: none"> Concern that forestry and mining will be exploited Community wants to protect its traditional lands Trapping, hunting and fishing issues will come to light in the environmental assessment Legislation is required to protect traditional territory from outsiders 	<ul style="list-style-type: none"> Overall protection of the natural environment is required. Request for an environmental assessment to be completed Controls are required to protect the community from outsiders who come to fish and hunt Concerned about the caribou. Many tracks and carcasses have been seen when travelling the winter road Concerned about hunting near Norway House 	<ul style="list-style-type: none"> Road will increase economic opportunities 	<ul style="list-style-type: none"> Preference for 'Hb' (or Jb) junction to Cross Lake Preference for the shortest route Option J, with possibility of moving east-west trunk further north The entire community is in agreement for going west and to Cross Lake. Want a signed agreement, no more blockades at Cross Lake. Preference for the most direct route west following current winter road corridor, but modified to connect to Cross Lake No problem with Option J connection to Island Lake For coming winter, want winter road to be connected to Cross Lake
Cross Lake First Nation and Cross Lake Northern Affairs Community June 12, 2010	<ul style="list-style-type: none"> Good things with a road Better access to trap lines Would never blockade road (as happened 15 years ago) Need for dialogue with other Chiefs in the area – Oxford House, Gods Lake communities, Island Lake communities 	<ul style="list-style-type: none"> All-Season Road network will open up sports competition opportunities for eastern communities 	<ul style="list-style-type: none"> Concerned because the road will go through a few registered trap lines Cross Lake has family connections in the Oxford House and Gods Lake communities. Members paddle to Oxford House every summer to connect to historical pre-fur trade trails to communities. 		<ul style="list-style-type: none"> The road would provide employment opportunities for other First Nation Communities to work in their proposed mine The road would provide added support to their businesses The commercial fishing operations will be able to have the catch driven out of the community instead of flying it, making it more profitable The road will provide better access to commercial fisheries Road will improve access to resources Increased potential for tourism 	<ul style="list-style-type: none"> Options 'Hb' and 'Jb' are promising routes but relocate just east of Cross Lake to bypass poor ground Interest in the road joining Cross Lake A more northerly road near the old winter road because of good terrain and aggregate sources Norway House route from Gods River and Gods Lake is too long between gas stations Recognize Norway House will eventually need a bridge

Appendix 5-3: Round 4 IPEP Community Meeting Summaries

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation
Manto Sipi Cree Nation
Round 4 and 5 Community Meeting**

Date: September 22, 2017

Time: 1:00 p.m. – 4:00 p.m.

Location: Manto Sipi Cree Nation Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Blair McMahon, Gord Chamberlain, Edwin Mitchell

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Manto Sipi Cree Nation Community Attendees

Rhonda Ross, Sally Ross, Durphy Yellowback, Leon Okemow, Henry Ross, Christina Ross, Chris Andrews, Anthony Wood, Marissa Yellowback, Dwayne Okemow, Chestiny Okemow, Corey Hastings, Oliver Okemow, Ricky Watt, Auggie Yellowback, Jesse James, Trevor Yellowback, Alice Yellowback, Larf Ross, Orlando McKay, Barry Yellowback, Trayden McKay, Abraham Yellowback, Lorelyn Yellowback, Kaslie Yellowback, Kihra Sanderson, Daisy Mason, Dominik Okemow, Gabby Ross, Alena Okemow, Clifford McKay, Tyrone Ross, Makayla McKay, Noella Yellowback, Rachel Yellowback, Owen, D. Bird, Katrina, Brookie, Evelyn, Demus James, Lucas Samuel, River Yellowback, Hannah Wood, Trisha McKay, Julian Yellowback, Lucy Okemow, Tyrone Okemow, Billy Okemow, Kevin Ross, Destiny Yellowback, Tara Yellowback, Roy F., Michael O., Eli Yellowback, Lott McKay, George James, Gavin Yellowback, Dion Spence, Harley Andrews, Skye Mason, Madison James, Pearl Yellowback, Blake James, Larissa Okemow, Beyonce Okemow, Roxanna Yellowback, Desmond Okemow, Gilbert Hardy, Justine Ross, Marcus Yellowback, Brian, Anastasia Bradburn, Sarah Okemow, Waylon Yellowback, Larry Okemow, Travis Ross, Damian Andrews, Harmony Yellowback, Renee Okemow, Kaylee Yellowback, Kathy McKay, Darlene James, Barbara Okemow, Cameron Okemow, David Yellowback, Rynelle Perch, Cooper Okemow, Sharon Yellowback, Gloria Yellowback, Denise Okemow, Wendall McKay, Linda McKay, Lynn McKay, Rachel Redhead, Lisa McKay, Wayne McKay, Fiona Ross, Jocelyn Hardy, Jerry McKay, Jenelle Mason, Gibson Okemow, Wesley Trout, Raymond Yellowback, Daniel Ross, Bradley Ross,

Patrick McKay, John Wood, Lorigena Yellowback, Dylan Ross, Bianca Watt, Kariann Spence, Monica Okimaw, James McKay, Pamela McKay, Raymond Yellowback

Summary:

MI held a community meeting in Manto Sipi Cree Nation on Friday September 22, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation. The length of the all-season road is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting was to provide information to community members regarding the P6 project, review the alignment options which have been considered northwest of the community and to solicit input from members about what is important to consider in the EA process. In addition, the meeting was intended to discuss potential effects and share possible mitigation measures to minimize negative effects of the proposed project. As outlined below, MI and its consultants made a presentation regarding the project. At the request of Chief and Council, Manitoba Indigenous Relations made a presentation on the Crown Consultation process and Manitoba's Environmental Assessment process. Additionally the Canadian Environmental Assessment Agency made a presentation about the *Canadian Environmental Assessment Act* 2012 review process that included discussion on how Canada consults with Indigenous peoples. Questions were answered following the presentations.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants following the presentations. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

There were 116 local residents that signed the sign-in sheet for the community meeting, although a total of 126 attendees were counted, which included 58 youth and 2 Elders. MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees.

Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, vegetables and dip, soup and sandwiches, and fruit were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station. Stewart Hill coordinated the meeting with Councillor Moses Okimaw.

MI Presentation:

The community meeting began at approximately 1:00 p.m. Steward Hill (a member of MI's consultant team) provided translation during the presentations. After introductions of the MI and consultant team members, Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- An overview of the East Side Transportation Initiative (ESTI) including the status of Project 1 – All-Season Road from Provincial Road 304 to Berens River First Nation, Project 3a – All-Season Road from St. Theresa Point First Nation to Wasagamack First Nation, Project 4 – All-Season Road connecting Berens River to Poplar River First Nation, and Project 7a – Pauingassi and Little Grand Rapids First Nations connection to Little Grand Rapids Airport.
- Steps to Select, Design and Construct and All-Season Road.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment options northwest of the community of Manto Sipi Cree Nation.
- A description of P6 All-Season Road including route alignment changes and refinements, the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of prior community discussions held with Manto Sipi Cree Nation. This included community meetings, meetings with Chief and Council, the dates for the Traditional Knowledge (TK) studies, workshops and interviews along with past discussions that resulted in changes to the potential route to avoid sensitive areas based on community input.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- VC selected for wildlife, vegetation, aquatics and culture.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and mitigation ideas were also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included a column where community members could write additional mitigation ideas.
- The proposed P6 schedule and next steps including one additional round of consultation with communities for the EA.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project following the presentation are provided as follows.

- 1) Is the all-season road just to connect the Cree communities? What happens after the P6 project?

It was indicated that the purpose of the P6 project is to provide year round access among Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation. The timing of a connection to Provincial Road 373 (P5 project) will be decided by the Government of Manitoba and is not being planned at this point in time.

- 2) What is the schedule for P6 and when will a connection to Thompson be built?

Design of the P6 project is expected to begin in 2020. When the road will be built depends on availability of government funding.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review after the presentations. MI and consultant team members were available to answer questions. The poster boards showed maps of the all-season projects in the P6 study area, route alignment options northwest of the community of Manto Sipi Cree Nation, and a map showing the all-season road alignment between the communities including aerial photos of the two major water crossings which require bridges. Poster boards provided an overview of all-season road construction steps, inputs into the EA process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined baseline studies conducted to date, and VC selected for wildlife, vegetation, aquatics, heritage, culture and the socio-economic environments. For each VC, the boards provided for community members to write directly on the board to provide more specific information on features that should be considered in the EA. A series of boards also identified possible changes (effects) and mitigation ideas for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for community members to write down any other mitigation ideas that should be considered in the EA beyond what was described on the boards.

The final board provided space for community members to write down any other considerations that should be considered in the EA beyond what was described on the other boards. For comments written on the poster boards by community members refer to the attached photos.

Feedback for P6:

- Q: Is only Chief and Council involved in the process?
No, the purpose of the meeting is to inform community members about the P6 project and environmental assessment process to get community input into the project and the EA.
- Q: Is the all-season road just to connect the three communities?
Yes, the purpose of the P6 project is to provide year round access among the communities in the region.
- Q: What is the schedule for P6 and connecting to the network? Will I be alive to see it built?
It's a long process to get environmental approvals to build the road. Once we get the approvals, detailed design of the road will begin and construction will follow. The

schedule for constructing the road depends on funding. Currently MI is focussing on constructing projects which have received environmental approvals.

- Q: Can bumps on the winter road be fixed?
The MI representative indicated that the concern will be given to the Winter Roads Group in MI.
- Q: Will the winter road remain when construction of the all-season road begins?
The winter road will only be shut down when the all-season road is completed and operational. MI will continue to maintain the winter road seasonally when the weather allows it to be operational.
- Q: How long did it take to complete Highway 373 from when it was proposed to the end of construction?
Timelines would not be comparable because of changes in the legislation since the completion of Highway 373.
- Q: What type of road will P6 be? Will it be 1 lane or will it be doubled (divided)? Will it be paved?
The road will be a two lane, gravel surface, much like unpaved numbered roads in Manitoba. It will be a single undivided surface, but there will be room for two vehicles to safely pass each other. It will be maintained to the same standard as other gravel roads in Manitoba.
- Q: Who will build the road? Who will get the maintenance contracts?
Contracts will be open tenders won by the lowest bidder. As the area is remote and will be isolated for a time, local contractors are likely to have an advantage in the bidding process as their costs will be lower. Whoever wins the contract, there will be a local component requirement where a certain percentage of the contract values will need to be spent in the local communities whether it be through employment or through purchase of materials.
- Q: Why is the road being built between the three communities?
When the projects were under the East Side Road Authority (ESRA), there was a 30 year plan. Road building was to start from the communities and work towards established roads in order to build capacity within the communities (through training and some directly awarded contracts), and give the local contractors a competitive advantage bidding on tendered contracts. MI has a different approach, work is to proceed from established roads towards communities, but since a good portion of the EA was completed on this Project (P6) we are proceeding with the licencing of this Project.
- Q: What will this cost?
Based on rough values from the road we have built to Bloodvein and Berens River it will be approximately 1.5 million per km. Given the P6 project is about 130 km that would work out to around \$200 million.
- Q: And that doesn't get us to Thompson.
No, only as far as Bunibonibee Cree Nation.
- Q: What about the traplines the road will go through?
We have done TK studies to help us avoid areas of concern such as hunting and trapping areas. Trappers will likely have greater access to their traplines with the road in place. In terms of footprint, we will have little impact on the total area of traplines. MI will work with trappers so that their traps are not damaged by construction. If active traps are discovered, work will stop and the trapper will be notified.
- Q: What is going on in terms of the four options near the community?
MSCN had initially wanted the road to follow the winter road but after further investigation MI confirmed that route was low, wet and flat (which is great for winter

roads as they freeze down well but it is not good for all-season roads). MI then proposed option 4. This route heads toward the Manto Sipi TLE and a mining claim so the Chief and Council questioned that routing. MI have since proposed two further options. A flyover was conducted in June 2017 with MSCN, their consultant and MI to review the options and MI is requesting MSCN to confirm a preferred option. Option 3 appears the best because it will be relatively easy to build on and there is an ample supply of materials close by.

- The timeframe to have to road is long.

Attachments:

- Photos (including comments from the community on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.







that are important to local community cultural, economic activities and values



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves
- MARTEN

WHAT IS IMPORTANT TO YOU?

ALL OF THE ABOVE.

TRAPPING
HUNTING
TRAPLINES

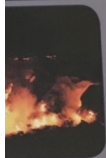
minimize damage to owned traplines.

(s)
(e)

SIPI CREE NATION, BUNIBONIBEE CREE NATION & GOD'S LAKE FIRST NATION

FURBEARERS

MITIGATION IDEAS



- Minimize extent of vegetation clearing
- Burn slash piles during first winter to limit furbearer use
- Maintain habitat, encourage re-vegetation and planting with native species

Damaging traplines that belong to trappers - consult and notify land owners
FURS and animals



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Maintain camp standards to avoid creating wildlife attractants



- Improve sightlines, reduced speed, and

VALUED COMPONENTS

for
radi-
ties

Act



AQUATIC SPECIES AT RISK

- Lake sturgeon is designated as Endangered and is present in God's River, Hayes River and God's Lake

WHAT IS IMPORTANT TO YOU?

Freeks minin'so damage

ecosystem
al communi-

es Act
rested and oth-
ries)

CULTURAL VALUED COMP

The land provides fresh water, healthy food, and clear
land for their cultural and phys



fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants

WHAT IS IMPORTANT TO YOU?

My Kids and their future.

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Bunibonibee Cree Nation
Round 4 Community Meeting**

Date: December 8, 2016

Time: 4:30 p.m. – 7:30 p.m.

Location: Bunibonibee Cree Nation Youth Centre

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Elmer Thiessen, Scott Johnstone, Mike Knight, Gord Chamberlain

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Joro Consultants
Blair McMahan

Szwaluk Environmental Consulting
Kevin Szwaluk

Bunibonibee Cree Nation Attendees
Horace Crane (Coordinator), Herman Chubb, Linda McDougall, Clinton Weenusk, Edward Morningstar, Katie Morningstar, Cameron Morningstar, Shawn Mason, Alpheus Hart (Interpreter), Cecil Canada, Curtis Colon, Larry Weenusk, Lennie Grieves, and Horace Weenusk

Summary:

MI held a community meeting in Bunibonibee Cree Nation on Thursday, December 8, 2016 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 4) was to provide information to community members regarding the P6 ASR project, review the alignment options which have been considered and to solicit input from members about what is important to consider in the EA process. As outlined below, MI and its consultants answered questions about the project. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants.

Attendees:

Thirteen local residents signed the sign-in sheet for the community meeting, while fourteen residents were in attendance.

MI provided its newsletter, and a figure showing the steps to select, design and construct an ASR to attendees. Coffee, bottled water, fruit and vegetable platters, fruit juices and pizza were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and announced on the local radio. Stewart Hill coordinated the meeting with Horace Crane in the community.

MI Presentation:

The meeting began with an opening prayer at 4:30 p.m. Alpheus Hart, an Elder from the community, provided translation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of engagement that will be conducted as part of the EA process and regulatory approvals required. Bunibonibee CN community members asked a number of questions after the video presentation. Due to time constraints as a result of the number of questions following the video and the first few slides of the PowerPoint presentation, MI did not complete the presentation, choosing to focus on reviewing the poster boards. A hard copy of the presentation was provided to the community. Many of the questions were topics contained in the presentation.

Comments and Questions:

A summary of the questions and comments from the community and the responses from MI and its consultants are provided as follows:

- 1) How long will the EA process take?

It is expected that the Environmental Impact Statement (EIS) will be submitted to regulatory authorities next year. The approvals process will likely take about two years. It is anticipated that construction could begin in 2020. The importance of community input into the EA process, to minimize potential effects, was stressed. Baseline studies have been conducted and are near completion. There will be two additional rounds of engagement with the communities next year prior to submitting the EIS.

- 2) One member stated that clearing has been done. What was it for and why can't the road be built now?

MI indicated that there has been some exploratory clearing along P6 to get equipment in, and to verify soils and finalize the alignment. Construction could begin once the project has received government approvals.

- 3) When will the community be connected to PR 373? The importance of a connection to PR 373 (P5) was reiterated throughout the meeting by several members. Members indicated that the community would like an ASR to Cross Lake as there is an existing bridge in place to connect to PR 373.

It was indicated that it's uncertain when a link to PR 373 (P5) will be constructed. The current focus is on obtaining environmental approvals for P6 which links Manto Sipi CN, Bunibonibee CN and God's Lake FN. The timing of P5 will be decided by the Government of Manitoba. MI indicated that it would relay the community's desire to have the link to PR 373 (P5) to senior officials in MI. It was also noted that P6 has many benefits for the communities directly affected including better services and improved access.

- 4) Will the same studies be conducted for the ASR to Norway House or Cross Lake?

In response, it was stated that the EA process would be the same for P5 and the same types of baseline studies would be conducted. Environmental approvals from the Federal and Provincial governments are also required.

- 5) A community member indicated that studies and discussions on an ASR including a link to PR 373 have been ongoing since 2009. The point was to connect communities to the ASR to reduce the cost of living. Community members provided Traditional Knowledge (TK) and other studies were conducted. An ASR to PR 373 is long overdue and P6 isn't a benefit unless the road to PR 373 is constructed. Other members reiterated comments about the amount of time it's taking. It was stated at the beginning of the process, the community hall was filled with people in favour of linking the community to PR 373 through an ASR.

MI reiterated that the construction schedule for P5 will be decided by the Manitoba government and that the community's comments will be discussed with Remote Road Operation's Acting Director.

- 6) Does MI have a file with the input the community has provided regarding the project? One member also commented that the community provided TK to the East Side Road Authority (ESRA) which is now MI.

MI indicated that TK from the community exists in a concise form although there is not a collection of specific information about individual comments. TK information still remains confidential though ESRA is now MI.

- 7) A community member stated that when Manitoba Hydro conducted an EA process for the transmission line serving the community, the process didn't take long. A similar comment was made with respect to the nickel mine in Thompson.

It was indicated that government legislation and regulations are different now than when the transmission line was built. Legislation and regulations today are much more stringent in terms of protecting the environment. With respect to the nickel mine, it was stated that its construction predated environmental legislation.

- 8) It was noted by a member that economic opportunities are important to the community and Aboriginal people.

- 9) The need for an ASR was stressed as global warming and the limited amount of time winter roads are open is a concern.

- 10) Is there a file on all the past engagements for an ASR?

MI indicated that there is a file with all of the TK which is considered confidential. Although it's unlikely that MI has files on all the past engagement it was indicated that MI would look at the SNC reports and provide summaries of questions or comments raised by the community.

- 11) It was noted that trappers have been pushed out of their trapping areas and that clearing will affect trapping. In addition, it was noted that traps have been lost as a result of past road activities.

MI noted that the alignment for the P6 ASR has been careful not to disturb any traps. Regarding the Laidlaw River Bridge project completed in 2015 to improve the crossing for winter roads, a crew looking for gravel did disturb a trapper's line by damaging traps, and the trapline holders were compensated with new traps. Construction procedures were changed so that if a crew working on the alignment comes across a trap, they will stop work until arrangement can be made with the trapper to move it.

- 12) A community member commented that there are rocks in the water at an old crossing and members have struck them causing damage to boat motors. He questioned why the rocks were left there and requested that they be removed.

MI indicated that the rocks were placed as part of habitat compensation required by the Department of Fisheries & Oceans Canada and can't be removed.

- 13) The importance of wetlands as filters to the health of the environment was stressed and it was commented that where wetlands will be crossed by the road they shouldn't be disturbed or destroyed..

MI indicated that the road alignment tries to stay on ridges to avoid wetlands. Where the alignment unavoidably crosses wetlands, equalization culverts will be installed. A study is currently being conducted to confirm that these culverts effectively minimize potential effects. Construction techniques should also not impact wetlands (where wetlands cannot be avoided the road will be floated using large rock allowing the water to flow through).

- 14) A community member asked if similar meetings would be held in God's Lake and Manto Sipi.

MI stated that engagement meetings are planned for the other communities. In total, for the EA, MI is planning three meetings with each of the directly affected communities.

- 15) A community member asked when work on the EA was started.

MI stated that baseline studies on vegetation, fish and other studies began last year. Wildlife monitoring started earlier and will continue this winter. Copies of the baseline study reports will be provided to the community through Chief and Council. The exception will be the TK study which is kept confidential. The impact assessment will be posted online.

- 16) As follow-up, a community member indicated that posting online isn't useful as access is limited and expressed disappointment over the dissemination of information by Chief and Council.

MI indicated that the comment would be relayed to Chief and Council.

- 17) How will the ASR affect wildlife migration routes?

It was stated that caribou will cross the road.

Poster Boards:

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer any questions. The boards showed maps of the P6 route alignment and maps/aerial photos of the two major water crossings which require bridges. Boards also outlined baseline studies conducted to date, and VC's for wildlife, vegetation, aquatics, heritage, culture and the socio-economic environments. For each VC, the boards provided for community members to write directly on the board to provide more specific information on features that should be considered in the EIA. The final board provided space for community members to write down any other considerations that should be considered in the EIA beyond what was described on the other boards.

Feedback:

- A community member stated that the EA schedule for P6 seems to be rushed.
- MI should bring a summary of what the community said at this meeting to the next meeting.
- An attendee stated that there are lots of wolves and numbers are increasing. It was indicated that moose numbers are decreasing. There are lots of moose between Oxford House and Knee Lake.
- A community member expressed concerns over the price of goods and cost of living.
- A community member requested that youth be more involved in the project. This could include getting students from the school to attend meetings, and have Chief and Council attend the meetings with the community.
- One member expressed interest in the procurement process and "dishonesty" with construction contracting.
- In terms of wildlife VCs, other VCs to consider would be otter, fox, mink, wolverine and fisher. Wolves and beaver (which are VCs) were mentioned as being particularly important to the community.
- For comments written on the Poster Boards by community members refer to the attached photos.

Attachments:

- Comment Sheets returned
- Photos (including comments from community members on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

YOUR FEEDBACK

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation is important to us. What is important to you? Do you have any comments, ideas, or information you would like Manitoba Infrastructure to consider?

LARRY WEENUSK

AQUATIC HABITAT STUDIES

EXPLAIN:

NO FISH HABITAT AT 29 CROSSINGS

WHAT IS MARGINAL HABITAT

Please provide your name and contact information so we can contact you?

Name: _____

Contact information (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

PLEASE CONTACT:
Manitoba Infrastructure
1-866-356-6355





NO SMOKING
AIRPLANE FUEL IS MORE EXPLOSIVE THAN DYNAMITE.

NO VANDALISM
PILOTS RELY ON RUNWAY LIGHTS TO LAND AND TAKE OFF SAFELY.

Your Airport. Our Community.

Manitoba

NO TRESPASSING
RUNWAYS ARE FOR PLANES, NOT PEOPLE.

NO SMOKING
AIRPLANE FUEL IS MORE EXPLOSIVE THAN DYNAMITE.

STAND CLEAR
PROPELLERS ARE DANGEROUS.

Protect Your Airport. Protect Your Community.

Manitoba

NOVEMBER COMMUNITY MEETING
Project 8 All-Season Road Linking Minto Sigi Cree Nation, Bumbonibaa Cree Nation & God's Lake First Nation

Manitoba Infrastructure (MI) is inviting a Community Meeting to discuss the proposed All-Season Road project linking Minto Sigi Cree Nation, Bumbonibaa Cree Nation & God's Lake First Nation.

LOCATION: BUMBONIBAA CREE NATION TRACTS #1-1000

DATE: NOVEMBER 4, 2016
DOORS OPEN: 8:30 AM
PRESENTATION: 9:00 AM
DISCUSSION: UNTIL 4:00 PM

The Community Meeting is an opportunity to discuss the project's purpose & all-season road linking Minto Sigi Cree Nation, Bumbonibaa Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all-season road.

Other projects, road and waterways will be provided. For more information on the Community Meeting or the First Nation Transportation Program, please contact: 1-800-387-2222

Manitoba

B *Community Consultation*
u *Meeting*
n **With: Yamana Gold and Growth, Enterprise and Trade**
i **When: December 12, 2016 from 1:00 p.m. - 4:00 p.m.**
b **Where: Youth Building
o **An Agenda has been drafted, come and share your input!**
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WILDLIFE VALUED COMPONENTS

The project area includes animal species that are important to local community cultural, traditional, economic activities and values



BIG GAME

- Caribou
- Moose



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves



BIRDS

- Raptors/birds of prey (eagles, osprey, hawks, owls)
- Waterfowl (geese, ducks)
- Migratory birds (e.g. songbirds)
- Game birds (grouse, partridge)

WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec. 8, 2016

Clean water
 Co-management of natural resources, even after "occupation" of wilderness.
 Hiring "environmental" offices (young women & men from local communities)

AQUATIC VALUED COMPONENTS



FISH HABITAT

- Supports fish of importance for local community, cultural, traditional, and economic activities and values
- Protected under *Fisheries Act*



AQUATIC SPECIES AT RISK

- Lake sturgeon is designated as Endangered and is present in God's Lake, Hayes River and God's Lake



FISH

- Integral part of aquatic ecosystem
- Of particular value to local communities
- Protected under *Fisheries Act*
- Includes all species (harvested and others that support the fisheries)

WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec. 8, 2016

Clean water
 Co-management of natural resources, even after "occupation" of wilderness.
 Hiring "environmental" offices (young women & men from local communities)

SOCIO-ECONOMIC

Construction of an All-Season Road presents many opportunities for economic benefits to East Side communities



Some of the economic benefits are

- Construction jobs
- Tourism and recreation
- Year-round access
- Reduced shipping and travel costs

WHAT IS IMPORTANT TO YOU?

Bunibonabee Cree Nation - Dec 8, 2016

- Local Resource Area Management by F.N.'s
- Sharing Revenue from Dev. in the Region.
- Municipality Responsibility of the Region.
- Co-management of the Natural Resources.

CULTURAL VALUED COMPONENTS

The land provides fresh water, healthy food, and clean air. Communities depend on land for their cultural and physical health



fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants



cultural and archaeological sites
community health and well-being

WHAT IS IMPORTANT TO YOU?

Bunibonabee Cree Nation - Dec 8, 2016

- Medicinal Herb like Wee-Kis, growing from the
- Wee-Kis Herb
- Dependence of local people on Dev. of local resources.
- Designation of local lakes as "Cultural" Lakes
- Encouraging of environmental group, sources of food -
- industrial development/early warning of environmental disasters.

OTHER CONSIDERATIONS

The previous boards show aspects that will be considered in the Environmental Assessment



Do you **AGREE?**

What **ELSE** should be considered?



WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec. 8, 2016

Food migration
Animal populations

KGS
GROUP

Manitoba
Infrastructure



**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
God's Lake First Nation
Round 4 Community Meeting**

Date: December 9, 2016

Time: 1:30 p.m. – 4:00 p.m.

Location: God's Lake First Nation Youth Centre

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Elmer Thiessen, Scott Johnstone, Bonita Lavalee,
Gord Chamberlain

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Joro Consultants
Blair McMahon

God's Lake First Nation Community Attendees
Lorraine Trout, Wilfred Snowbird, Larry Watt Sr., Jonathon Mason,
Clara Chubb, Gordon Andrews, Stan Okemow, Maggie White,
Lawrence Watt, Timothy Watt, R. Ross, Keith Peskoonas, Jessica
Grieves, Larry Spence, Howard Okemow, Angel Trout, Brendon
Hill, Louis Watt, Sydney Spence, Morley Duck, Louis Ross, Ralph
Okemow and Eddy Hill

Summary:

MI held a community meeting in God's Lake First Nation Youth Centre on Friday December 9, 2016 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 4) was to provide information to community members regarding the P6 ASR project, review the alignment options which have been considered and to solicit input from members about what is important to consider in the EA process. As outlined below, MI and its consultants made a presentation regarding the Project which was followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Chief and Council Meeting:

At 1:30 p.m., prior to the community meeting, MI and its consultants met with members of Council (L. Watt, J. Mason and W. Snowbird, and K. Peskoonas sitting in for Councillor H. Watt). MI provided an overview of the plan for the community meeting which would include a video on the ASR projects, a presentation on the P6 Project, a question and answer session

following the presentation, and a review of storyboards after the presentation. It was noted that God's Lake FN members would be invited to mark up the boards in terms of Valued Components (VCs) or other considerations that should be considered in the EA process. MI and its consultants would be available to answer any questions that community members had when reviewing the storyboards.

MI representatives indicated that Chief and Council had signed a BCR for the original route alignment. As discussed at a previous meeting with Chief and Council, the alignment had been changed because of archaeological and engineering reasons (the revised alignment was moved to terrain which is more suitable to roads). MI stated that the route alignment might still be changed slightly after exploratory clearing and geotechnical reviews. MI requested that Chief and Council review the revised alignment and sign a BCR if they are supportive of the revised alignment. In addition, if Chief and Council agree with exploratory clearing for this winter season, a BCR would be required. Additional BCRs, including Section 35 consultation, if requested by Chief and Council, would be required for project construction in the future.

Attendees:

Twenty-two local residents signed the sign-in sheet for the community meeting, while twenty-three residents were in attendance.

MI provided its newsletter, and a figure showing the steps to select, design and construct an ASR to attendees. Coffee, bottled water, fruit and vegetable platters, fruit juices, stew, bannock and dessert were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and announced on the local radio. Stewart Hill coordinated the meeting with Councillor Hubert Watt from God's Lake FN.

MI Presentation:

The community meeting began at approximately 2:00 p.m. Stewart Hill provided translation of the presentation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of engagement that will be conducted as part of the EA process and regulatory approvals required. The PowerPoint presentation provided the following:

- An overview of the ESTI including the status of Project 1 – ASR from Provincial Road 304 to Berens River FN, Project 4 – ASR connecting Berens River to Poplar River FN, and Project 7a – Pauingassi and Little Grand Rapids FNs connection to Little Grand Rapids Airport.
- Steps to Select, Design & Construct an ASR.
- Maps of the P6 ASR alignment.
- A description of P6 including route alignment changes and the two major water crossings.
- What is an Environmental Impact Assessment (EIA). Inputs into the EIA process and the importance of community engagement was described.

- An overview of prior discussions held with the community of God's Lake.
- An overview of baseline data required for the EA including Traditional Knowledge (TK) and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat).
- Valued Components (VCs) selected for wildlife, vegetation, aquatics and culture.
- The proposed P6 schedule and next steps including two additional rounds of engagement with communities for the EIA.

Comments and Questions:

A summary of the questions and comments from the community following the presentation, one-on-one discussions and the responses from MI and its consultants are provided as follows:

- 1) A member questioned what would happen as the TK studies were conducted for the East Side Road Authority (ESRA).

MI noted that Remote Road Operations (RRO) would require approval from the FN again to use the TK information for any other project besides P6, as previously agreed to by ESRA. Confidential information will be given back to community members to use.

- 2) With the realignment, will additional baseline studies be required?

MI indicated that with the realignment the route was moved to higher ground where road building materials are located. There are no additional crossings. The environmental baseline studies were completed for the realignment. If there are further realignments additional desktop and field studies may be required for aquatics, archaeology and vegetation. MI indicated that copies of the baseline studies will be made available to the community.

- 3) With the realignment of the ASR, how many contracts will be awarded?

MI indicated that there will likely be one or two contracts this winter season for additional clearing. Geotechnical work is the next step in the design phase after clearing.

- 4) Will the realignment make the EA process longer? When was the realignment decided on?

No, the realignment will not lengthen the EA process. The P6 Project will require Federal and Provincial approvals to proceed. The realignment was decided in June 2016 after a helicopter flyover that identified the concerns with the alignment.

- 5) A member questioned why the alignment was changed. Was satellite mapping available for the original alignment?

MI indicated that the original alignment was based on Lidar and trying to find high ground. Realignments occurred after that based on community input. When the alignment was looked at in the field in June 2016, the alignment was changed because of archaeological and engineering (wet terrain) concerns.

MI to send maps to the community showing the realignment from God's Lake to the intersection.

- 6) When will the borrow pit locations be determined? What types of materials will be used? This needs to be discussed with Chief and Council, and trappers.

MI indicated that borrow and quarry locations would be determined after the geotechnical studies. Granular and clay materials will be obtained from within the road right-of-way where possible. MI will meet with the communities to identify quarry areas located outside of the right-of-way.

- 7) Will there be blasting?

Likely, but this will be determined once the geotechnical studies are done.

- 8) What will happen to the old clearing done for the former alignment?

MI indicated that it will grow back as the area was not grubbed so the roots and seeds of the previous vegetation remain in the soil.

- 9) If the FN communities are interested in getting contracts to build the road, can MI endorse that?

MI indicated that they cannot endorse that from a project perspective, but the FN can request that from the province.

Poster Boards:

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer any questions. The boards showed maps of the P6 route alignment and maps/aerial photos of the two major water crossings which require bridges. Boards also outlined baseline studies conducted to date, and VC's for wildlife, vegetation, aquatics, heritage, culture and the socio-economic environments. For each VC, the boards provided for community members to write directly on the board to provide more specific information on features that should be considered in the EIA. The final board provided space for community members to write down any other considerations that should be considered in the EIA beyond what was described on the other boards.

Feedback:

- For the next EA meeting, youth should be encouraged and specifically invited to attend.
- Magill Creek is also named Young Lady Creek. It's important for fishing and hunting (there's lots of geese, ducks and moose in the area). Less ducks are seen now but geese are about the same in numbers. There are less mallards and ring-necked ducks are present in about the same numbers as mallards.
- One hunter indicated the species he most commonly hunts are geese, moose and caribou. A few other people also hunt caribou. Ice/snow weather conditions make it dangerous to be on the land in the spring – there's a small window of time when he and others can get out on the land. He also expressed an interest about the groundwater conditions associated with one of the local existing roads. As there is only one culvert, the current is stronger in the spring and there are problems with water overtopping the road in the spring flooding and heavy fall rains. In response, MI indicated that surface

water and groundwater conditions are considered for the culverts required for the P6 ASR.

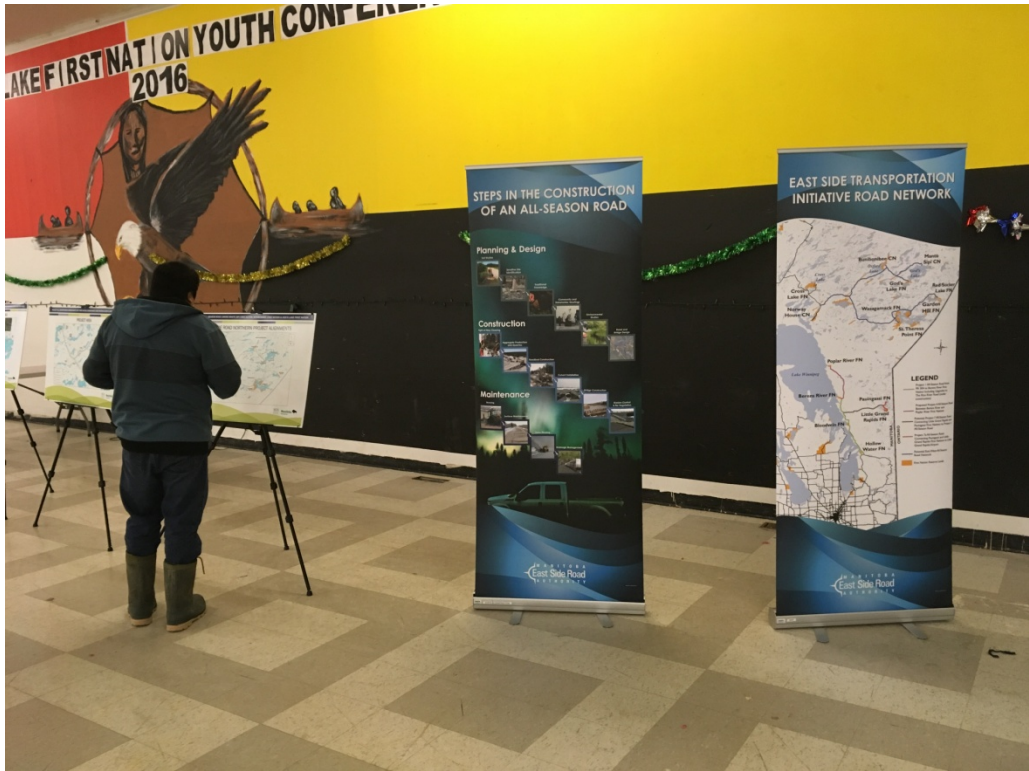
- For comments written on the Poster Boards by community members refer to the attached photos.

Attachments:

- Photos (including comments from community members on poster boards)

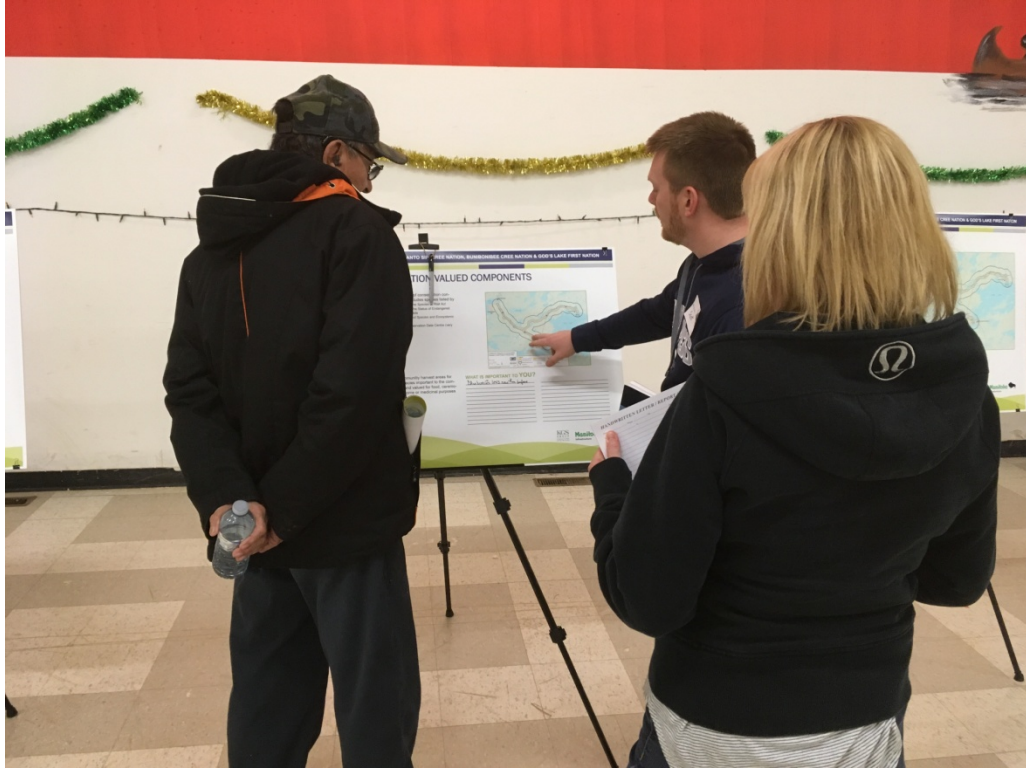
Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.









**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
God's Lake Narrows Northern Affairs Community
Round 4 Community Meeting**

Date: December 9, 2016

Time: 4:30 p.m. – 6:30 p.m.

Location: God's Lake Narrows Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Elmer Thiessen, Scott Johnstone, Bonita Lavalee,
Gord Chamberlain

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Joro Consultants
Blair McMahon

God's Lake Narrows Community Attendees
Lorraine Watt, Raymond Trout, Marie Bland, Madeline Bland,
Jeremy Bland, Kelly Burton, Patti Burton, Tessa Brightnose, Gary
Trout, Beverley Nozz

Summary:

MI held a community meeting in God's Lake Narrows Northern Affairs Community (NAC) on Friday December 9, 2016 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 4) was to provide information to community members regarding the P6 ASR project, review the alignment options which have been considered and to solicit input from members about what is important to consider in the EA process. As outlined below, MI and its consultants made a presentation regarding the Project which was followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Attendees:

Ten local residents signed the sign-in sheet for the community meeting, in addition there were two young children in attendance.

MI provided its newsletter, and a figure showing the steps to select, design and construct an ASR to attendees. Coffee, bottled water, fruit, fruit juices, sandwiches and dessert were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and announced on the local radio. Stewart Hill coordinated the meeting with Marie Bland in the community.

MI Presentation:

The community meeting began at approximately 5:00 p.m. Stewart Hill provided translation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of engagement that will be conducted as part of the EA process and regulatory approvals required. The PowerPoint presentation provided the following:

- An overview of the ESTI including the status of Project 1 – ASR from Provincial Road 304 to Berens River FN, Project 4 – ASR connecting Berens River to Poplar River FN, and Project 7a – Pauingassi and Little Grand Rapids FNs connection to Little Grand Rapids Airport.
- Steps to Select, Design & Construct and ASR.
- Maps of the P6 ASR alignment.
- A description of P6 including route alignment changes and the two major water crossings.
- What is an Environmental Impact Assessment (EIA). Inputs into the EIA process and the importance of community engagement was described.
- An overview of prior discussions held with the community of God's Lake Narrows.
- An overview of baseline data required for the EA including Traditional Knowledge (TK) and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat).
- Valued Components (VCs) selected for wildlife, vegetation, aquatics and culture.
- The proposed P6 schedule and next steps including two additional rounds of consultation with communities for the EIA.

Comments and Questions:

A summary of the questions and comments from the community following the presentation, one-on-one discussions and the responses from MI and its consultants are provided as follows:

- 1) Will there be construction this winter?

There will be 4.6 km of exploratory pre-construction clearing (10 m path) this winter.

Poster Boards:

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer any questions. The boards showed maps of the P6 route alignment and maps/aerial photos of the two major water crossings which require bridges. Boards also outlined baseline studies conducted to date, and VC's for wildlife, vegetation, aquatics, heritage, culture and the socio-economic environments. For each VC, the boards provided for community members to write directly on the board to

provide more specific information on features that should be considered in the EIA. The final board provided space for community members to write down any other considerations that should be considered in the EIA beyond what was described on the other boards.

Feedback:

- A hunter on Elk Island indicated that Touchwood Lake is important for moose as is Knife Lake. A lot of moose hunting occurs at Bayly Lake and Fishing Eagle. The hunter hunts moose along God's Lake.
- Opening up the road will increase fishing and could increase the risk to introduce Zebra Mussels into God's Lake.
- The young people will have a hard time/hard life as they will not have the land knowledge to survive. The Elders will be gone by the time the road comes through.
- Safety has to be a consideration – the road should be built well to avoid accidents (collisions).
- There should be more youth involvement. There should be other means of engagement and feedback.
- Would like to see a permanent road between Oxford House, God's Lake Narrows, God's River and the Island Lake communities first. This would provide easier, safer and earlier access to these neighbouring communities. Complete the remainder of the East Side road up to Oxford House after "we" have intercommunity access.
- The Project will provide much needed employment for our local and neighbouring Community (Island Lake) people. This would make our lives easier and safer.

Attachments:

- Comment Sheets returned
- Photos

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

YOUR FEEDBACK

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation is important to us. What is important to you? Do you have any comments, ideas, or information you would like Manitoba Infrastructure to consider?

Madeline Bland Comments: Dec. 9/16

- The Young people will have a hard time/hard life as they will not have the land knowledge to survive - The Elders will be gone by the time the road comes through
- They do not have the survival knowledge of the land.
- Safety has to be a consideration - the road should be built good to avoid accidents - to avoid collisions.
- There should be more Youth involvement - there should be other means of engagement, and feedback.

Please provide your name and contact information so we can contact you?

Name: _____

Contact information (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

PLEASE CONTACT:
Manitoba Infrastructure
1-866-356-6355



Comments from God's Lake Narrows NAC Elder
- provided at Dec 9, 2016 Community Meeting (Round 4)

Ever since the very beginning on talks of the Eastside all season road I have had an idea that has resonated in my head.

Today I would like to voice my idea regarding the development of this project. Yes I know there are both pros and cons with this development but my concern is somewhat different.

As a member of a small northern reserve community,

We all have family and friends in neighbouring communities just as people in southern communities do. Even though the distance between our small communities may not be very far apart geographically, they are "extreme" distances to travel when it comes to physically and financially crossing those same distances.

We often have reasons such as family weddings, funerals, traditional ceremonies, illnesses or interschool sporting activities to travel to other neighbouring communities. It is very disappointing for the children to form sporting teams and then not be able to face any other community team for a game. However due to very costly airfares, large bodies of rough water to cross, or in the winter extremely cold weather to face when crossing frozen lakes by skidoo, can be very dangerous. Winter road access is available, at the most two months a year. The high rate of unemployment has many families relying on Social Assistance and this does not provide sufficient funds for families to travel by any means to other communities in times of need. For all the reasons mentioned, we are often unable to attend various important functions.

This is where my idea arises.

Would it be possible once all bush clearing is complete to have the permanent road built between Oxford House, God's Lake Narrows, God's River and the Island Lake communities first, before the remainder of the road is completed all the way to these other communities. This would provide much easier, safer and earlier access to these neighbouring communities. Join our communities by road at the present time and complete the remainder of the Eastside road up to Oxford House after we have intercommunity access.

This is just my "food for thought" that I wanted to share with my Community leaders and official Eastside road planners and developers.

This would also provide much needed employment for our local and neighbouring Community people.

This could make our lives much easier and safer.







Appendix 5-4: Round 5 IPEP Community Meeting Summaries

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Bunibonibee Cree Nation
Round 5 Community Meeting**

Date: March 15, 2017

Time: 12:00 p.m. – 3:00 p.m.

Location: Bunibonibee Cree Nation (Oxford House) Elementary School

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Elmer Thiessen, Gord Chamberlain, Edwin Mitchell

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Bunibonibee Cree Nation Community Attendees
Ross Colon, Marion Wood, Jeremy Wood, Clinton Weenusk, Rose Sinclair, Jennifer Weenusk, Nora Chubb, Neal Bradburn, William Grieves, Horace Crane (local coordinator), Alpheus Hart (Interpreter), James Wood, Mary Hart, Robert Weenusk, Clarence Hart, Eugene Munroe, Ethan Wood, Howard McKay, Callie Spence, Lloyd Spence, Donald Hart, Roy Weenusk, Chris Chubb, Valerie Muskego, Richard Robinson, Renelda Munroe, Barbara Stinson, Fran Wood, Herman Chubb

Summary:

MI held a community meeting in Bunibonibee Cree Nation (CN) on Wednesday, March 15, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi CN, Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 5) was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 engagement meetings with the communities, and to discuss potential effects and share possible mitigation measures. In addition, the Round 5 engagement meeting was intended to get feedback from the community as to what they value so that these can be considered in the EA and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions during the presentation. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Attendees:

Twenty-nine local residents signed the sign-in sheet for the community meeting including the local community coordinator for the project. In addition a mechanic from Winnipeg (Ross Quirie) who was in the community at the time of the presentation attended the meeting.

MI provided its newsletter, a comment sheet and a handout which provided an overview of the Traditional Knowledge (TK) studies conducted for the project to attendees. Coffee, bottled water, fruit, fruit juices, vegetables and dip, chicken, pizza and french fries were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and was announced on the local radio station. Stewart Hill coordinated the meeting with Horace Crane in the community.

MI Presentation:

The presentation began at approximately 1:15 p.m. following the lunch provided. Alpheus Hart, an Elder from the community, provided translation. After introductions of the MI and consultant team members, Mi and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- Maps of the P6 ASR alignment.
- A description of P6 ASR including the two major water crossings, and the 52 minor crossings or drainage equalization culverts required for the project.
- A summary of prior community discussions with the Bunibonibee CN. This included community meetings, the dates for the TK studies, workshops and interviews along with past discussions that resulted in changes to the potential route to avoid sensitive areas based on community input.
- The purpose of the December 8, 2016 Round 4 engagement meeting with the community, held specifically for the EA, was provided. A summary of what MI heard from the communities in the Round 4 meetings was also presented.
- A description of what an EA is. Inputs into the EA process and the importance of community engagement was described. An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat) was provided. The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- How to address possible effects from the project through mitigation including avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) on Valued Components and mitigation ideas to minimize potential effects of the project were also presented. Slides were presented for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were displayed as poster boards at the community meeting. The poster boards also included a column where community members could write additional possible changes or mitigation ideas.
- The proposed P6 schedule and next steps including one additional round of consultation in the summer with communities for the EA.

Comments and Questions:

A summary of the questions and comments from the community after the presentation are provided as follows:

- 1) A community member asked about what data MI had in terms of traplines crossed by the road.

MI has obtained data on registered traplines crossed by the ASR from Manitoba Sustainable Development.

- 2) Is work being conducted now?

Exploratory clearing is being conducted now as it's needed prior to construction. However, construction of the ASR cannot begin until the environmental licenses are received from the provincial and federal governments.

- 3) A community member asked why MI was engaging with the Manitoba Metis Federation (MMF).

The Canadian Environmental Assessment Agency (CEAA) considers the MMF an Aboriginal group and MI is required to engage with Aboriginal groups who may have an interest in the project. In addition, MI is required to engage with the general public regarding the project.

- 4) How are vegetation studies conducted?

Aerial surveys are conducted in the study area and along the road alignment. In terms of vegetation, habitat classifications in the area are looked at and fieldwork is set up to go to each habitat type recording all species found along the alignment. Each baseline study (TK, wildlife, vegetation, heritage, aquatics) follows its own protocol. It was noted that community members assisted in the baseline studies for the project.

- 5) Will Chief and Council be given copies of the baseline study reports, and will they be available to community members?

Reports will be provided to Chief and Council, and should be made available to the community. MI will ask Chief and Council if they can give copies of the reports to the school.

- 6) When will we get the road?

MI is currently completing the EA for the project. The EIS report will be submitted to Manitoba Sustainable Development and the Canadian Environmental Assessment Agency later this year. Once approvals are obtained, construction can begin. Construction is expected to occur after 2020.

- 7) Will the culverts that are being installed rust and affect fish?

Culverts will be galvanized steel. They will be designed according to the Manitoba Stream Crossing Guidelines. They'll be embedded and allow for fish passage.

- 8) How will the culverts affect beavers?

The maintenance program for the ASR includes removing obstructions such as beaver dams and maintaining drainage.

- 9) Why does it take so long to get approvals to construct the ASR? The approvals for the Manitoba Hydro line that services the community in the late 1990s was much faster.

EAs in the 1990s were done under less stringent environmental legislation than occurs today. The approvals process is more thorough and takes much longer.

- 10) Will finding diamonds in the area speed up the ASR?

MI doesn't have information to answer the question.

- 11) Why can't the ASR be built along the transmission line?

ASR routing requirements in terms of terrain are very different from transmission lines.

Poster Boards:

MI displayed boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer questions. The poster boards showed maps of the ASR projects in the northern study area, the P6 route alignment and a map/aerial photos of the two major water crossings. Poster boards provided a summary of what MI heard from the communities in the Round 4 engagement meetings for the project. A poster board also described inputs into the EA process and the importance of community engagement including an overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). In addition, a graphic was provided showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

A series of boards identified possible changes (effects) and mitigation ideas for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for community members to write down any other mitigation ideas that should be considered in the EA beyond what was described on the boards. No additional feedback was provided on the boards.

Feedback:

- Make copies of the PowerPoint presentation available at the community meeting. The lighting in the school made it difficult to see the slides. A microphone might also be helpful for Elders that are hearing impaired. Reports should be shared with others in the community after Chief and Council. In response to a request from Marion Wood a copy of the Round 4 (December 8, 2016) and Round 5 (March 15, 2017) presentations along with a blank comment sheet were emailed by Shaun Moffatt (KGS Group) to Marion on March 16, 2017.
- Following the presentation, a community member asked about fuel spills on ice roads. In response, it was indicated that mitigation measures will be in place to prevent spills.

Additional care and precautions are taken around water. In the event of a spill, procedures are in place to ensure the spill is cleaned up.

- On a comment sheet, it was questioned whether there is an opportunity to dedicate memorials on the road such as the bridges.

Attachments:

- Comment Sheets returned
- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos. Additional verbal confirmation was obtained at the start of the meeting for approval to use photos in future presentations and as part of the EA.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

YOUR FEEDBACK

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation is important to us. What is important to you? Do you have any comments, ideas, or information you would like Manitoba Infrastructure to consider?

- Copies of all slides made available
- proper lighting for viewing slides
- use of microphone - hearing impaired Elders
- sharing of reports with others after C & C

*

Send
copies of slides
to

<Personal Information Removed>

Please provide your name and contact information so we can contact you?

Name: _____

Contact information (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

PLEASE CONTACT:
Manitoba Infrastructure
Highway Planning and Design
1420-215 Garry Street, Winnipeg, MB R3C 3P3

Phone: 1-204-391-1682
Toll Free: 1-886-356-6355
Fax number: 1-204-945-0593



YOUR FEEDBACK

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation is important to us. What is important to you? Do you have any comments, ideas, or information you would like Manitoba Infrastructure to consider?

Is there an opportunity to dedicate memorials on the road such as bridges? Rosemary's uncle John Sinclair spent his life maintaining the winter road. He has since passed on but would be nice to acknowledge him somewhere on the road with his name.

Please provide your name and contact information so we can contact you?

Name: *Rosemary Sinclair (Recorded by Stewart Hill)*

Contact information (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

PLEASE CONTACT:
Manitoba Infrastructure
Highway Planning and Design
1420-215 Garry Street, Winnipeg, MB R3C 3P3

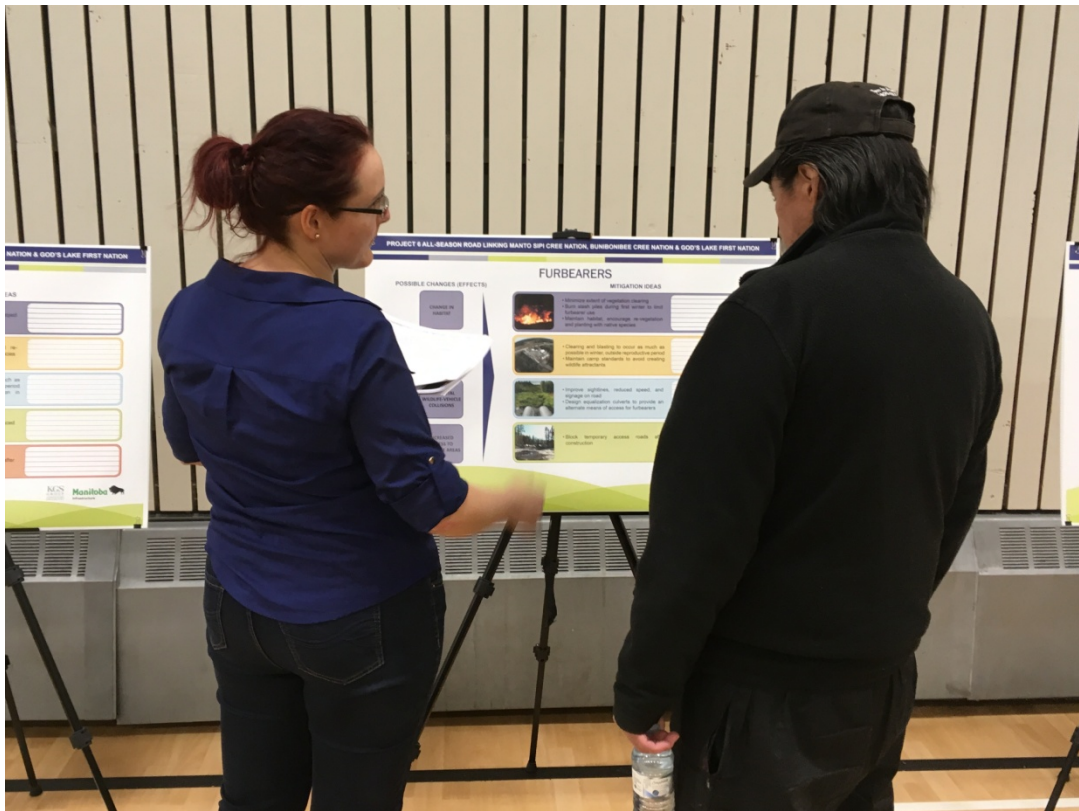
Phone: 1-204-391-1682
Toll Free: 1-886-356-6355
Fax number: 1-204-945-0593













**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
God's Lake First Nation
Round 5 Community Meeting**

Date: March 24, 2017

Time: 12:00 p.m. – 3:00 p.m.

Location: God's Lake First Nation Youth Centre

In Attendance: Manitoba Infrastructure (MI) Project Team
Kimber Osiowy, Jaime Smith, Elmer Thiessen, Gord Chamberlain,
Edwin Mitchell

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Attendees

Joseph Hastings, Howard Okemow, Rosabell Ross, Bruce Trout, Adelaide Andrews, Dylia Bee, Gordon Andrews, Stan Okemow, Mary C. Okemow, Doug Hastings, Sidney Duck, Doreen Captain, Mary E. Okemow, Maggie Halcrow, Joseph Trout, Madeline Trout, Larry Spence, Nancy Spence, Wayne Dorion, Michelle Nasee, Kaitlin Wood and Larry Andrews

Summary:

MI held a community meeting in God's Lake First Nation (FN) on Friday, March 24, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake FN. The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 5) was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 engagement meetings with the communities, and to discuss potential effects and share possible mitigation measures. In addition, the Round 5 engagement meeting was intended to get feedback from the community as to what they value so that these can be considered in the EA and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions during the presentation. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Attendees:

Twenty-three local residents signed the sign-in sheet for the community meeting.

MI provided its newsletter, a comment sheet and a handout which provided an overview of the Traditional Knowledge (TK) studies conducted for the project to attendees. Coffee, bottled water, fruit, fruit juices, vegetables and dip, soup and sandwiches were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and was announced on the local radio station. Stewart Hill coordinated the meeting with Morley Duck in the community.

MI Presentation:

The presentation began at approximately 1:30 p.m. following the lunch provided. Stewart Hill, a member of the consultant team for MI, provided translation. After introductions of the MI and consultant team members, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- Maps of the P6 ASR alignment.
- A description of P6 ASR including the two major water crossings, and the 52 minor crossings or drainage equalization culverts required for the project.
- A summary of prior community discussions with the God's Lake FN. This included community meetings, the dates for the TK studies, workshops and interviews along with past discussions that resulted in changes to the potential route to avoid sensitive areas based on community input.
- The purpose of the December 9, 2016 Round 4 engagement meeting with the community, held specifically for the EA, was provided. A summary of what MI heard from the communities in the Round 4 meetings was also presented.
- A description of what an EA is. Inputs into the EA process and the importance of community engagement was described. An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat) was provided. The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- How to address possible effects from the project through mitigation including avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) on Valued Components and mitigation ideas to minimize potential effects of the project were also presented. Slides were presented for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included a column where community members could write additional mitigation ideas.
- The proposed P6 schedule and next steps including one additional round of consultation in the summer with communities for the EA.

Comments and Questions:

There were no questions after the presentation, however, members provided comments and asked questions of MI representatives at the poster boards (see feedback below).

Poster Boards:

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer questions. The poster boards showed maps of the ASR projects in the northern study area, the P6 route alignment and a map/aerial photos of the two major water crossings. Poster boards provided a summary of what MI heard from the communities in the Round 4 engagement meetings for the project. A poster board also described inputs into the EA process and the importance of community engagement including an overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). In addition, a graphic was provided showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

A series of boards identified possible changes (effects) and mitigation ideas for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for community members to write down any other mitigation ideas that should be considered in the EA beyond what was described on the boards. The only feedback provided on the boards was an elder sketching a possible alignment alteration to avoid his Trapline (see comment sheet and board photograph).

Feedback:

- One member noted that the moose population in the area seems to be declining and thought it might be because of clearing in the area.
- Another member indicated that the road won't affect animals as they will return once construction is completed. In addition, the road may attract animals.
- MI should involve the youth of the community for input into the project and what to expect in the future.
- An elder expressed interest in a small portion of the ASR which crosses through his trapline. His preference would be to move the alignment (see photograph of sketch on storyboard). The member, on a comment sheet, expressed interest in how the ASR may affect his trapline.
- A former Chief and former councillor from the FN stated that he was not concerned how the ASR will affect wildlife, heritage resources or the general environment to any great extent. However, he is concerned about how the ASR will affect the community once it is constructed. Concerns include alcohol and drugs coming into the community, as well as new businesses such as American fishing camps using the community's resources without providing economic benefit in return.

Attachments:

- Comment Sheets returned
- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos. Additional verbal confirmation was obtained at the start of the meeting for approval to use photos in future presentations and as part of the EA.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

YOUR FEEDBACK

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation is important to us. What is important to you? Do you have any comments, ideas, or information you would like Manitoba Infrastructure to consider?

Joseph Hastings's licence #?
phi 71 <Personal Information Removed> Elder / trapper (retired)

- Concerned about frequency placement and how it will affect this trapper.
- Family is taking over displacement.
- Resident of God's Lake First Nation

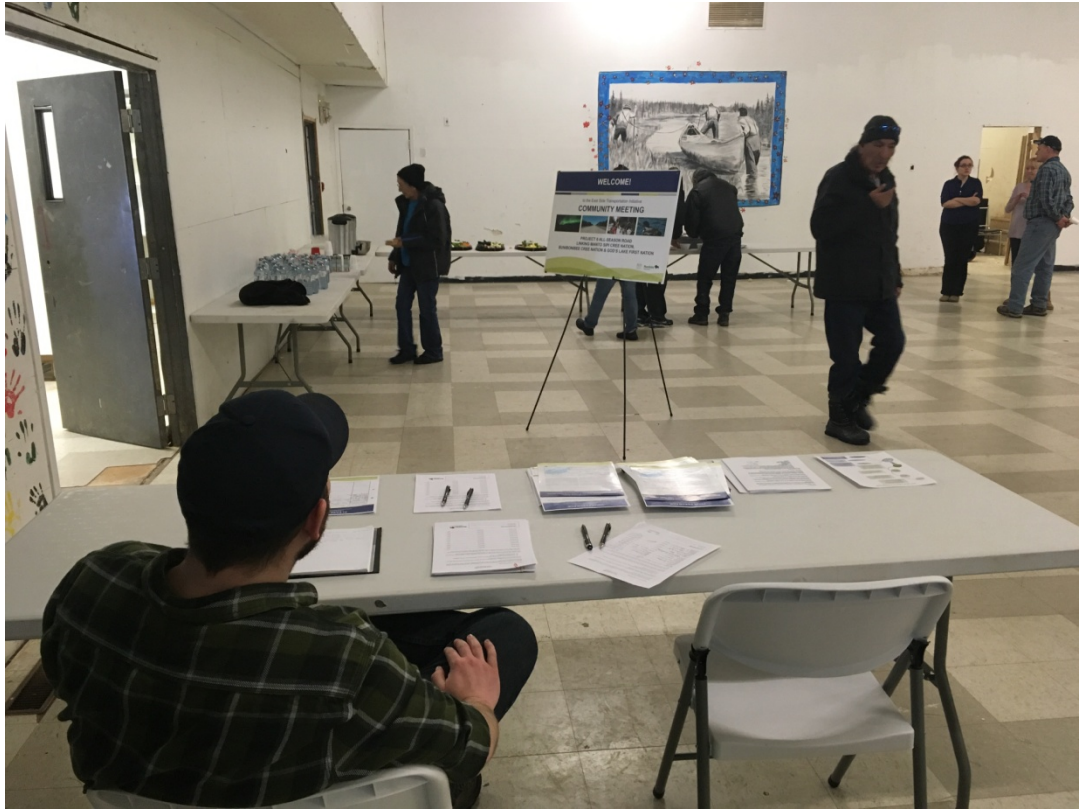
Please provide your name and contact information so we can contact you?

Name: Joseph Hastings
Contact information (email / phone number): <Personal Information Removed>

If you have any further questions or comments, please do not hesitate to contact us:

PLEASE CONTACT:
Manitoba Infrastructure
Highway Planning and Design
1420-215 Garry Street, Winnipeg, MB R3C 3P3
Phone: 1-204-391-1682
Toll Free: 1-886-356-6355
Fax number: 1-204-945-0593

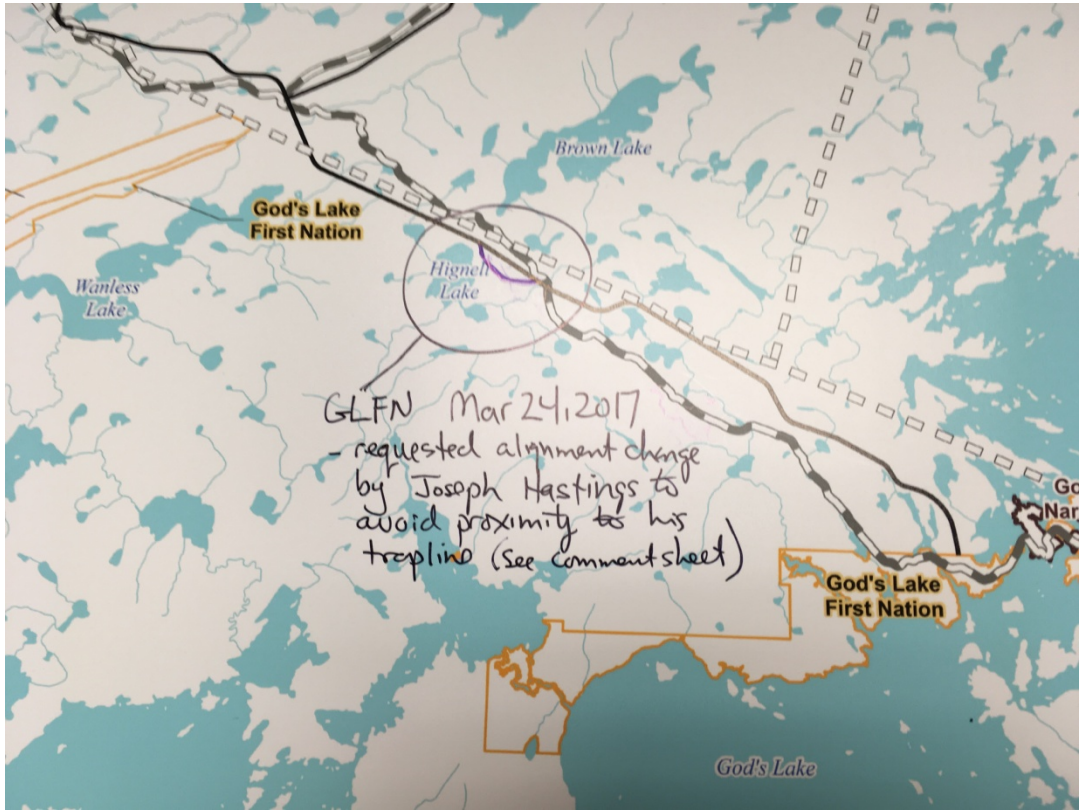












**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
God's Lake Narrows Northern Affairs Community
Round 5 Community Meeting**

Date: March 24, 2017

Time: 4:30 p.m. – 6:30 p.m.

Location: God's Lake Narrows Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Kimber Osiowy, Jaime Smith, Elmer Thiessen, Gord Chamberlain,
Edwin Mitchell

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

God's Lake Narrows Community Attendees
Raymond Trout, Madeline Bland, Marie Bland, Marigold Healey

Summary:

MI held a community meeting in God's Lake Narrows Northern Affairs Community (NAC) on Friday March 24, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 5) was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 engagement meetings with the communities, and to discuss potential effects and share possible mitigation measures. In addition, the Round 5 engagement meeting was intended to get feedback from the community as to what they value so that these can be considered in the EA and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions during the presentation. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Attendees:

Although only two people signed the sign-in sheet, there were four local residents in attendance for the community meeting, which included the translator from the community and the local community coordinator.

MI provided its newsletter, a comment sheet and a handout which provided an overview of the Traditional Knowledge (TK) studies conducted for the project to attendees. Coffee, tea, bottled water, fruit, fruit juices, vegetables and dip, sandwiches and desserts were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and was announced on the local radio station. Stewart Hill coordinated the meeting with Marie Bland in the community.

MI Presentation:

The community meeting began at approximately 5:20 p.m. Raymond Trout, a member of the community, provided translation. After introductions of the MI and consultant team members, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- Maps of the P6 ASR alignment.
- A description of P6 ASR including the two major water crossings, and the 52 minor crossings or drainage equalization culverts required for the project.
- A summary of prior community discussions with the God's Lake Narrows NAC. This included community meetings, the dates for the TK studies, workshops and interviews along with past discussions that resulted in changes to the potential route to avoid sensitive areas based on community input.
- The purpose of the December 9, 2016 Round 4 engagement meeting with the community, held specifically for the EA, was provided. A summary of what MI heard from the communities in the Round 4 meetings was also presented.
- A description of what an EA is. Inputs into the EA process and the importance of community engagement was described. An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat) was provided. The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- How to address possible effects from the project through mitigation including avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) on Valued Components and mitigation ideas to minimize potential effects of the project were also presented. Slides were presented for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included a column where community members could write additional mitigation ideas.
- The proposed P6 schedule and next steps including one additional round of consultation in the summer with communities for the EA.

Comments and Questions:

A summary of the questions and comments from the community during the presentation are provided as follows:

- 1) Interest in the ASR crossing of registered traplines.

Traplines will be respected during clearing and construction. In addition, access will be maintained to traplines and trails during construction, and trail crossings will be designed to maintain trapper access and trails.

- 2) Interest in flooding at creek crossings.

Culverts will be installed in the creek crossings to allow water flow. In addition, the culverts will be periodically cleaned out as part of the maintenance program for the ASR to prevent flooding.

- 3) A community member questioned the lack of attendance at the meeting. Another member indicated that as the winter road will be closed soon, members have left to buy supplies. It was noted that the community meeting was advertised.

MI asked whether the June/July timeframe would be good timing for the Round 6 meeting. In response, a community member indicated it would be.

- 4) How will the road be constructed?

The final design is not complete but the typical design is a base consisting of large rocks with rock of decreasing size in each layer laid on top to a gravel surface.

- 5) Can the road be paved?

Paving the ASR is too costly.

Poster Boards:

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer questions. The poster boards showed maps of the ASR projects in the northern study area, the P6 route alignment and a map/aerial photos of the two major water crossings. Poster boards provided a summary of what MI heard from the communities in the Round 4 engagement meetings for the project. A poster board also described inputs into the EIA process and the importance of community engagement including an overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). In addition, a graphic was provided showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

A series of boards identified possible changes (effects) and mitigation ideas for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for community members to write down any other mitigation ideas that should be considered in the EIA beyond what was described on the boards. No additional feedback was provided on the boards.

Feedback:

- A community member indicated that animals get used to changes, and adapt to noise and people. It was noted that animals returned to the area where the airport is located after construction. Beavers are building dams at the end of the airstrip and the airplanes don't seem to bother them. There are also foxes in the vicinity of the airport and the noise doesn't seem to bother them either.
- It was stated that cranes nest on the east end of God's Lake annually so this area should be avoided during nesting season.
- The work being done as part of the EA for the P6 project seems to be thorough. Photos of other east side ASR projects look "beautiful".
- A community member noted that issues raised by God's Lake FN are similar to those that God's Lake Narrows NAC have.

Attachments:

- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos. Additional verbal confirmation was obtained at the start of the meeting for approval to use photos in future presentations and as part of the EA.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.





Appendix 5-5: Round 6 IPEP Community Meeting Summaries

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Manto Sipi Cree Nation
Round 6 Community Meeting**

Date: February 22, 2018
Time: 12:00 – 3:00 p.m.
Location: Manto Sipi Cree Nation Community Hall
In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Gord Chamberlain, Edwin Mitchell

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Manto Sipi Cree Nation Attendees

James McKay, Cooper Okemow, Angela Ross, Gordon Kirkness,
Melvin McKay, Glen Bradburn, Barty Yellowback, Philip Okemow,
Tetrick Ross, Loriena Yellowback-Trapp, Serena Okemow, Wayne
Okemaw, Oliver Okemow, Larry Okemow, Desmond Okemow,
Esola Okemow, Jennifer Spence, William Kirkness, Sarah
Okemow, Tina Yellowback, Jillian Yellowback

Summary:

MI held a community meeting in Manto Sipi Cree Nation on Thursday, February 22, 2018 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 and 5 engagement meeting with the community and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions following the presentation.

Poster boards and maps describing the proposed P6 project, community engagement prior and during the EA process, what we heard and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Attendees:

A total of 21 local residents signed the sign-in sheet for the community meeting. MI provided its newsletter, a comment sheet and MI's presentation to attendees. Bottled water, fruit juices, fruit, vegetables and dip, sandwiches, soup and crackers were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station throughout the day for several days prior to the meeting. Stewart Hill coordinated the meeting with Councillor Moses Okimaw.

MI Presentation:

Following lunch, the community meeting began at approximately 1:00 p.m. Stewart Hill (KGS Group) provided translation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of consultation which will be conducted as part of the EA process and regulatory approvals required.

The PowerPoint presentation provided the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment in the vicinity of Manto Sipi Cree Nation.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of the purpose and what was heard from Manto Sipi Cree Nation in the Round 4 and 5 EA meeting.
- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project following the presentation are provided as follows:

- 1) A community member indicated that he wanted to talk to Chief and Council before providing comments on the alignment options in the vicinity of Manto Sipi Cree Nation.

MI indicated that they have discussed the route alignment options with Chief and Council. A fly-over of the four options was conducted with representatives from MI, Manto Sipi Cree Nation, and Sigfusson Northern Ltd. MI has shared their preferred route with Chief and Council and is awaiting a response. Of the four alignment options, MI prefers Option 3, the option south of the winter road and north of the option that Chief and Council had reservations about (Option 4). The original alignment followed just north of the winter road in an area where the terrain isn't good for construction of an all-season road. If either of the two northern alignment options are selected, an access road will need to be constructed to the south and a quarry developed near the southern alignment options to produce the aggregate material needed to build the road.

- 2) MI noted that government funding is needed for final design and construction of the all-season road. Completing the EA has caused some confusion with the communities thinking the all-season road is guaranteed, however, there is no certainty that the all-season road will be built. MI is completing the EA as the process was already started by ESRA and the field studies have been completed. Additionally obtaining environmental approvals will allow the Project to proceed in the future as funding becomes available.
- 3) What are the advantages and disadvantages of building the all-season road?

Benefits include linking the communities to provided better access among the communities. This may provide additional services and resources as a result of the increased population base. Disadvantages would be potential environmental effects which will be minimized through Project design and mitigation measures.

- 4) An elder commented that a meeting was held to discuss the all-season road and indicated that there is a gap between elders and the youth related to the importance of the land (i.e., the youth don't have enough knowledge to make decisions).

MI indicated that the community youth have been invited to be part of the process. Direction from the community as to how to get the youth more involved is important.

- 5) When ESRA was in place, how much of this process was completed? Who will keep the studies and EA so the Project can proceed once funding is available? What approvals are required?

The baseline studies were mainly completed and the EA process had already been started by ESRA. Rather than cancelling the project and having to redo these in the future it was decided to complete the EA and submit the (EIS) report to the federal and provincial governments for environmental approvals. MI has copies of the baseline studies and is in the process of drafting the Environmental Impact Statement. Completed chapters have been provided to the communities, and a copy of the EIS report will be sent to Chief and Council when MI submits the document to Manitoba and Canada. The

TK studies won't be submitted to regulatory authorities as they are confidential and the property of the communities. Parts of the EA may need to be updated prior to beginning construction depending on when it begins. Approvals are needed from Manitoba Sustainable Development under The Environment Act and the federal government under the Canadian Environmental Assessment Act 2012.

- 6) An elder asked who will have control over access to resources in the area when they are eventually connected to the provincial road network. The community would like to receive benefits from the Project. Could the contract be sole sourced to the community?

The East Side Traditional Lands Planning and Special Protected Areas Act enables Indigenous communities to prepare land use plans that state how resources in their traditional territories can be used in the southern East Side Lake Winnipeg (ESLW) area (including Poplar River, Pauingassi, Little Grand Rapids, Bloodvein River First Nations). MSCN could look into getting the Act amended so it applies to the northern ESLW area and develop a land use plan that would give the community more control over resource use in their traditional territory. In terms of benefits, MI typically requires a minimum of 10% of each contract value to go to the local Indigenous community either through jobs, supplies, and/or services. The percentage may increase or decrease depending on the capacity of the community. Manto Sipi Cree Nation will have equal opportunity to bid on construction contracts associated with the Project; they will not be given preferential treatment such as sole source contracts.

- 7) Why was exploratory clearing stopped where it was?

In response, MI indicated that it was stopped at the God's Lake First Nation Registered Trapline District boundary as God's Lake First Nation has the first right of refusal in this area.

- 8) Will the all-season road affect water and land?

MI will take steps to ensure that there are no significant effects on fish or water quality. Culverts will be installed to ensure that drainage patterns don't change. In terms of land, MI will clear a 60 m wide area which is very small especially relative to areas shown in the maps on the poster boards and in the handout.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

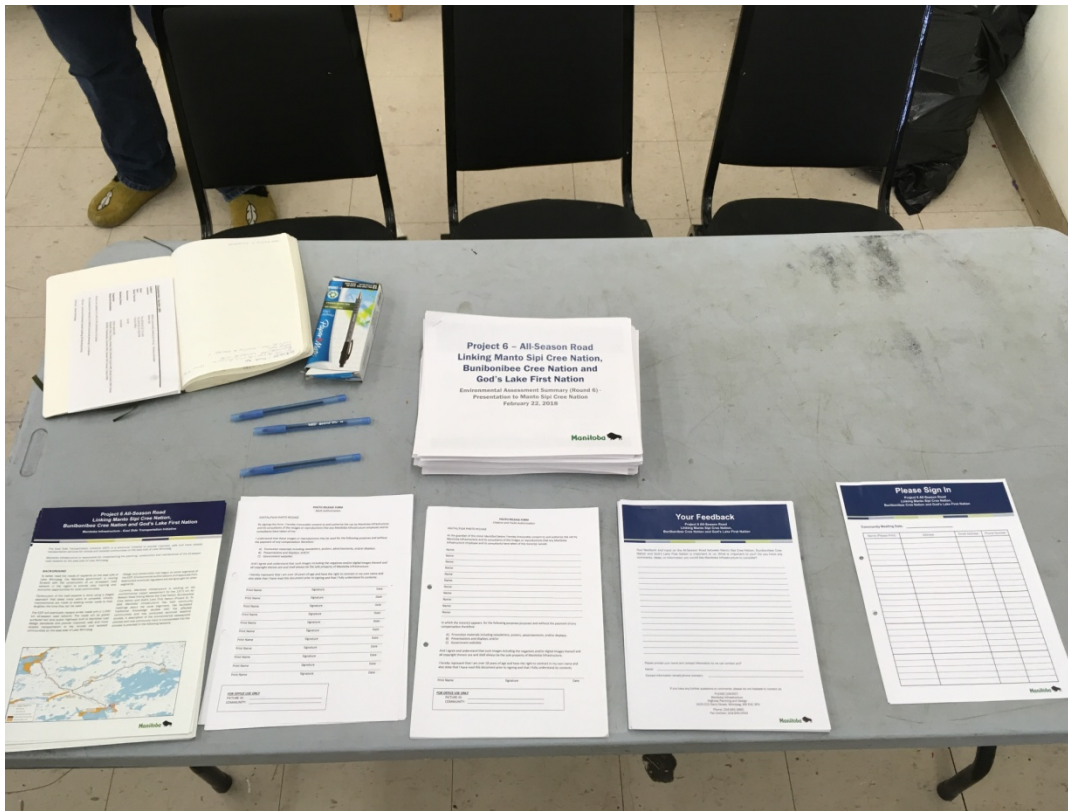
In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for

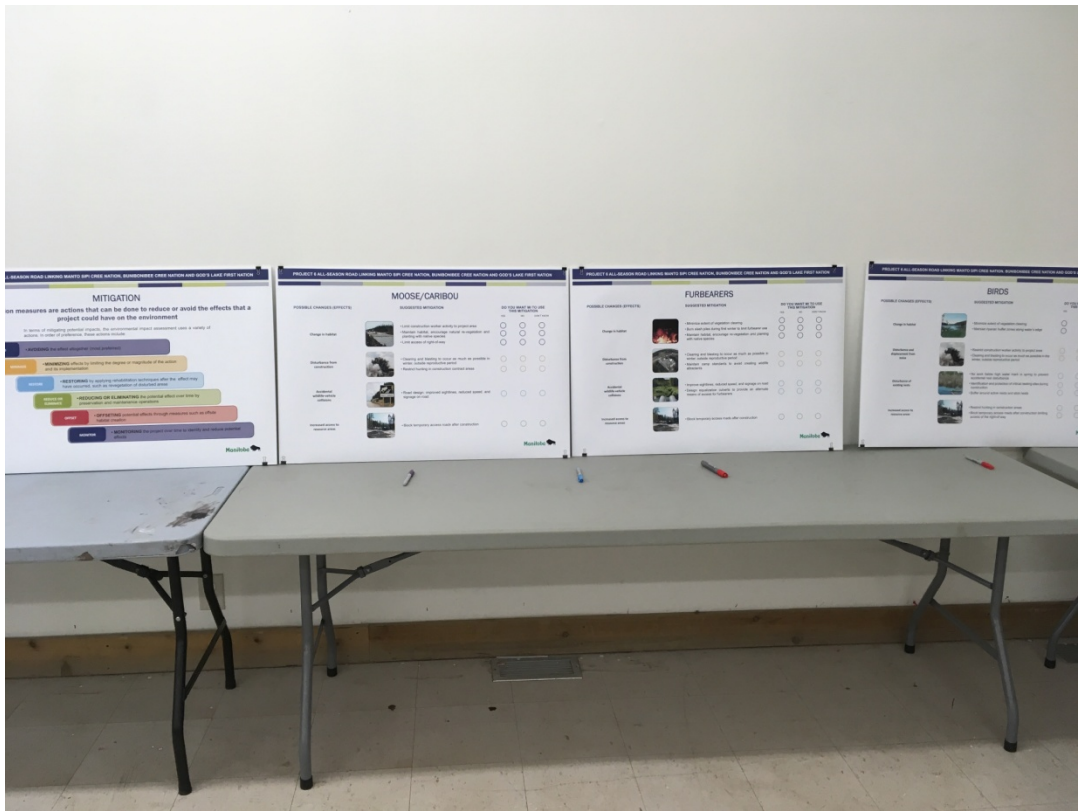
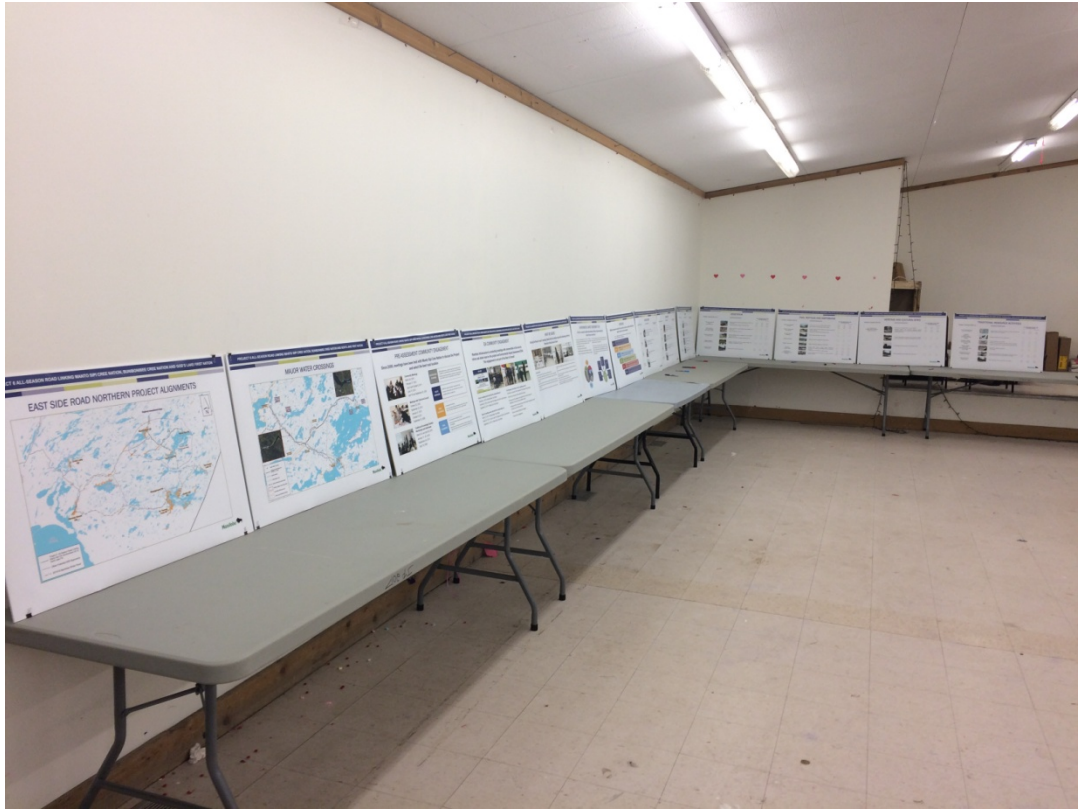
moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

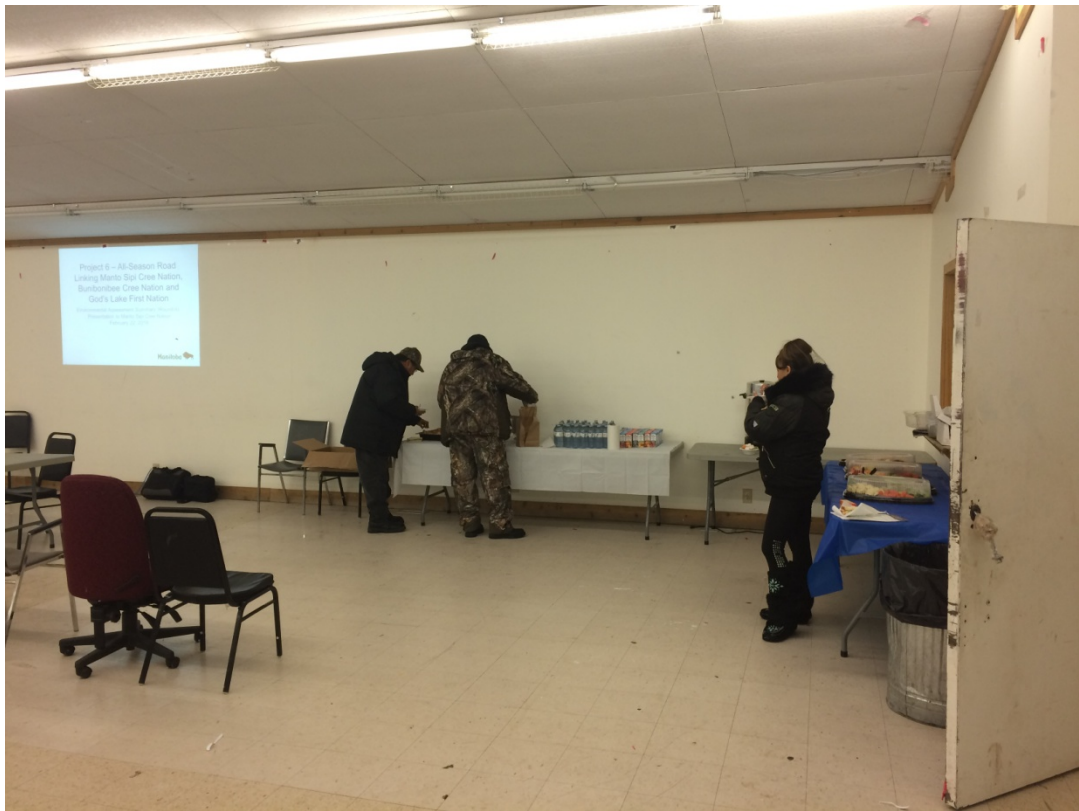
Attachments:

- Photos

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.









**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Bunibonibee Cree Nation
Round 6 Community Meeting**

Date: November 6, 2017

Time: 11:00 a.m. – 3:30 p.m.

Location: Bunibonibee Cree Nation Band Office

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Kimber Osiowy, Gord Chamberlain, Edwin Mitchell,
Kristen Mozel

KGS Group
Shaun Moffatt, Stewart Hill

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Bunibonibee Cree Nation Attendees (at Youth Presentation)
Kincaid Thomas, Wayne Colon, Tylan Weenusk, Payton McKay,
Cher-lynn Grieves, Kaishia Weenusk, Leah Bradburn, Destiny
Crane, Hannah Robinson, Jack Grieves, Lucas Weenusk, Deidre
Spence, Marcy Colon, Rubie Colon, Dawn Colon, Nathan
Weenusk, Keenan Grieves, Connor Sinclair, Kingsley B., Horace
Crane (Coordinator), Alpheus Hart (Interpreter)

Bunibonibee Cree Nation Attendees (at General Presentation)
Richard Robinson, Peter Weenusk, Ross Colon, Sylvia Robinson,
Roxanne Chubb, Larry Weenusk, Fiona Sinclair, Edna Crane,
Kevin Crane, Annette Grieves, Weldon Chubb, Horace Crane
(Coordinator), Elenor Thompson, April Crane, Marion Wood, Lloyd
Crane, Dora Munroe, Valerie Harper, Robert Weenusk, Alpheus
Hart (Interpreter)

Summary:

MI held a community meeting in Bunibonibee Cree Nation on Monday, November 6, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 project, discuss previous meetings, and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and

addressed in project design. In response to comments received during the Round 4 and 5 community meetings to try to get more youth involved in the process a separate presentation was provided specifically to the Grade 12 students from the community.

Manitoba Indigenous Relations made a presentation on the Crown Consultation process and Manitoba's Environmental Assessment process. Additionally the Canadian Environmental Assessment Agency made a presentation about the *Canadian Environmental Assessment Act* 2012 review process that included discussion on how Canada consults with Indigenous peoples. Questions were answered following the presentations.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants following the presentations. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

At the youth presentation there were 18 grade 12 students, two teachers, the local coordinator and the translator, while only 19 people signed the sign-in sheet. At the community presentation there were 20 local residents, including the local coordinator and translator; 19 of these residents signed in.

MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees.

Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, fruit, vegetables and dip, chicken and pizza were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station. Stewart Hill coordinated the meeting with Councillor Horace Crane the Bunibonibee Cree Nation Lands Manager in the community.

MI Presentation:

The youth meeting began with an opening prayer at approximately 11:15 a.m. After introductions of the MI and consultant team members, Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives gave PowerPoint presentations (including two short videos) on the processes for Crown Consultation and regulatory processes for the provincial and federal governments. Following a lunch break Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives repeated these presentations for the community meeting. Alpheus Hart, an Elder from the community, provided

translation. Community members asked a number of questions on the Crown Consultation and regulatory process, as well as questions related to the project. Due to time constraints as a result of the number of questions MI did not show the PowerPoint presentation, choosing to focus on reviewing the poster boards. Hard copies of the presentation were provided to the community as handouts and included the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment in the vicinity of Bunibonibee Cree Nation.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of the purpose and what was heard from Bunibonibee Cree Nation in the Round 4 and Round 5 EA meetings.
- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project during the youth and general presentations are provided as follows.

- 1) What is Environmental Impact Assessment?

We look at and try to understand how the project will interact with and affect the environment (fish, wildlife, vegetation, etc.) and social conditions.

- 2) The winter road construction backs up water causing flooding and affecting vegetation so how will the all-season road affect fish spawning areas and water levels?

Winter roads are located in low lying flat areas that can be easily frozen, whereas all-season roads are located on higher dry ground and bridges or culverts are installed at water crossings. Traditional knowledge studies were conducted to identify and avoid fish

spawning areas. Bridges and culverts will be designed to provide fish passage and maintain flow.

- 3) What is the benefit of a road between the three communities? There are problems due to isolation, such as drugs and alcohol, that will just be compounded by connecting the communities. Bunibonibee Cree Nation wants a road to connect to Thompson so that community members have access to cheaper goods rather than connecting to the other communities.

Connecting the communities will make it easier and less expensive for people to visit family in the other communities. Additionally with the communities connected there is a larger population base to support regional services such as hospitals or landfills. The East Side Road Authority's original plan was centered on building capacity in the community and giving the community based contractors a competitive advantage in procuring construction contracts.

- 4) When will the environmental assessment for Project 5 start? With the change in government Bunibonibee Cree Nation would like government direction changed to start Project 5 sooner.

MI indicated that it's uncertain when a link to PR 373 (P5) will be assessed and constructed as the schedule is dependent on availability of funding. MI's current focus is on obtaining environmental approvals for P6 which links the communities as most of the baseline studies were completed when MI absorbed ESRA projects. The timing of P5 will be decided by the Government of Manitoba. MI indicated that it would relay the community's desire to have the link to PR 373 (P5) to senior officials in MI. The leaders of the community should also reach out to the minister to influence the decision on the next sections of road to be proposed.

- 5) Who is funding the project?

Currently the project is only being funded by the Province.

- 6) Some community members feel that they are not being listened to and that the engagement being done is just a paper exercise. For example when asked, Bunibonibee indicated preference for Project 5 to go towards Cross Lake, where there is an existing bridge. The all-season road to Norway House would require construction of a \$47M bridge at Sea Falls. The corridor selected for the all-season road, however, goes towards Norway House.

Input provided by the communities is incorporated into the alignment selection and included as part of the environmental assessment process.

- 7) What was the previous tree cutting activities done for and why was it done before the assessment was complete?

The previous tree cutting activities were done as part of exploratory clearing. The work was completed to facilitate geotechnical studies to advance the project design and confirm the alignment that would be assessed in the Environmental Impact Assessment.

- 8) When will the assessment be complete and the road constructed?

We will be meeting with God's Lake tomorrow and Manto Sipi in December before we can finish the assessment. It is expected that the Environmental Impact Statement will be submitted to regulators in early 2018 with approvals anticipated by 2019. Construction of the road is anticipated to take approximately 8 years with the start date depending on availability of funding. The Provincial budget for all-season roads on the east side is significantly less than the former ESRA budgets and progression of projects is dependant of funding available.

- 9) Bunibonibee has been meeting with mining companies that are interested in developing in the area and indicate that they can have the road built in 1 year. What if the three communities decided to do a joint venture to build the road?

Mining companies or the joint venture would be required to follow the same environmental approval process for any proposed roads, which would take several years. If the mining company or joint venture wants to fund construction of the Project as it is currently proposed then construction could proceed as soon as approvals are received. If there were major revisions from the current alignment then additional field studies would be required and the assessment would need to be revised and approved by CEAA and MSD.

- 10) Why was so much money spent on constructing the two bridges (Hayes & Laidlaw) when they are not along the P6 alignment?

These two bridges were constructed to extend the winter road season while the all-season roads are being built. While these bridges are not along the P6 alignment they are along the alignment of another section of the East Side Transportation Network so they will be used as part of the future all-season road network.

- 11) Was an Environmental Assessment completed and community consultation done for the Winter Road Bridges (Hayes & Laidlaw)?

Authorization by the Department of Fisheries and Oceans and Transport Canada and provincial permits were acquired to construct the bridges. Consultation would have been a part of those decision-making processes.

- 12) Large rocks (boulders) have been left in the Hayes River under the bridge crossing and community members using the river have damaged their boats. Why have these rocks been left in the river and how can navigation be fixed?

The Hayes River bridge project removed some infill and changed flows within the bridge footprint so the Department of Fisheries and Oceans requested large boulders to be placed randomly within the newly exposed area to increase habitat complexity. The rocks were installed to meet this requirement. The community should have been notified of these rocks and their locations. MI will discuss this with the Department of Fisheries and Oceans and Transport Canada.

- 13) There are 2 large piles of crushed rock at the Hayes River bridge crossing. Why was so much rock stockpiled, what is the purpose for the rock and why is there a company stockpiling before the First Nation has an opportunity to provide materials?

MI Environmental Services Section does not have details on the bridge project but will inquire with MI Winter Roads group. Responses to these questions will be sent to Councillor Horace Crane (Land Use Manager).

- 14) There is a gravel ridge approximately 8 km outside of the community towards God's Lake Narrows. When Larry Weenusk inquired with the province about this area he was told ESRA has claimed it. Why was it claimed and will the Province accommodate First Nations crushing and providing gravel materials so the community benefits from road construction? Bunibonibee feels that other people are profiting from projects in the area without benefits going to the community.

When corridors for the all-season road were identified, ESRA took out All-Quarry Rights Withdrawal along the ROW to prevent other projects from using it. The rock within the ROW will be used to build the road where possible. MI will follow up to confirm if they hold the claim for this area and the question about First Nations crushing/gravel supply opportunities. Responses to these questions will be sent to Councillor Horace Crane (Land Use Manager).

- 15) Manitoba Hydro cleared an area from the winter road to access their transmission line. Did Manitoba Hydro have to obtain environmental approvals for this work as there was no consultation?

MI does not know what approvals Manitoba Hydro did or did not have for this work and does not have information on the hydro project.

- 16) Will Bunibonibee Cree Nation benefit from the road? Will Bunibonibee Cree Nation be able to claim quarry areas to be able to sell gravel to MI for the P6 all-season road?

The East Side Traditional Lands Planning and Special Protected Areas Act may be a mechanism that Bunibonibee Cree Nation could use to further protect lands within their traditional territory. Bunibonibee Cree Nation needs to complete a land use plan that will identify items such as claims for quarry areas and request the area to be designated as a traditional use planning area under the Act.

- 17) Why does the Manitoba Metis Federation (MMF; and other environmental watch groups) have a say in whether this project is approved?

MI is required to engage with Indigenous groups and members of the general public who may have an interest in the project. The Canadian Environmental Assessment Agency considers the MMF an Indigenous group that may be affected by the Project.

- 18) Similar to how Manitoba Hydro builds private roads, the First Nations are talking about building the road to Thompson themselves so that it can be a private road that they have control over who uses the road.

MI doesn't know details related to Manitoba Hydro projects but other than temporary resource roads (e.g. forestry) MI is not sure if permanent roads built on provincial crown land can be privatized in Manitoba (other than through purchasing the crown lands to privatize prior to development).

- 19) How was the project alignment selected?

As part of the Large Area Network Study in 2009 engagement with communities helped define the broad corridors, which were then refined based on the more detailed Traditional Knowledge studies, baseline environmental studies and engineering requirements.

- 20) Does the Department of Fisheries and Oceans have the power to stop this project if they do not provide approval?

Yes approval from the Department of Fisheries and Oceans will be required for major water crossings and likely for culverts crossing smaller fish-bearing water bodies.

- 21) Will this PowerPoint presentation be available on the website?

While the presentation currently is not posted to the MI website the presentation and the storyboards will be made available on the website along with the previous Environmental Impact Assessment meeting presentations and storyboards (Rounds 4 and 5) (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>).

- 22) How will bringing drugs and alcohol to the community, illegal hunting, speeding, animal strikes and drivers polluting the environment be prevented?

MI's role is to design and build the road in a manner that minimizes impacts to the environment, such as providing site lines to reduce animal strikes. Most of these topics are associated with all roads and are law enforcement items to be discussed between Chief and Council, the RCMP and Manitoba Sustainable Development.

- 23) With global warming, there is a shorter time that winter roads can be used. Currently the recent snow is preventing frost from penetrating deeper and the ridges are very soft. Are we considering climate change as part of the assessment? What time in the future will winter roads no longer be an option?

As winter roads fail the need for an all-season road connecting to the provincial highway network will increase. This is a political issue. MI environmental staff will share comments on current conditions with the Winter Road staff.

- 24) How do you build a road in muskeg?

A geotextile fabric is placed on the muskeg followed by rock to form the road base. The fabric and rock will sink partially into the muskeg until a point where it is supported (floated) and then the road is built on this base.

- 25) How do you make sure that you don't interfere with trappers?

There is a trapper participation program in which local trappers are identified and MI communicates and cooperates with them to ensure that their traps are not destroyed and that the road construction is not negatively impacting their trapping activities.

- 26) What does the mitigation "Restricting hunting in construction contract areas" mean?

Hunting will not be allowed within the active road construction areas and construction workers will not be allowed to have guns in construction camps, which is also a measure for safety.

27) Will there be any new work coming up to support wildlife studies?

The baseline wildlife studies are complete. There will not be any new studies unless required by the licence for monitoring during and after construction.

28) What were the cameras on the winter roads for?

These were likely for a traffic count to better understand usage and maintenance needs.

29) What will happen to the cord wood from clearing?

Merchantable wood (that which could be used as firewood or lumber) will be made available for community use.

An elder closed the presentation and comments noting they've been promised things before and these promises haven't been kept, words are cheap. The all-season road will have benefits, but it's good to sit down to discuss impacts to future generations. His closing comments included:

- Fishing/tourist industry was sold out due to lack of coordination/ right understanding of processes.
- There are negative aspects of an all-season road (to Thompson) that will affect First Nations as a people, people will migrate into traditional territories.
- First Nations people have a say on where roads will go, and want a control/inspection point to remove drugs/contraband.
- Originally when Canada put First Nations on reserves it was good, hydro was modest but price is now going up and it is expensive to live, communities will eventually need a road.
- Supports project in general, but project has to be fine tuned so all have a say, whether they agree or disagree, needs to be written on paper.

MI Poster Boards:

MI set up poster boards around the band office for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Feedback for P6:

- When constructing the road in a Trapline area the trapper should be identified and discussions held as to what animals are in area of development (prior to construction) and mitigation proposed, in particular compensation. For example. prior to blasting there may be lots of rabbits in area, which means lots of martin, lynx etc., after blasting there would be no rabbits and therefore no predators to trap for pelts. Trapper should be compensated for this.
- An attendee stated that the increase in wolf population (only a few people trap wolf) is resulting in the moose population decreasing.
- A community member noted that the caribou that come into the area are barren land caribou, not woodland, and are not a source of food. Moose and fish are most important, while, furbearer populations are typically low and not very important.
- A community member noted that in the past when the population grew people would move away because there was not enough food, whereas today we depend on roads and planes to support the population.
- For comments written on the Poster Boards by community members refer to the attached photos (response to suggested mitigation for Heritage and Cultural Sites and Traditional Resource Activities).

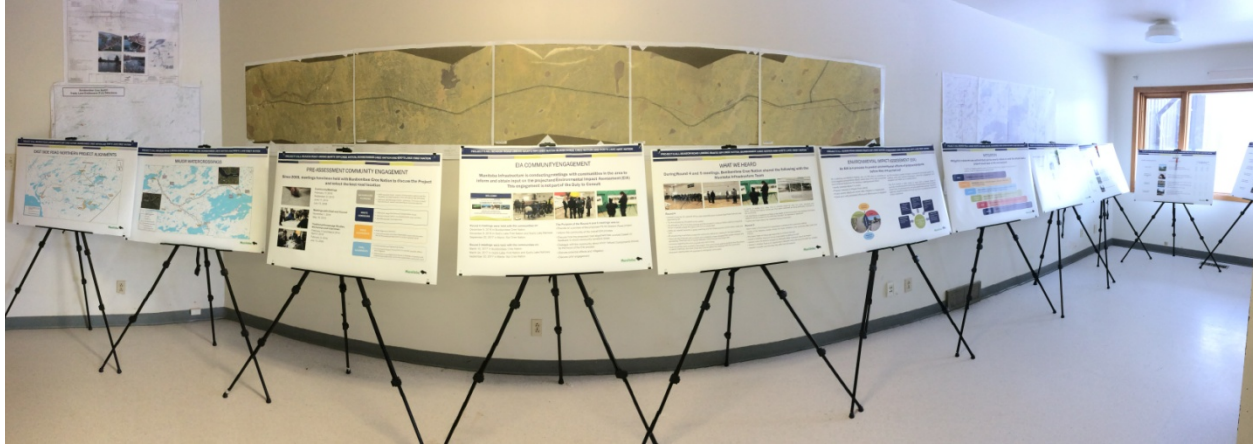
Attachments:

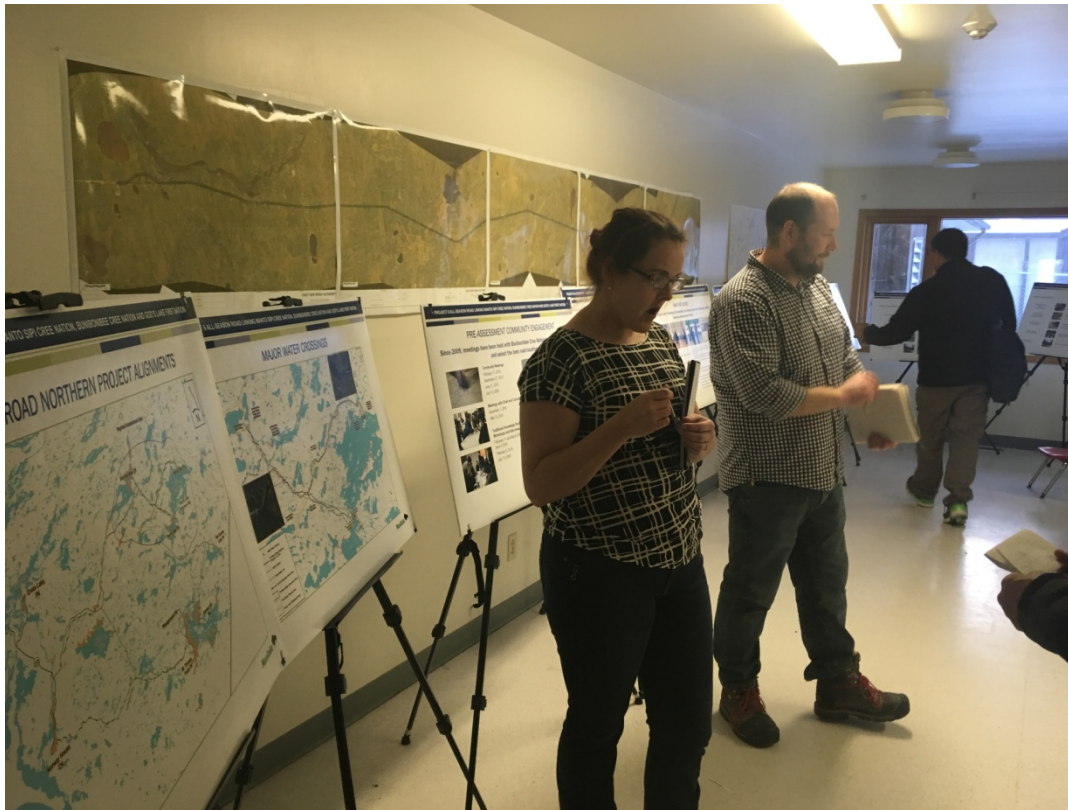
- Photos (including comments from community members on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.







ON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

HERITAGE AND CULTURAL SITES

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DONT KNOW



- Avoid known heritage sites or recover artifacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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- Limit equipment and workers to construction areas

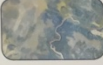





<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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- Block temporary access roads after construction

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DON'T KNOW
Loss of traditionally used plants from clearing	 <ul style="list-style-type: none"> Map important traditional use areas for project planning and design (routing and set backs) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change to moose/caribou distribution affecting hunting	 <ul style="list-style-type: none"> Protect moose and caribou (see boards) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change to furbearer distribution affecting trapping	 <ul style="list-style-type: none"> Protect furbearers (see boards) Maintain access to traplines and trails during construction Design trail crossings to maintain trapper access and trails 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change in fishery harvest and collection of aquatic plants and fish eggs	 <ul style="list-style-type: none"> Protect fish, reptiles, amphibians (see boards) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting travel routes for resource harvesting	 <ul style="list-style-type: none"> Provide an approach for current users to cross the road and signs posted showing the road crossing at portages 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased access to resource areas	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation
God's Lake First Nation
Round 6 Community Meeting**

Date: November 7, 2017

Time: 11:00 a.m. – 3:00 p.m.

Location: God's Lake First Nation Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Gord Chamberlain, Kristin Mozel, Edwin Mitchell

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

God's Lake First Nation Community Attendees
Clara Chubb, Delia Bee, Mary James, Morley Duck, Jack Okemow, Maggie White, Bruce Trout, Chris Watt, Keith Peskoonas (Coordinator), Stan Okemow, Mildred Kanabee, Keith Trout, Mary Okemow, Leon Andrews, Maggie White, Bruce Trout, Rosabelle Ross, Robert Bee, Gordon Andrews, Arthur Ogemon, Steven Okemow, Sarah Hastings, Ronald Duck, Steve Okemow, Mary Okemow, Bello Okemow, Andrew Captain, Joe Nassee

Summary:

MI held a community meeting in God's Lake First Nation on Tuesday, November 7, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 project, discuss previous meetings, and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and addressed in project design. In response to comments received during the Round 4 and 5 community meetings to try to get more youth involved in the process a separate presentation was prepared for the community youth, however, the school did not respond to the invitation for a youth specific presentation.

Manitoba Indigenous Relations made a presentation on the Crown Consultation process and Manitoba's Environmental Assessment process. Additionally the Canadian Environmental Assessment Agency made a presentation about the *Canadian Environmental Assessment Act*

2012 review process that included discussion on how Canada consults with Indigenous peoples. Questions were answered following the presentations.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

A total of 28 local residents signed the sign-in sheet for the community meeting. MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees.

Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, vegetables and dip, stew, bannock and fruit were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station. Stewart Hill coordinated the meeting with Keith Peskoonas the God's Lake First Nation Lands Manager in the community.

MI Presentation:

The community meeting began with an opening prayer at approximately 11:00 a.m. A community member provided translation during the presentations. After introductions of the MI and consultant team members, Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives gave PowerPoint presentations (including two short videos) on the processes for Crown Consultation and regulatory processes for the provincial and federal governments.

Following a lunch break, MI and its consultants gave a PowerPoint presentation beginning shortly after 1:00 p.m. which provided the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment in the vicinity of God's Lake First Nation.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of the purpose and what was heard from God's Lake First Nation in the Round 4 and Round 5 EA meetings.

- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project during the presentation are provided as follows.

- 1) The road alignment appears close to God's Lake on the map (first story board), why not move the alignment away from God's Lake?

The alignment was determined using input from community, environmental and technical considerations and tried to find the best place to locate the road. The alignment selection process and measures taken to mitigate effects is reviewed by CEAA and considered when making a decision on the project.

- 2) If everything goes well, when will the project start?

MI anticipates it will receive approvals from CEAA and MSD in 2019, after which detailed design is required before construction can begin. As there has been a reduction in the provincial budget available for the east side roads, MI is focusing on completing projects for which environmental licences and approvals have been received. Construction projects for the P3a (Wasagamack First Nation to St. Theresa Point First Nation) and P7a (Little Grand Rapids First Nation & Pauingassi First Nation to the Little Grand Rapids Airport) will be the focus in the next several years. Project 1 PR304 to Berens River will be completed this year. If the province is providing the sole funding for the P6 project, under current scenarios, the project will not start construction until 2030. However, if additional funding (e.g., the federal government) becomes available, the project could start sooner.

- 3) Who will be maintaining the road after construction? Culverts tend to get plugged up. Who's funding this and is it part of the EA?

Maintenance of road is part of the EA. Maintenance will be solely funded by MI unless other funding contributions (from Canada or private) are received. Maintenance activities will include culvert clean outs to prevent upstream flooding and culvert washouts. Culverts will also be designed to accommodate flows and allow fish passage.

- 4) Will there be a central fueling location during construction?

Likely not. Fuel will be stored at the construction camps in tanks (typically 50,000 L). MI may get fuel from the local communities when they are in the vicinity of the communities.

- 5) What does restrict hunting during construction mean, does that apply to community members?

MI will not allow contractors or community members working on the construction site to bring guns to work or hunt near the construction site (i.e., safety issue). Community members have the right to hunt elsewhere when not working.

- 6) What does block access mean?

MI will remove access roads built to quarries, borrows, etc. that are not needed for maintenance by removing the road and putting boulders at the entrance to the remaining quarries to be used for maintenance to reduce increased access into those areas.

- 7) What does planting native species mean?

Local species of plants growing in the P6 area (i.e., plants suited to the P6 area), will be planted, where as plants not suited to the area will not be planted.

- 8) An elder mentioned she didn't want medicinal plants to be destroyed. They are rare and only grow in certain areas of muskeg.

TK studies were done with all four P6 communities to identify areas of medicinal plant gathering and the all-season road will avoid known areas and maintain a buffer around the sites. The all-season road needs to be constructed on higher and drier grounds and will avoid many of these areas.

- 9) A canoe quest from God's Lake First Nation to Bunibonibee Cree Nation occurs every year. It is a traditional annual event that takes 2 weeks.

TK studies with the four P6 communities asked for travel routes and MI will work with communities to accommodate key crossing locations by installing portages.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Feedback for P6:

- An attendee agreed with the suggested mitigation measures for all of the VCs.
- What are the timelines for P6?
MI anticipates receipt of federal and provincial environmental approvals in 2019, at which point final design can begin. Construction is anticipated to take 8 years. Given budget constraints, the construction start date for P6 is now 2030.
- Comment – one firm to look after construction on the east side.
- Rock will be needed for road, will a lot of quarries be needed?
The alignment is located on rock where possible to minimize the project footprint and the road will be constructed using that rock using a cut and fill process. Additional rock will still be required, but MI will try to minimize the footprint and effects of these quarries.

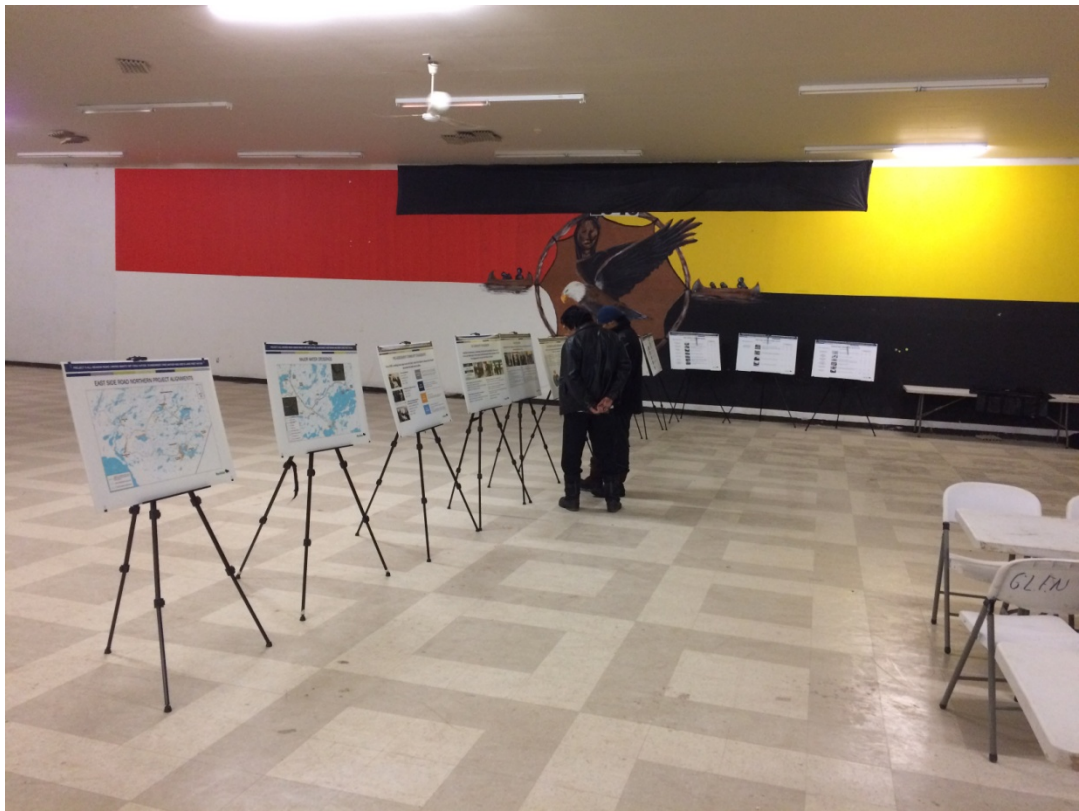
Attachments:

- Photos (including comments from the community on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.





MOOSE/CARIBOU

TS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Limit construction worker activity to project area
- Maintain habitat, encourage natural re-vegetation and planting with native species
- Limit access of right-of-way

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Restrict hunting in construction contract areas

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Road design: improved sightlines, reduced speed, and signage on road

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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FURBEARERS

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of vegetation clearing
- Burn slash piles during first winter to limit furbearer use
- Maintain habitat, encourage re-vegetation and planting with native species

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Maintain camp standards to avoid creating wildlife attractants

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>







- Improve sightlines, reduced speed, and signage on road
- Design equalization culverts to provide an alternate means of access for furbearers


<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>









- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 <ul style="list-style-type: none"> • Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manitoba 

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 <ul style="list-style-type: none"> • Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Maintain subsurface water flow through design and installation of equalization culverts 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Block access roads after construction 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manitoba 

FISH, REPTILES AND AMPHIBIANS

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION



- Avoid critical reproduction period and locations
- No work below the high water mark in spring

YES NO DON'T KNOW



- Clear in winter and limit clearing near watercourses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

HERITAGE AND CULTURAL SITES

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION



- Avoid known heritage sites or recover artifacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction

YES NO DON'T KNOW



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



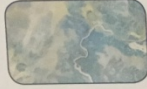
- Block temporary access roads after construction

TRADITIONAL RESOURCE ACTIVITIES

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DONT KNOW



- Map important traditional use areas for project planning and design (routing and set backs)



- Protect moose and caribou (*see boards*)



- Protect furbearers (*see boards*)
- Maintain access to traplines and trails during construction
- Design trail crossings to maintain trapper access and trails



- Protect fish, reptiles, amphibians (*see boards*)



- Provide an approach for current users to cross the road and signs posted showing the road crossing at portages



- Block temporary access roads after construction

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation
God's Lake Narrows Northern Affairs Community
Round 6 Community Meeting**

Date: November 7, 2017

Time: 4:30 p.m. – 6:00 p.m.

Location: God's Lake Narrows Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Gord Chamberlain, Kristin Mozel, Edwin Mitchell

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Manto Sipi Cree Nation Community Attendees
Sam Healey Sr., Marie Bland, Leonard Bland

Summary:

MI held a community meeting in God's Lake Narrows Northern Affairs Community on Tuesday, November 7, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 project, discuss previous meetings, and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and addressed in project design. Due to the limited number of attendees, MI did not show the PowerPoint presentation, choosing to focus on reviewing the poster boards with the community members. As noted below, copies of the PowerPoint presentation and poster boards were provided to attendees. In addition, copies were left for community members that could not attend.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

There was 1 local resident that signed the sign-in sheet for the community meeting, although a total of 3 attendees were counted. MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees. Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, vegetables and dip, sandwiches, fruit and pastries were available for attendees.

Advertising:

The community meeting was advertised prior to the event with the local coordinator contacting and inviting community members. Stewart Hill (member of MI's consultant team) coordinated the meeting with Marie Bland in the community.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Feedback for P6:

- One community member indicated that he wished that the all-season road could be constructed sooner. In addition, he indicated that connecting the four communities was a good idea. He hoped that mining companies might be able to speed up the timeframe for construction of the P6 all-season road.
- One community member indicated that MI had done a good job identifying potential effects and mitigation measures.

Attachments:

- Photos of the comments from the community on poster boards

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

MOOSE/CARIBOU

CTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Limit construction worker activity to project area
- Maintain habitat, encourage natural re-vegetation and planting with native species
- Limit access of right-of-way

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Restrict hunting in construction contract areas

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Road design: improved sightlines, reduced speed, and signage on road

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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FURBEARERS

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of vegetation clearing
- Burn slash piles during first winter to limit furbearer use
- Maintain habitat, encourage re-vegetation and planting with native species

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Maintain camp standards to avoid creating wildlife attractants

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Improve sightlines, reduced speed, and signage on road
- Design equalization culverts to provide an alternate means of access for furbearers

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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BIRDS

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW

it



- Minimize extent of vegetation clearing
- Maintain riparian buffer zones along water's edge

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

nd
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- Restrict construction worker activity to project area
- Clearing and blasting to occur as much as possible in the winter, outside reproductive period

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

of
ts



- No work below high water mark in spring to prevent accidental nest disturbance
- Identification and protection of critical nesting sites during construction
- Buffer around active nests and stick nests

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

ss to
as



- Restrict hunting in construction areas
- Block temporary access roads after construction limiting access of the right-of-way

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

VEGETATION

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Survey for species of concern

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Maintain subsurface water flow through design and installation of equalization culverts








<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Block access roads after construction

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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FISH, REPTILES AND AMPHIBIANS

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
ge in	 <ul style="list-style-type: none"> Avoid critical reproduction period and locations No work below the high water mark in spring 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ality	 <ul style="list-style-type: none"> Clear in winter and limit clearing near watercourses and restore vegetation Use erosion protection and sediment control 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
to	 <ul style="list-style-type: none"> Block access roads after construction 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
nts	 <ul style="list-style-type: none"> Design culverts for passage and natural flow 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
lows	 <ul style="list-style-type: none"> Design culverts for passage and natural flow 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
s	 <ul style="list-style-type: none"> Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste Prohibit use of herbicides near watercourses 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f from	 <ul style="list-style-type: none"> Ensure equipment working beside or in water has been properly cleaned 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

HERITAGE AND CULTURAL SITES

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
to ed) or es	 <ul style="list-style-type: none"> Avoid known heritage sites or recover artifacts Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	 <ul style="list-style-type: none"> Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	 <ul style="list-style-type: none"> Limit equipment and workers to construction areas 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TRADITIONAL RESOURCE ACTIVITIES

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
sed g	 <ul style="list-style-type: none"> Map important traditional use areas for project planning and design (routing and set backs) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g	 <ul style="list-style-type: none"> Protect moose and caribou (<i>see boards</i>) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
r g	 <ul style="list-style-type: none"> Protect furbearers (<i>see boards</i>) Maintain access to traplines and trails during construction Design trail crossings to maintain trapper access and trails 	<input checked="" type="radio"/> <input checked="" type="radio"/> <input checked="" type="radio"/>	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<input type="radio"/> <input type="radio"/> <input type="radio"/>
lants	 <ul style="list-style-type: none"> Protect fish, reptiles, amphibians (<i>see boards</i>) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
i for g	 <ul style="list-style-type: none"> Provide an approach for current users to cross the road and signs posted showing the road crossing at portages 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
D	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Appendix 5-6: Letters to Indigenous Groups Regarding the Submission of the EIS

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Manto Sipi Cree Nation
Round 6 Community Meeting**

Date: February 22, 2018
Time: 12:00 – 3:00 p.m.
Location: Manto Sipi Cree Nation Community Hall
In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Gord Chamberlain, Edwin Mitchell

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Manto Sipi Cree Nation Attendees

James McKay, Cooper Okemow, Angela Ross, Gordon Kirkness,
Melvin McKay, Glen Bradburn, Barty Yellowback, Philip Okemow,
Tetrick Ross, Loriena Yellowback-Trapp, Serena Okemow, Wayne
Okemaw, Oliver Okemow, Larry Okemow, Desmond Okemow,
Esola Okemow, Jennifer Spence, William Kirkness, Sarah
Okemow, Tina Yellowback, Jillian Yellowback

Summary:

MI held a community meeting in Manto Sipi Cree Nation on Thursday, February 22, 2018 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 and 5 engagement meeting with the community and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions following the presentation.

Poster boards and maps describing the proposed P6 project, community engagement prior and during the EA process, what we heard and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

Attendees:

A total of 21 local residents signed the sign-in sheet for the community meeting. MI provided its newsletter, a comment sheet and MI's presentation to attendees. Bottled water, fruit juices, fruit, vegetables and dip, sandwiches, soup and crackers were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station throughout the day for several days prior to the meeting. Stewart Hill coordinated the meeting with Councillor Moses Okimaw.

MI Presentation:

Following lunch, the community meeting began at approximately 1:00 p.m. Stewart Hill (KGS Group) provided translation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of consultation which will be conducted as part of the EA process and regulatory approvals required.

The PowerPoint presentation provided the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment in the vicinity of Manto Sipi Cree Nation.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of the purpose and what was heard from Manto Sipi Cree Nation in the Round 4 and 5 EA meeting.
- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project following the presentation are provided as follows:

- 1) A community member indicated that he wanted to talk to Chief and Council before providing comments on the alignment options in the vicinity of Manto Sipi Cree Nation.

MI indicated that they have discussed the route alignment options with Chief and Council. A fly-over of the four options was conducted with representatives from MI, Manto Sipi Cree Nation, and Sigfusson Northern Ltd. MI has shared their preferred route with Chief and Council and is awaiting a response. Of the four alignment options, MI prefers Option 3, the option south of the winter road and north of the option that Chief and Council had reservations about (Option 4). The original alignment followed just north of the winter road in an area where the terrain isn't good for construction of an all-season road. If either of the two northern alignment options are selected, an access road will need to be constructed to the south and a quarry developed near the southern alignment options to produce the aggregate material needed to build the road.

- 2) MI noted that government funding is needed for final design and construction of the all-season road. Completing the EA has caused some confusion with the communities thinking the all-season road is guaranteed, however, there is no certainty that the all-season road will be built. MI is completing the EA as the process was already started by ESRA and the field studies have been completed. Additionally obtaining environmental approvals will allow the Project to proceed in the future as funding becomes available.
- 3) What are the advantages and disadvantages of building the all-season road?

Benefits include linking the communities to provided better access among the communities. This may provide additional services and resources as a result of the increased population base. Disadvantages would be potential environmental effects which will be minimized through Project design and mitigation measures.

- 4) An elder commented that a meeting was held to discuss the all-season road and indicated that there is a gap between elders and the youth related to the importance of the land (i.e., the youth don't have enough knowledge to make decisions).

MI indicated that the community youth have been invited to be part of the process. Direction from the community as to how to get the youth more involved is important.

- 5) When ESRA was in place, how much of this process was completed? Who will keep the studies and EA so the Project can proceed once funding is available? What approvals are required?

The baseline studies were mainly completed and the EA process had already been started by ESRA. Rather than cancelling the project and having to redo these in the future it was decided to complete the EA and submit the (EIS) report to the federal and provincial governments for environmental approvals. MI has copies of the baseline studies and is in the process of drafting the Environmental Impact Statement. Completed chapters have been provided to the communities, and a copy of the EIS report will be sent to Chief and Council when MI submits the document to Manitoba and Canada. The

TK studies won't be submitted to regulatory authorities as they are confidential and the property of the communities. Parts of the EA may need to be updated prior to beginning construction depending on when it begins. Approvals are needed from Manitoba Sustainable Development under The Environment Act and the federal government under the Canadian Environmental Assessment Act 2012.

- 6) An elder asked who will have control over access to resources in the area when they are eventually connected to the provincial road network. The community would like to receive benefits from the Project. Could the contract be sole sourced to the community?

The East Side Traditional Lands Planning and Special Protected Areas Act enables Indigenous communities to prepare land use plans that state how resources in their traditional territories can be used in the southern East Side Lake Winnipeg (ESLW) area (including Poplar River, Pauingassi, Little Grand Rapids, Bloodvein River First Nations). MSCN could look into getting the Act amended so it applies to the northern ESLW area and develop a land use plan that would give the community more control over resource use in their traditional territory. In terms of benefits, MI typically requires a minimum of 10% of each contract value to go to the local Indigenous community either through jobs, supplies, and/or services. The percentage may increase or decrease depending on the capacity of the community. Manto Sipi Cree Nation will have equal opportunity to bid on construction contracts associated with the Project; they will not be given preferential treatment such as sole source contracts.

- 7) Why was exploratory clearing stopped where it was?

In response, MI indicated that it was stopped at the God's Lake First Nation Registered Trapline District boundary as God's Lake First Nation has the first right of refusal in this area.

- 8) Will the all-season road affect water and land?

MI will take steps to ensure that there are no significant effects on fish or water quality. Culverts will be installed to ensure that drainage patterns don't change. In terms of land, MI will clear a 60 m wide area which is very small especially relative to areas shown in the maps on the poster boards and in the handout.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

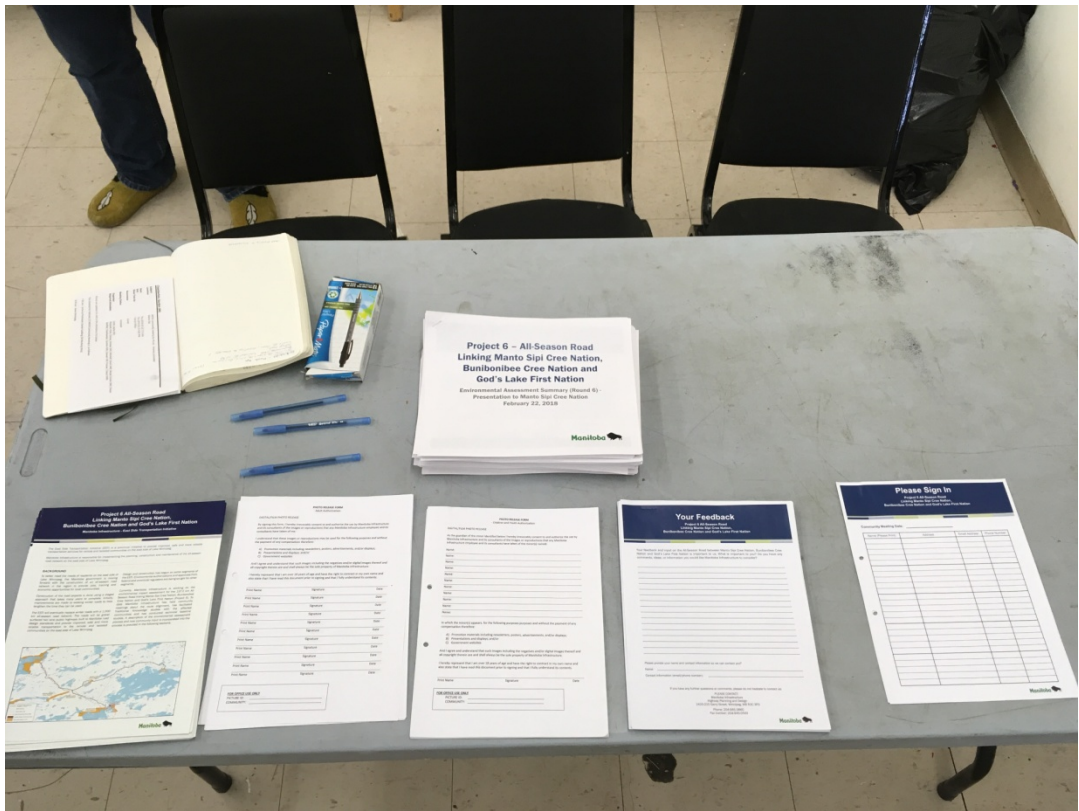
In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for

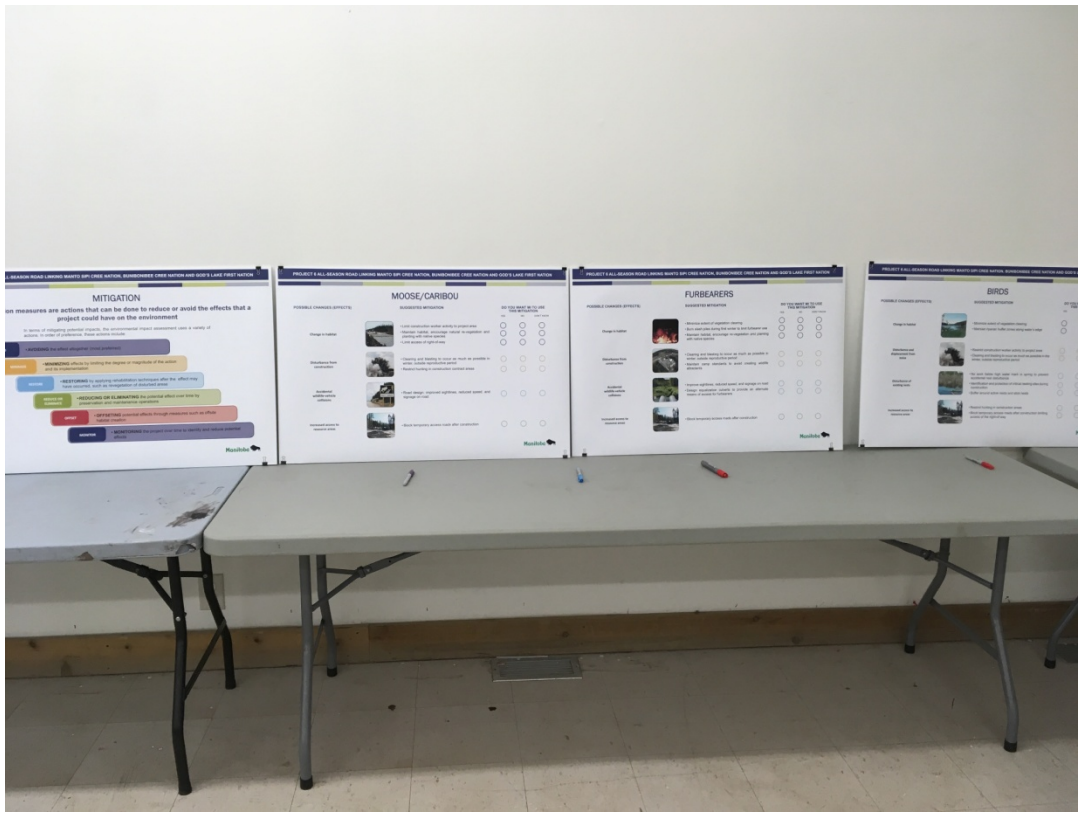
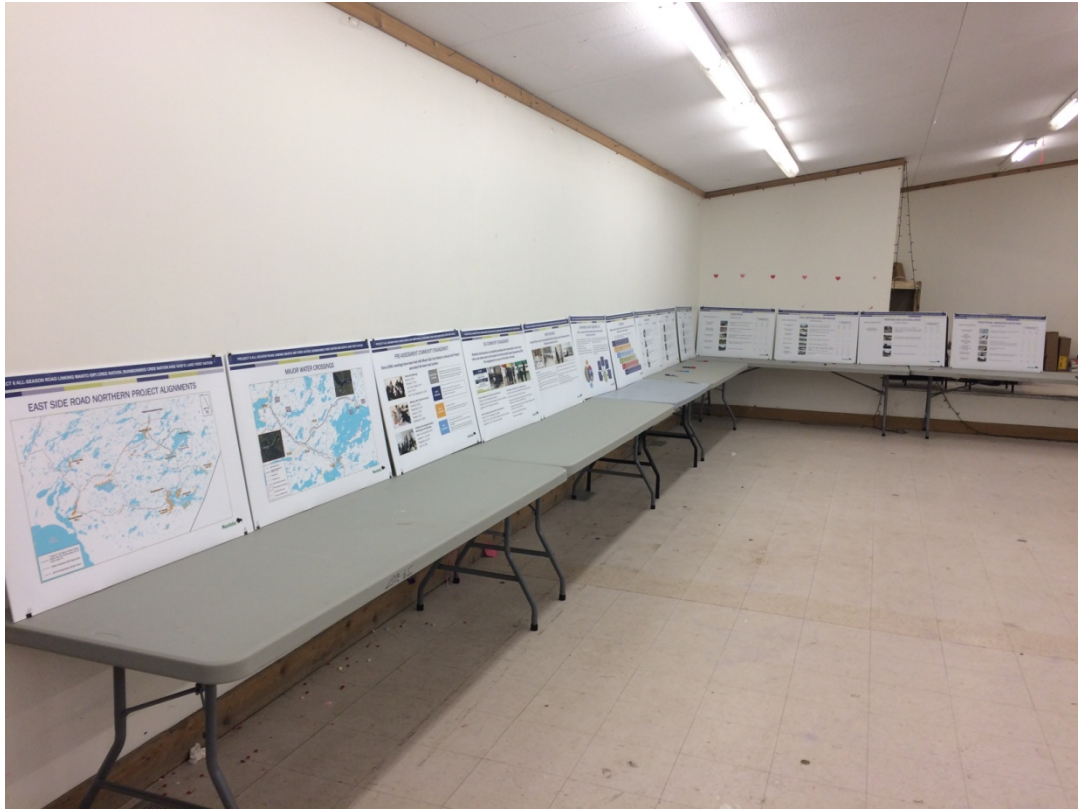
moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

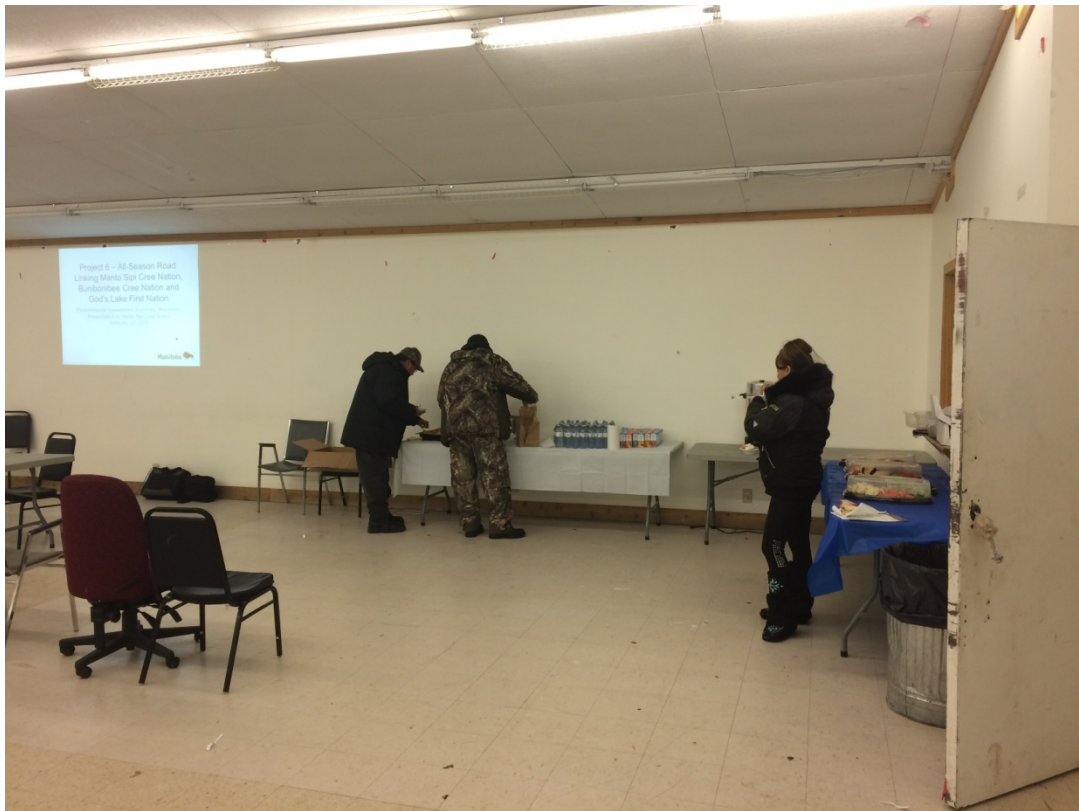
Attachments:

- Photos

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.









**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Bunibonibee Cree Nation
Round 6 Community Meeting**

Date: November 6, 2017

Time: 11:00 a.m. – 3:30 p.m.

Location: Bunibonibee Cree Nation Band Office

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Kimber Osioy, Gord Chamberlain, Edwin Mitchell,
Kristen Mozel

KGS Group
Shaun Moffatt, Stewart Hill

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Bunibonibee Cree Nation Attendees (at Youth Presentation)
Kincaid Thomas, Wayne Colon, Tylan Weenusk, Payton McKay,
Cher-lynn Grieves, Kaishia Weenusk, Leah Bradburn, Destiny
Crane, Hannah Robinson, Jack Grieves, Lucas Weenusk, Deidre
Spence, Marcy Colon, Rubie Colon, Dawn Colon, Nathan
Weenusk, Keenan Grieves, Connor Sinclair, Kingsley B., Horace
Crane (Coordinator), Alpheus Hart (Interpreter)

Bunibonibee Cree Nation Attendees (at General Presentation)
Richard Robinson, Peter Weenusk, Ross Colon, Sylvia Robinson,
Roxanne Chubb, Larry Weenusk, Fiona Sinclair, Edna Crane,
Kevin Crane, Annette Grieves, Weldon Chubb, Horace Crane
(Coordinator), Elenor Thompson, April Crane, Marion Wood, Lloyd
Crane, Dora Munroe, Valerie Harper, Robert Weenusk, Alpheus
Hart (Interpreter)

Summary:

MI held a community meeting in Bunibonibee Cree Nation on Monday, November 6, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 project, discuss previous meetings, and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and

addressed in project design. In response to comments received during the Round 4 and 5 community meetings to try to get more youth involved in the process a separate presentation was provided specifically to the Grade 12 students from the community.

Manitoba Indigenous Relations made a presentation on the Crown Consultation process and Manitoba's Environmental Assessment process. Additionally the Canadian Environmental Assessment Agency made a presentation about the *Canadian Environmental Assessment Act* 2012 review process that included discussion on how Canada consults with Indigenous peoples. Questions were answered following the presentations.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants following the presentations. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

At the youth presentation there were 18 grade 12 students, two teachers, the local coordinator and the translator, while only 19 people signed the sign-in sheet. At the community presentation there were 20 local residents, including the local coordinator and translator; 19 of these residents signed in.

MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees.

Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, fruit, vegetables and dip, chicken and pizza were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station. Stewart Hill coordinated the meeting with Councillor Horace Crane the Bunibonibee Cree Nation Lands Manager in the community.

MI Presentation:

The youth meeting began with an opening prayer at approximately 11:15 a.m. After introductions of the MI and consultant team members, Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives gave PowerPoint presentations (including two short videos) on the processes for Crown Consultation and regulatory processes for the provincial and federal governments. Following a lunch break Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives repeated these presentations for the community meeting. Alpheus Hart, an Elder from the community, provided

translation. Community members asked a number of questions on the Crown Consultation and regulatory process, as well as questions related to the project. Due to time constraints as a result of the number of questions MI did not show the PowerPoint presentation, choosing to focus on reviewing the poster boards. Hard copies of the presentation were provided to the community as handouts and included the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment in the vicinity of Bunibonibee Cree Nation.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of the purpose and what was heard from Bunibonibee Cree Nation in the Round 4 and Round 5 EA meetings.
- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project during the youth and general presentations are provided as follows.

- 1) What is Environmental Impact Assessment?

We look at and try to understand how the project will interact with and affect the environment (fish, wildlife, vegetation, etc.) and social conditions.

- 2) The winter road construction backs up water causing flooding and affecting vegetation so how will the all-season road affect fish spawning areas and water levels?

Winter roads are located in low lying flat areas that can be easily frozen, whereas all-season roads are located on higher dry ground and bridges or culverts are installed at water crossings. Traditional knowledge studies were conducted to identify and avoid fish

spawning areas. Bridges and culverts will be designed to provide fish passage and maintain flow.

- 3) What is the benefit of a road between the three communities? There are problems due to isolation, such as drugs and alcohol, that will just be compounded by connecting the communities. Bunibonibee Cree Nation wants a road to connect to Thompson so that community members have access to cheaper goods rather than connecting to the other communities.

Connecting the communities will make it easier and less expensive for people to visit family in the other communities. Additionally with the communities connected there is a larger population base to support regional services such as hospitals or landfills. The East Side Road Authority's original plan was centered on building capacity in the community and giving the community based contractors a competitive advantage in procuring construction contracts.

- 4) When will the environmental assessment for Project 5 start? With the change in government Bunibonibee Cree Nation would like government direction changed to start Project 5 sooner.

MI indicated that it's uncertain when a link to PR 373 (P5) will be assessed and constructed as the schedule is dependent on availability of funding. MI's current focus is on obtaining environmental approvals for P6 which links the communities as most of the baseline studies were completed when MI absorbed ESRA projects. The timing of P5 will be decided by the Government of Manitoba. MI indicated that it would relay the community's desire to have the link to PR 373 (P5) to senior officials in MI. The leaders of the community should also reach out to the minister to influence the decision on the next sections of road to be proposed.

- 5) Who is funding the project?

Currently the project is only being funded by the Province.

- 6) Some community members feel that they are not being listened to and that the engagement being done is just a paper exercise. For example when asked, Bunibonibee indicated preference for Project 5 to go towards Cross Lake, where there is an existing bridge. The all-season road to Norway House would require construction of a \$47M bridge at Sea Falls. The corridor selected for the all-season road, however, goes towards Norway House.

Input provided by the communities is incorporated into the alignment selection and included as part of the environmental assessment process.

- 7) What was the previous tree cutting activities done for and why was it done before the assessment was complete?

The previous tree cutting activities were done as part of exploratory clearing. The work was completed to facilitate geotechnical studies to advance the project design and confirm the alignment that would be assessed in the Environmental Impact Assessment.

- 8) When will the assessment be complete and the road constructed?

We will be meeting with God's Lake tomorrow and Manto Sipi in December before we can finish the assessment. It is expected that the Environmental Impact Statement will be submitted to regulators in early 2018 with approvals anticipated by 2019. Construction of the road is anticipated to take approximately 8 years with the start date depending on availability of funding. The Provincial budget for all-season roads on the east side is significantly less than the former ESRA budgets and progression of projects is dependant of funding available.

- 9) Bunibonibee has been meeting with mining companies that are interested in developing in the area and indicate that they can have the road built in 1 year. What if the three communities decided to do a joint venture to build the road?

Mining companies or the joint venture would be required to follow the same environmental approval process for any proposed roads, which would take several years. If the mining company or joint venture wants to fund construction of the Project as it is currently proposed then construction could proceed as soon as approvals are received. If there were major revisions from the current alignment then additional field studies would be required and the assessment would need to be revised and approved by CEAA and MSD.

- 10) Why was so much money spent on constructing the two bridges (Hayes & Laidlaw) when they are not along the P6 alignment?

These two bridges were constructed to extend the winter road season while the all-season roads are being built. While these bridges are not along the P6 alignment they are along the alignment of another section of the East Side Transportation Network so they will be used as part of the future all-season road network.

- 11) Was an Environmental Assessment completed and community consultation done for the Winter Road Bridges (Hayes & Laidlaw)?

Authorization by the Department of Fisheries and Oceans and Transport Canada and provincial permits were acquired to construct the bridges. Consultation would have been a part of those decision-making processes.

- 12) Large rocks (boulders) have been left in the Hayes River under the bridge crossing and community members using the river have damaged their boats. Why have these rocks been left in the river and how can navigation be fixed?

The Hayes River bridge project removed some infill and changed flows within the bridge footprint so the Department of Fisheries and Oceans requested large boulders to be placed randomly within the newly exposed area to increase habitat complexity. The rocks were installed to meet this requirement. The community should have been notified of these rocks and their locations. MI will discuss this with the Department of Fisheries and Oceans and Transport Canada.

- 13) There are 2 large piles of crushed rock at the Hayes River bridge crossing. Why was so much rock stockpiled, what is the purpose for the rock and why is there a company stockpiling before the First Nation has an opportunity to provide materials?

MI Environmental Services Section does not have details on the bridge project but will inquire with MI Winter Roads group. Responses to these questions will be sent to Councillor Horace Crane (Land Use Manager).

- 14) There is a gravel ridge approximately 8 km outside of the community towards God's Lake Narrows. When Larry Weenusk inquired with the province about this area he was told ESRA has claimed it. Why was it claimed and will the Province accommodate First Nations crushing and providing gravel materials so the community benefits from road construction? Bunibonibee feels that other people are profiting from projects in the area without benefits going to the community.

When corridors for the all-season road were identified, ESRA took out All-Quarry Rights Withdrawal along the ROW to prevent other projects from using it. The rock within the ROW will be used to build the road where possible. MI will follow up to confirm if they hold the claim for this area and the question about First Nations crushing/gravel supply opportunities. Responses to these questions will be sent to Councillor Horace Crane (Land Use Manager).

- 15) Manitoba Hydro cleared an area from the winter road to access their transmission line. Did Manitoba Hydro have to obtain environmental approvals for this work as there was no consultation?

MI does not know what approvals Manitoba Hydro did or did not have for this work and does not have information on the hydro project.

- 16) Will Bunibonibee Cree Nation benefit from the road? Will Bunibonibee Cree Nation be able to claim quarry areas to be able to sell gravel to MI for the P6 all-season road?

The East Side Traditional Lands Planning and Special Protected Areas Act may be a mechanism that Bunibonibee Cree Nation could use to further protect lands within their traditional territory. Bunibonibee Cree Nation needs to complete a land use plan that will identify items such as claims for quarry areas and request the area to be designated as a traditional use planning area under the Act.

- 17) Why does the Manitoba Metis Federation (MMF; and other environmental watch groups) have a say in whether this project is approved?

MI is required to engage with Indigenous groups and members of the general public who may have an interest in the project. The Canadian Environmental Assessment Agency considers the MMF an Indigenous group that may be affected by the Project.

- 18) Similar to how Manitoba Hydro builds private roads, the First Nations are talking about building the road to Thompson themselves so that it can be a private road that they have control over who uses the road.

MI doesn't know details related to Manitoba Hydro projects but other than temporary resource roads (e.g. forestry) MI is not sure if permanent roads built on provincial crown land can be privatized in Manitoba (other than through purchasing the crown lands to privatize prior to development).

- 19) How was the project alignment selected?

As part of the Large Area Network Study in 2009 engagement with communities helped define the broad corridors, which were then refined based on the more detailed Traditional Knowledge studies, baseline environmental studies and engineering requirements.

- 20) Does the Department of Fisheries and Oceans have the power to stop this project if they do not provide approval?

Yes approval from the Department of Fisheries and Oceans will be required for major water crossings and likely for culverts crossing smaller fish-bearing water bodies.

- 21) Will this PowerPoint presentation be available on the website?

While the presentation currently is not posted to the MI website the presentation and the storyboards will be made available on the website along with the previous Environmental Impact Assessment meeting presentations and storyboards (Rounds 4 and 5) (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>).

- 22) How will bringing drugs and alcohol to the community, illegal hunting, speeding, animal strikes and drivers polluting the environment be prevented?

MI's role is to design and build the road in a manner that minimizes impacts to the environment, such as providing site lines to reduce animal strikes. Most of these topics are associated with all roads and are law enforcement items to be discussed between Chief and Council, the RCMP and Manitoba Sustainable Development.

- 23) With global warming, there is a shorter time that winter roads can be used. Currently the recent snow is preventing frost from penetrating deeper and the ridges are very soft. Are we considering climate change as part of the assessment? What time in the future will winter roads no longer be an option?

As winter roads fail the need for an all-season road connecting to the provincial highway network will increase. This is a political issue. MI environmental staff will share comments on current conditions with the Winter Road staff.

- 24) How do you build a road in muskeg?

A geotextile fabric is placed on the muskeg followed by rock to form the road base. The fabric and rock will sink partially into the muskeg until a point where it is supported (floated) and then the road is built on this base.

- 25) How do you make sure that you don't interfere with trappers?

There is a trapper participation program in which local trappers are identified and MI communicates and cooperates with them to ensure that their traps are not destroyed and that the road construction is not negatively impacting their trapping activities.

- 26) What does the mitigation "Restricting hunting in construction contract areas" mean?

Hunting will not be allowed within the active road construction areas and construction workers will not be allowed to have guns in construction camps, which is also a measure for safety.

27) Will there be any new work coming up to support wildlife studies?

The baseline wildlife studies are complete. There will not be any new studies unless required by the licence for monitoring during and after construction.

28) What were the cameras on the winter roads for?

These were likely for a traffic count to better understand usage and maintenance needs.

29) What will happen to the cord wood from clearing?

Merchantable wood (that which could be used as firewood or lumber) will be made available for community use.

An elder closed the presentation and comments noting they've been promised things before and these promises haven't been kept, words are cheap. The all-season road will have benefits, but it's good to sit down to discuss impacts to future generations. His closing comments included:

- Fishing/tourist industry was sold out due to lack of coordination/ right understanding of processes.
- There are negative aspects of an all-season road (to Thompson) that will affect First Nations as a people, people will migrate into traditional territories.
- First Nations people have a say on where roads will go, and want a control/inspection point to remove drugs/contraband.
- Originally when Canada put First Nations on reserves it was good, hydro was modest but price is now going up and it is expensive to live, communities will eventually need a road.
- Supports project in general, but project has to be fine tuned so all have a say, whether they agree or disagree, needs to be written on paper.

MI Poster Boards:

MI set up poster boards around the band office for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Feedback for P6:

- When constructing the road in a Trapline area the trapper should be identified and discussions held as to what animals are in area of development (prior to construction) and mitigation proposed, in particular compensation. For example. prior to blasting there may be lots of rabbits in area, which means lots of martin, lynx etc., after blasting there would be no rabbits and therefore no predators to trap for pelts. Trapper should be compensated for this.
- An attendee stated that the increase in wolf population (only a few people trap wolf) is resulting in the moose population decreasing.
- A community member noted that the caribou that come into the area are barren land caribou, not woodland, and are not a source of food. Moose and fish are most important, while, furbearer populations are typically low and not very important.
- A community member noted that in the past when the population grew people would move away because there was not enough food, whereas today we depend on roads and planes to support the population.
- For comments written on the Poster Boards by community members refer to the attached photos (response to suggested mitigation for Heritage and Cultural Sites and Traditional Resource Activities).

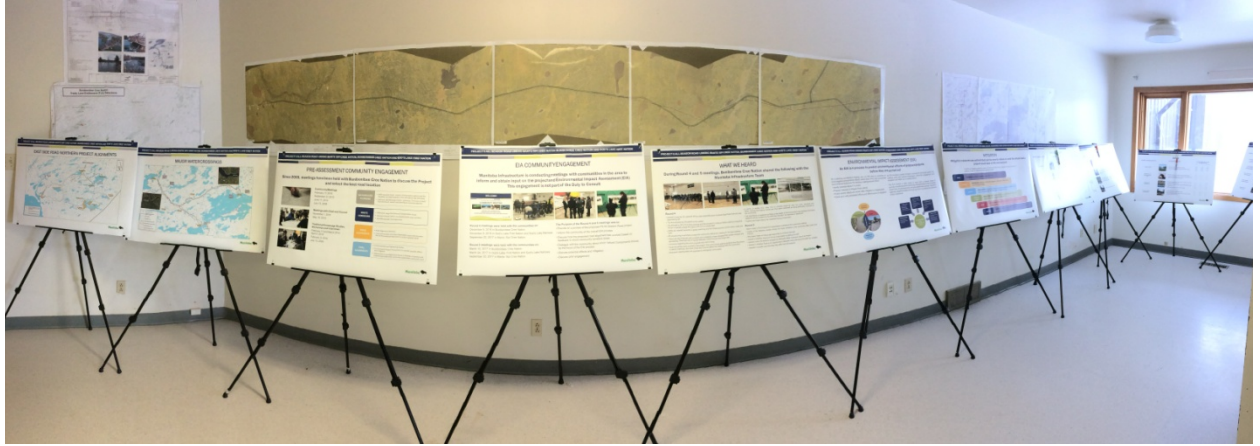
Attachments:

- Photos (including comments from community members on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

















ON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONBEE CREE NATION AND GOD'S LAKE FIRST NATION

HERITAGE AND CULTURAL SITES

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
s) or	 <ul style="list-style-type: none"> Avoid known heritage sites or recover artifacts Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction 	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
	 <ul style="list-style-type: none"> Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land 	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
	 <ul style="list-style-type: none"> Limit equipment and workers to construction areas 	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DON'T KNOW
Loss of traditionally used plants from clearing	 <ul style="list-style-type: none"> Map important traditional use areas for project planning and design (routing and set backs) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change to moose/caribou distribution affecting hunting	 <ul style="list-style-type: none"> Protect moose and caribou (see boards) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change to furbearer distribution affecting trapping	 <ul style="list-style-type: none"> Protect furbearers (see boards) Maintain access to traplines and trails during construction Design trail crossings to maintain trapper access and trails 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change in fishery harvest and collection of aquatic plants and fish eggs	 <ul style="list-style-type: none"> Protect fish, reptiles, amphibians (see boards) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting travel routes for resource harvesting	 <ul style="list-style-type: none"> Provide an approach for current users to cross the road and signs posted showing the road crossing at portages 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased access to resource areas	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation
God's Lake First Nation
Round 6 Community Meeting**

Date: November 7, 2017

Time: 11:00 a.m. – 3:00 p.m.

Location: God's Lake First Nation Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Gord Chamberlain, Kristin Mozel, Edwin Mitchell

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

God's Lake First Nation Community Attendees
Clara Chubb, Delia Bee, Mary James, Morley Duck, Jack Okemow, Maggie White, Bruce Trout, Chris Watt, Keith Peskoonas (Coordinator), Stan Okemow, Mildred Kanabee, Keith Trout, Mary Okemow, Leon Andrews, Maggie White, Bruce Trout, Rosabelle Ross, Robert Bee, Gordon Andrews, Arthur Ogemon, Steven Okemow, Sarah Hastings, Ronald Duck, Steve Okemow, Mary Okemow, Bello Okemow, Andrew Captain, Joe Nassee

Summary:

MI held a community meeting in God's Lake First Nation on Tuesday, November 7, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 project, discuss previous meetings, and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and addressed in project design. In response to comments received during the Round 4 and 5 community meetings to try to get more youth involved in the process a separate presentation was prepared for the community youth, however, the school did not respond to the invitation for a youth specific presentation.

Manitoba Indigenous Relations made a presentation on the Crown Consultation process and Manitoba's Environmental Assessment process. Additionally the Canadian Environmental Assessment Agency made a presentation about the *Canadian Environmental Assessment Act*

2012 review process that included discussion on how Canada consults with Indigenous peoples. Questions were answered following the presentations.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

A total of 28 local residents signed the sign-in sheet for the community meeting. MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees.

Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, vegetables and dip, stew, bannock and fruit were available for attendees.

Advertising:

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and the meeting was announced on the community radio station. Stewart Hill coordinated the meeting with Keith Peskoonas the God's Lake First Nation Lands Manager in the community.

MI Presentation:

The community meeting began with an opening prayer at approximately 11:00 a.m. A community member provided translation during the presentations. After introductions of the MI and consultant team members, Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency representatives gave PowerPoint presentations (including two short videos) on the processes for Crown Consultation and regulatory processes for the provincial and federal governments.

Following a lunch break, MI and its consultants gave a PowerPoint presentation beginning shortly after 1:00 p.m. which provided the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- Map of All-Season Road alignment in the vicinity of God's Lake First Nation.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of the purpose and what was heard from God's Lake First Nation in the Round 4 and Round 5 EA meetings.

- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Comments and Questions for MI:

A summary of the questions and comments from the community related to the proposed P6 project during the presentation are provided as follows.

- 1) The road alignment appears close to God's Lake on the map (first story board), why not move the alignment away from God's Lake?

The alignment was determined using input from community, environmental and technical considerations and tried to find the best place to locate the road. The alignment selection process and measures taken to mitigate effects is reviewed by CEAA and considered when making a decision on the project.

- 2) If everything goes well, when will the project start?

MI anticipates it will receive approvals from CEAA and MSD in 2019, after which detailed design is required before construction can begin. As there has been a reduction in the provincial budget available for the east side roads, MI is focusing on completing projects for which environmental licences and approvals have been received. Construction projects for the P3a (Wasagamack First Nation to St. Theresa Point First Nation) and P7a (Little Grand Rapids First Nation & Pauingassi First Nation to the Little Grand Rapids Airport) will be the focus in the next several years. Project 1 PR304 to Berens River will be completed this year. If the province is providing the sole funding for the P6 project, under current scenarios, the project will not start construction until 2030. However, if additional funding (e.g., the federal government) becomes available, the project could start sooner.

- 3) Who will be maintaining the road after construction? Culverts tend to get plugged up. Who's funding this and is it part of the EA?

Maintenance of road is part of the EA. Maintenance will be solely funded by MI unless other funding contributions (from Canada or private) are received. Maintenance activities will include culvert clean outs to prevent upstream flooding and culvert washouts. Culverts will also be designed to accommodate flows and allow fish passage.

- 4) Will there be a central fueling location during construction?

Likely not. Fuel will be stored at the construction camps in tanks (typically 50,000 L). MI may get fuel from the local communities when they are in the vicinity of the communities.

- 5) What does restrict hunting during construction mean, does that apply to community members?

MI will not allow contractors or community members working on the construction site to bring guns to work or hunt near the construction site (i.e., safety issue). Community members have the right to hunt elsewhere when not working.

- 6) What does block access mean?

MI will remove access roads built to quarries, borrows, etc. that are not needed for maintenance by removing the road and putting boulders at the entrance to the remaining quarries to be used for maintenance to reduce increased access into those areas.

- 7) What does planting native species mean?

Local species of plants growing in the P6 area (i.e., plants suited to the P6 area), will be planted, where as plants not suited to the area will not be planted.

- 8) An elder mentioned she didn't want medicinal plants to be destroyed. They are rare and only grow in certain areas of muskeg.

TK studies were done with all four P6 communities to identify areas of medicinal plant gathering and the all-season road will avoid known areas and maintain a buffer around the sites. The all-season road needs to be constructed on higher and drier grounds and will avoid many of these areas.

- 9) A canoe quest from God's Lake First Nation to Bunibonibee Cree Nation occurs every year. It is a traditional annual event that takes 2 weeks.

TK studies with the four P6 communities asked for travel routes and MI will work with communities to accommodate key crossing locations by installing portages.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Feedback for P6:

- An attendee agreed with the suggested mitigation measures for all of the VCs.
- What are the timelines for P6?
MI anticipates receipt of federal and provincial environmental approvals in 2019, at which point final design can begin. Construction is anticipated to take 8 years. Given budget constraints, the construction start date for P6 is now 2030.
- Comment – one firm to look after construction on the east side.
- Rock will be needed for road, will a lot of quarries be needed?
The alignment is located on rock where possible to minimize the project footprint and the road will be constructed using that rock using a cut and fill process. Additional rock will still be required, but MI will try to minimize the footprint and effects of these quarries.

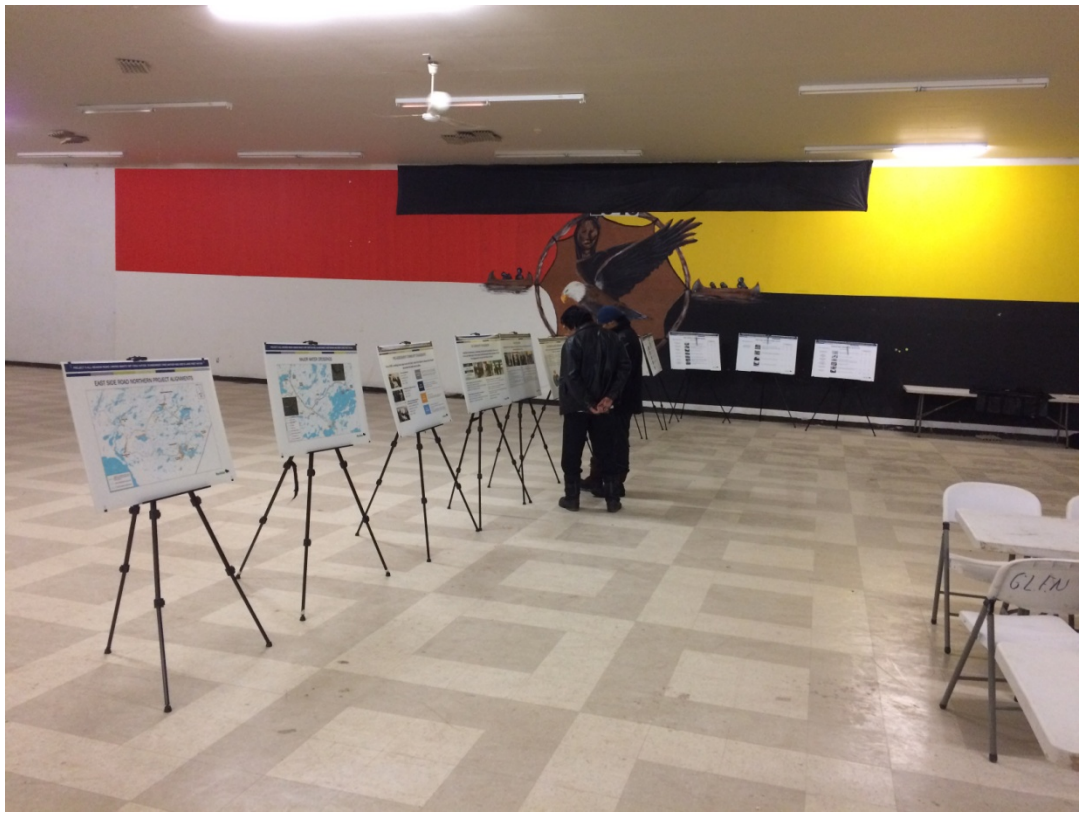
Attachments:

- Photos (including comments from the community on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.





MOOSE/CARIBOU

TS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Limit construction worker activity to project area
- Maintain habitat, encourage natural re-vegetation and planting with native species
- Limit access of right-of-way

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Restrict hunting in construction contract areas

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>




- Road design: improved sightlines, reduced speed, and signage on road

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Manitoba 

FURBEARERS

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of vegetation clearing
- Burn slash piles during first winter to limit furbearer use
- Maintain habitat, encourage re-vegetation and planting with native species

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Maintain camp standards to avoid creating wildlife attractants

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>







- Improve sightlines, reduced speed, and signage on road
- Design equalization culverts to provide an alternate means of access for furbearers


<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>









- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 <ul style="list-style-type: none"> • Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manitoba 

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 <ul style="list-style-type: none"> • Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Maintain subsurface water flow through design and installation of equalization culverts 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
 <ul style="list-style-type: none"> • Block access roads after construction 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manitoba 

FISH, REPTILES AND AMPHIBIANS

SUGGESTED MITIGATION



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



- Clear in winter and limit clearing near watercourses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

HERITAGE AND CULTURAL SITES

SUGGESTED MITIGATION



- Avoid known heritage sites or recover artifacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



- Block temporary access roads after construction

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW

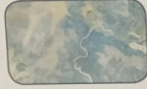
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TRADITIONAL RESOURCE ACTIVITIES

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DONT KNOW



- Map important traditional use areas for project planning and design (routing and set backs)



- Protect moose and caribou (*see boards*)



- Protect furbearers (*see boards*)
- Maintain access to traplines and trails during construction
- Design trail crossings to maintain trapper access and trails



- Protect fish, reptiles, amphibians (*see boards*)



- Provide an approach for current users to cross the road and signs posted showing the road crossing at portages



- Block temporary access roads after construction

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation
God's Lake Narrows Northern Affairs Community
Round 6 Community Meeting**

Date: November 7, 2017

Time: 4:30 p.m. – 6:00 p.m.

Location: God's Lake Narrows Community Hall

In Attendance: Manitoba Infrastructure (MI) Project Team
Jaime Smith, Gord Chamberlain, Kristin Mozel, Edwin Mitchell

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Manto Sipi Cree Nation Community Attendees
Sam Healey Sr., Marie Bland, Leonard Bland

Summary:

MI held a community meeting in God's Lake Narrows Northern Affairs Community on Tuesday, November 7, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the meeting was to provide information to community members regarding the P6 project, discuss previous meetings, and summarize potential effects and mitigation measures for the proposed project. In addition, the meeting provided another opportunity to hear from the community about what members value so that it can be considered in the EA process and addressed in project design. Due to the limited number of attendees, MI did not show the PowerPoint presentation, choosing to focus on reviewing the poster boards with the community members. As noted below, copies of the PowerPoint presentation and poster boards were provided to attendees. In addition, copies were left for community members that could not attend.

Poster boards and maps describing the proposed P6 project, Valued Components (VC) and potential effects and mitigation measures were displayed around the community hall for review and discussion with MI and its consultants. Representatives from Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency were also available to answer questions about the Crown Consultation processes and the regulatory review processes.

Attendees:

There was 1 local resident that signed the sign-in sheet for the community meeting, although a total of 3 attendees were counted. MI provided its newsletter, a comment sheet, MI's presentation, display boards and "How a Road is Constructed" handout to attendees. Copies of the Manitoba Indigenous Relations and the Canadian Environmental Assessment Agency's presentations were also provided. In addition, the Agency provided a handout outlining the environmental approvals process under the *Canadian Environmental Assessment Act, 2012*.

Bottled water, fruit juices, vegetables and dip, sandwiches, fruit and pastries were available for attendees.

Advertising:

The community meeting was advertised prior to the event with the local coordinator contacting and inviting community members. Stewart Hill (member of MI's consultant team) coordinated the meeting with Marie Bland in the community.

MI Poster Boards:

MI set up poster boards around the community hall for community members to review. MI and consultant team members were available to walk members through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, pre-assessment community engagement, EA community engagement, what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Feedback for P6:

- One community member indicated that he wished that the all-season road could be constructed sooner. In addition, he indicated that connecting the four communities was a good idea. He hoped that mining companies might be able to speed up the timeframe for construction of the P6 all-season road.
- One community member indicated that MI had done a good job identifying potential effects and mitigation measures.

Attachments:

- Photos of the comments from the community on poster boards

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

MOOSE/CARIBOU

CTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Limit construction worker activity to project area
- Maintain habitat, encourage natural re-vegetation and planting with native species
- Limit access of right-of-way

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Restrict hunting in construction contract areas

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Road design: improved sightlines, reduced speed, and signage on road

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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FURBEARERS

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of vegetation clearing
- Burn slash piles during first winter to limit furbearer use
- Maintain habitat, encourage re-vegetation and planting with native species

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Maintain camp standards to avoid creating wildlife attractants

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



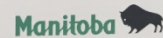
- Improve sightlines, reduced speed, and signage on road
- Design equalization culverts to provide an alternate means of access for furbearers

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- Block temporary access roads after construction

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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BIRDS

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW

it



- Minimize extent of vegetation clearing
- Maintain riparian buffer zones along water's edge

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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- Restrict construction worker activity to project area
- Clearing and blasting to occur as much as possible in the winter, outside reproductive period

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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- No work below high water mark in spring to prevent accidental nest disturbance
- Identification and protection of critical nesting sites during construction
- Buffer around active nests and stick nests

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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- Restrict hunting in construction areas
- Block temporary access roads after construction limiting access of the right-of-way

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manitoba 

VEGETATION

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Survey for species of concern

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Maintain subsurface water flow through design and installation of equalization culverts

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Block access roads after construction





<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Manitoba 







FISH, REPTILES AND AMPHIBIANS

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
ge in	 <ul style="list-style-type: none"> Avoid critical reproduction period and locations No work below the high water mark in spring 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
ality	 <ul style="list-style-type: none"> Clear in winter and limit clearing near watercourses and restore vegetation Use erosion protection and sediment control 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
to	 <ul style="list-style-type: none"> Block access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
nts	 <ul style="list-style-type: none"> Design culverts for passage and natural flow 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
lows	 <ul style="list-style-type: none"> Design culverts for passage and natural flow 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
s	 <ul style="list-style-type: none"> Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste Prohibit use of herbicides near watercourses 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f from	 <ul style="list-style-type: none"> Ensure equipment working beside or in water has been properly cleaned 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

HERITAGE AND CULTURAL SITES

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
to ed) or es	 <ul style="list-style-type: none"> Avoid known heritage sites or recover artifacts Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	 <ul style="list-style-type: none"> Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	 <ul style="list-style-type: none"> Limit equipment and workers to construction areas 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

TRADITIONAL RESOURCE ACTIVITIES

EFFECTS)	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DONT KNOW
sed g	 <ul style="list-style-type: none"> Map important traditional use areas for project planning and design (routing and set backs) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g	 <ul style="list-style-type: none"> Protect moose and caribou (<i>see boards</i>) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
r g	 <ul style="list-style-type: none"> Protect furbearers (<i>see boards</i>) Maintain access to traplines and trails during construction Design trail crossings to maintain trapper access and trails 	<input checked="" type="radio"/> <input checked="" type="radio"/> <input checked="" type="radio"/>	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<input type="radio"/> <input type="radio"/> <input type="radio"/>
lants	 <ul style="list-style-type: none"> Protect fish, reptiles, amphibians (<i>see boards</i>) 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
i for g	 <ul style="list-style-type: none"> Provide an approach for current users to cross the road and signs posted showing the road crossing at portages 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
p	 <ul style="list-style-type: none"> Block temporary access roads after construction 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Appendix 5-7: Letters to Indigenous Groups Regarding the Posting of Annex A on the Manitoba Infrastructure Website

August 21, 2018

Chief Tim Muskego
Bunibonibee Cree Nation
P.O. Box 235
Oxford House, MB R0B 1C0

Dear Chief Muskego,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Catherine Merrick
Cross Lake Band of Indians
P.O. Box 10
Cross Lake, MB R0B 0J0

Dear Chief Merrick,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Dino Flett
Garden Hill First Nation
General Delivery
Island Lake, MB R0B 0T0

Dear Chief Flett,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Gilbert Andrews
God's Lake First Nation
P.O. Box 258
God's Lake Narrows, MB R0B 0M0

Dear Chief Andrews,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

President David Chartrand
Manitoba Metis Federation
300 - 150 Henry Avenue
Winnipeg, MB R3B 0J7

Dear President Chartrand,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Oliver Okemow
Manto Sipi Cree Nation
P.O. Box 97
God's River, MB R0B 0N0

Dear Chief Okemow,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Ron Evans
Norway House Cree Nation
P.O. Box 250
Norway House, MB R0B 1B0

Dear Chief Evans,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Samuel Knott
Red Sucker Lake First Nation
General Delivery
Red Sucker Lake, MB R0B 1H0

Dear Chief Knott,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief David McDougall
St. Theresa Point First Nation
General Delivery
St. Theresa Point, MB R0B 1J0

Dear Chief McDougall,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

August 21, 2018

Chief Alfred Harper
Wasagamack First Nation
General Delivery
Wasagamack, MB R0B 1Z0

Dear Chief Harper,

RE: Project 6 – All-season Road Environmental Assessment – Annex A

A number of community and public open house meetings were held specifically for the Environmental Impact Statement (EIS) to discuss the proposed All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (also known as Project 6). Copies of the presentations, storyboards and handouts were posted on MI's website (<https://www.gov.mb.ca/mit/hpd/environment/meetings.html>). These engagement records were combined into one document and called Annex A for the EIS. Annex A is now available on MI's website.

If you have any questions, comments, or concerns please feel free to contact me either by telephone at (204) 945-3661 or by e-mail at Gordon.Chamberlain@gov.mb.ca .

Sincerely,
<Original Signed By>

Gordon Chamberlain
Environmental Coordinator - Manitoba Infrastructure

cc. Kimber Osiowy, MI
Jaime Smith, MI
Janet Scott, CEAA
Elise Dagdick, MSD

Appendix 5-8: Winnipeg Open House Summaries

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Winnipeg Open House**

Date: May 17, 2017

Time: 5:00 p.m. – 8:00 p.m.

Location: Delta Hotel, 350 St. Mary Avenue, Winnipeg

In Attendance: Manitoba Infrastructure (MI) Project Team
Kimber Osiowy, Jaime Smith, Elmer Thiessen, Gord Chamberlain,
Edwin Mitchell

KGS Group
Shaun Moffatt, Elisabeth Hicks

Attendees

Tim Muskego, Tom Thordarson, Paul Turenne, Hubert Watt, Stanley Duck, Keith Peskoonas, Oliver Okemow, Sandy Wood, Horace Crane, Matt Gale, David Chadwick, Amanda Nasee, Jacqueline Johnson-Verdin, Tebesi Mosala, Gilbert Andrews, Tommy Weenusk, Andrea McLandress, Laura James, George Neepin, Christine Harper, Lisa Lowman, Chris Higgs, Moses Okemow

Summary:

MI held a Public Open House at the Delta Hotel in Winnipeg on Wednesday, May 17, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation. The length of the all-season road is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the Public Open House was to provide information to stakeholders and the public regarding the Project, review the options that have been considered, discuss potential effects and share possible mitigation measures. In addition, the Public Open House was intended to get feedback from stakeholders and the public on what they value so it can be considered in the EA process and addressed in project design. As outlined below, MI and its consultants prepared and delivered a presentation regarding the proposed project. Poster boards and maps were displayed in the meeting room for review and discussion with MI and its consultants following the presentation.

Attendees:

Twenty-three attendees signed the sign-in sheet for the Public Open House. MI provided a comment sheet to attendees and copies of the presentation were available. Coffee, tea, water and cookies were available for attendees.

Advertising:

The Public Open House was advertised prior to the event through notices in the Winnipeg Free Press (Saturday, April 29, 2017), Winnipeg Sun (Sunday, April 30, 2017) and the Grassroots News (Wednesday, May 3, 2017). Copies of the notices are attached.

The Public Open House was also advertised on the local radio within the communities of Oxford House, God's River and God's Lake Narrows. Attempts were also made to contact Native Communications Inc. to announce the Public Open House through their radio station; however, no response was received.

Letters of invitation were sent to nineteen stakeholders with a potential interest in the proposed project. A copy of the stakeholder letter of invitation and the list of stakeholders it was sent to is attached.

MI Presentation:

At 6:00 p.m., following introductions of the MI and consultant team members, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- An overview of the ESTI including the status of Project 1 – All-Season Road from Provincial Road 304 to Berens River First Nation, Project 3a – All-Season Road from St. Theresa Point First Nation to Wasagamack First Nation, Project 4 – All-Season Road connecting Berens River to Poplar River First Nation, and Project 7a – Pauingassi and Little Grand Rapids First Nations connection to Little Grand Rapids Airport.
- Steps to Select, Design & Construct an All-Season Road.
- Maps of the P6 All-Season Road alignment.
- A description of P6 including route alignment changes and the two major water crossings.
- What is an Environmental Impact Assessment (EIA). Inputs into the EIA process and the importance of community and public engagement was described.
- An overview of prior discussions held with the Manto Sipi Cree Nation, Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Northern Affairs Community.
- An overview of baseline data required for the EA including Traditional Knowledge (TK) and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat).
- Valued Components (VCs) selected for wildlife, vegetation, aquatics and culture.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) on Valued Components and mitigation ideas to minimize potential effects of the project were also presented. Slides were presented for moose/caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were displayed as poster boards at the Public Open House. The poster boards also included a column where attendees could write additional mitigation ideas.
- The proposed P6 schedule and next steps including one additional Public Open House in Winnipeg (tentatively in the fall of 2017) for the EIA.

Poster Boards:

As noted above, MI displayed boards around the meeting room for attendees to review after the presentation. MI and consultant team members were available to answer questions. The poster boards showed maps of the ASR projects in the northern study area, the P6 route alignment, a map/aerial photos of the two major water crossings which require bridges and steps in constructing an all-season road. A poster board also described inputs into the EA process and the importance of community engagement including an overview of baseline data required for the EIA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). In addition, a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring was posted on a board.

A series of boards outlined baseline studies conducted and VCs identified for wildlife, vegetation, aquatics, heritage resources and culture. In addition, a series of boards described possible changes (effects) and mitigation ideas for moose/caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for attendees to write down any other VC or mitigation ideas that should be considered in the EA beyond what was described on the boards. Pristine wilderness and several species were identified by meeting attendees as important on the Wildlife VC board (refer to the attached photos).

Comments and Questions:

A summary of the questions and comments from attendees are as follows:

- 1) A member from God's Lake First Nation was interested in the Heritage Resources Impact Assessment and what happened to the Stone tools found. The member also stated that wolves were the reason for the decline in the moose population, and that he and other community members often see cows without calves, and that wolves are becoming more common.

It was indicated that the Heritage Resource Consultant submitted the artifacts recovered from the P6 Heritage Resource Impact Assessment to the Historic Resources Branch.

- 2) Another member from God's Lake First Nation thought that poaching will increase with increased access to the area.
- 3) Were any sensitive caribou sites found in the area?

It was indicated that the area has Penn Island caribou and not woodland caribou. Therefore, the habitat is not as sensitive as some of the locations in P4 and P7a. In addition, TK and wildlife data was considered in the development of the alignment.

- 4) Are there any caribou calving areas near the all-season road alignment?

The Traditional Knowledge and wildlife studies indicate that most calving occurs on islands and will not be affected by the alignment.

- 5) Will salt be used on the road?

No, it will likely just be sand which is the standard practice for MI.

- 6) Is the alignment finalized now?

It was indicated that the alignment is finalized with the exception of an approximately 8 km section near Manto Sipi Cree Nation.

- 7) One attendee commented about potential for invasive species such as zebra mussels, and the long-term impact on Provincial Roads.

In response, it was indicated that Manitoba Sustainable Development is trying to educate the public on the spread of invasive species and measures to prevent the spread. This includes information on the proper cleaning of boats.

- 8) How is the sequence of the all-season road project decided?

In response, it was indicated that the original intention was to start from the communities and work towards established roads to assist in economic development and allow community contractors to build capacity, but now will likely start at Bunibonibee.

- 9) One attendee indicated that the proposed project will have a positive impact on the quality of life of the members in the directly affected communities.

- 10) One attendee identified wolverine and mink as VC animals.

- 11) One attendee asked if there was a website where they could find more information.

In response, it was indicated that project information will be made available on the Manitoba Infrastructure website.

- 12) What is the purpose of the baseline studies?

It was indicated that the baseline studies are a starting point and assist in determining the possible effects of the proposed project on the environment.

- 13) A representative from the Lodges and Outfitters Association indicated that their primary interest is around Knee Lake and how Project 6 will affect the area. Knee Lake has a luxury lodge and an airstrip, Bolton Lake has a small lodge and Aswap Lake has an outpost. In addition, there are a couple of lodges on God's Lake, a lodge on Edmund Lake and a lodge on Elk Island. The association is interested in how the proposed all-season road will affect bear and moose hunting (and opportunistic wolf hunting in fall) with licenced hunters. A map zooming into area around Knee Lake showing P6 alignment was requested.

The representative also noted that the EA licence for Bipole III required Manitoba Hydro to provide compensation for lodges and outfitters directly affected by the project. It was recommended that there should be no hunting by construction crews and that MI should consider access management plans. The representative also recommended that MI contact the individual lodges and outfitters directly (Note: the Lodges and Outfitters Association provided information regarding this to MI following the Public Open House).

The representative also asked about whether or not linear features would be a disease vector.

MI discussed Ptenuis found in deer and noted that extent of deer range is far south of the P6 project area.

- 14) One attendee was interested in the effect of smaller culverts and culverts proposed for regular tributaries going into God's Lake. It was indicated that the 3 foot culvert installed over the tributary in the community has had problems in winter with ice blocking the flows. In addition, beavers have been plugging up the culvert. The attendee recommended bridges for Magill Creek and God's River which are part of the proposed project.
- 15) One attendee from the Government of Canada indicated it would be helpful to have a detailed timeline for the construction of the all-season road as there are plans to construct a solid waste facility in Bunibonibee Cree Nation.
- 16) When will additional information on the proposed project be available and when will the project be built?

It was indicated that MI is planning to submit a Project Description to the Canadian Environmental Assessment Agency as well as a Project Description and Scoping Document to Manitoba Sustainable Development in the near future. The Project will proceed to final design and construction after approvals are received but the Project is not currently on the 5-year plan.

- 17) A couple of attendees also asked about when the baseline studies would be available.

It was indicated that the wildlife study has not been completed. Studies that are not sensitive will be made available in the future.

Attachments:

- Public Open House Notices
- Letter of Invitation
- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

death after he mowed down cyclists is given the trial. The judge also ordered Alec be — The Canadian Press

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-Dr. Seuss

PUBLIC OPEN HOUSE

Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.

LOCATION: DELTA HOTEL, 350 ST. MARY AVENUE
DATE: WEDNESDAY MAY 17, 2017
TIME: 5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held and additional meetings in the communities are being planned. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:
Manitoba Infrastructure
1420 - 215 Garry Street
Winnipeg, MB R3C 3P3
Phone: 204-945-4900 or Toll Free: 1-866-356-6355
Fax: 204-948-2462



Dated at Winnipeg, Manitoba this 20th day of April, 2017.

DERKSEN LAW
Solicitors for the Estate
Per: WALDY DERKSEN

NOTICE TO CREDITORS

In accordance with S. 41 (5) *Trustee Act* (R.S.M. 1987)

IN THE MATTER OF the Estate of Carolyn Ann Henry, late of the Town of Sanford, in Manitoba, deceased.

ALL CLAIMS against the above estate, duly verified by Statutory Declaration, must be filed with TRADITION LAW LLP, Estates & Trusts, at their offices at 200-207 Donald St., Winnipeg, MB R3C 1M5, Attention: Cynthia Hiebert-Simkin, on or before May 29, 2017.

DATED at the City of Winnipeg, in Manitoba, the 29th day of April, 2017.

TRADITION LAW LLP
Estates & Trusts
Solicitors for the Executor

NOTICE TO CREDITORS

IN THE MATTER OF the estate of BLAKE EDWARD WHITTLETON, late of the Town of Sanford, in Manitoba, deceased.

All claims against the above estate, duly verified by statutory declaration, must be sent to the undersigned at 700-444 St. Mary Avenue, Winnipeg, Manitoba, R3C 3T1 on or before the 29th day of May, 2017.

DATED at the City of Winnipeg, in the Province of Manitoba, this 12th day of April, 2017.

JAMES H. DIXON
MONK GOODWIN LLP
700-444 St. Mary Avenue
Winnipeg, MB R3C 3T1
Solicitors for the Estate

R3G 0R4 on or before May 30, 2017. Dated at the City of Winnipeg, in M this 24th day of April, 2017.

WOLSELEY LAW LLP
Solicitors for the Executor

NOTICE TO CREDITORS

IN THE MATTER of the Es LILLIAN GREENFIELD (also kn LIBBY GREENFIELD), late of t of Winnipeg, in Manitoba, Dece

All claims against the above duly verified by Statutory Decl must be filed with the unde at TD Wealth Private Tru Portage Avenue, Suite 1726, Wi Manitoba, R3B 3K6, (Attention: Harrison) on or before May 29, 2 DATED at Winnipeg, Manitoba 19, 2017.

TD WEALTH PRIVATE TRU
Attention: Audrey Harrison
Trust Officer for the Estate

NOTICE TO CREDITORS

IN THE MATTER OF the e LEOPOLD GIRARD, late of the Winnipeg, in Manitoba, decease

All claims against the above esta verified by statutory declaratio be sent to the undersigned at St. Mary Avenue, Winnipeg, M R3C 3T1 on or before the 29th May, 2017.

DATED at the City of Winnipeg Province of Manitoba, this 29th April, 2017.

MICHEL CHARTIER
MONK GOODWIN LLP
700-444 St. Mary Avenue
Winnipeg, MB R3C 3T1
Solicitors for the Executor

PUBLIC OPEN HOUSE

Share Your Views

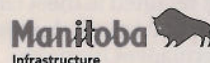
Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonabee Cree Nation & God's Lake First Nation.

LOCATION: DELTA HOTEL, 350 ST. MARY AVENUE
DATE: WEDNESDAY MAY 17, 2017
TIME: 5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held and additional meetings in the communities are being planned. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
 1420 - 215 Garry Street
 Winnipeg, MB R3C 3P3
 Phone: 204-945-4900 or Toll Free: 1-866-356-6355
 Fax: 204-948-2462



KGS
 GROUP
 CONSULTING
 ENGINEERS

Code blue for hospital's ER

Group protests closing of unit at Victoria General

GLEN DAWKINS
 Winnipeg Sun

A small group of concerned Winnipeggers held a protest Saturday against the closure of the Victoria General Hospital emergency room.

"We wanted to make the people aware of what is going on there," said protest organizer Baljit Singh. "Not everybody is aware that the hospital's ER is closing down. People are going to have to go to St. Boniface or the Health Sciences Centre and we have to make sure that the people are aware of that."

Earlier this month, the Winnipeg Regional Health Authority announced plans to close three of Winnipeg's ERs, including Victoria Hospital's.

Seven Oaks and Victoria hospitals are slated to lose their ERs and become urgent care centres which will deal with serious but non-life-threatening injuries while Concordia Hospital will lose its ER and focus on orthopedics, geriatric rehabilitation and transitional care for patients waiting to get into personal care homes.

As well, the Misericordia Health Centre's urgent care centre will be replaced with an intravenous therapy centre. The closures would centralize emergency room services at St. Boniface Hospital, Health Sciences Centre and Grace Hospital.

The province and WHRA has said that the plan will improve patient care. Earlier this month, NDP MLA

Jim Maloway led an information picket in front of the Concordia Hospital and is organizing an online campaign to keep its ER open.

Singh said his small group of about a dozen protesters got an encouraging reception with passing motorists honking their support.

"That's our goal: making the government reconsider the decision they made," said Singh, whose group is also worried about how this will affect people living south of the city who depend on the Victoria Hospital's ER.

"They can do and undo anything they want."

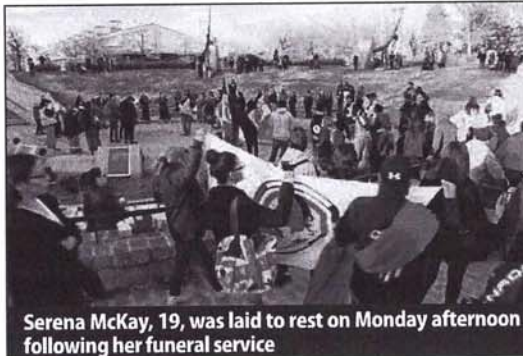
gdawkins@postmedia.com
 Twitter: @SunGlenDawkins

Continued from page 4

the violence of what happened.
 "It's all too common the way that our young people are dying," Jolly said.

Bitternose said she always feared losing one of the young Indigenous girls in her life to this kind of violence.

"Everyone is immensely impacted," she said. "Make it your resolve when you go to your home fires that you will talk to your young peo-



Serena McKay, 19, was laid to rest on Monday afternoon following her funeral service

ple," Bitternose said, as she urged the need to keep young people, and Indigenous women, safe.

Alma Kakikepinace agreed.

"She came here to teach us about the missing and murdered," Kakikepinace said following the service. "This is number 12 that I am aware of in Sagkeeng. Everybody says it should have never happened, but it did. And we need to move on and heal now."

Scholarship in McKay's name

The elder was one of hundreds who came out to pay her respects and find closure. She never knew McKay personally but was the first to find the teen's body on April 23.

"I am walking away now with images in mind other than the finding of Serena," she said. "I now have visions of her as a toddler and the drum that was laid with her. And I was able to meet with the mother and offer her the comfort. So I needed these for my healing as well."

Following the service, McKay was laid to rest at memorial grounds in Winnipeg.

Her family expressed immense gratitude for the outpouring of support from across the country.

McKay will be granted her high school diploma posthumously at her class's convocation in June. Her family was also grateful to learn the school is creating a scholarship in her name.

In closing, Pastor Jolly spoke about the significance of names in Indigenous culture.

"I think she would desire us to have serenity," he said.



WEST REGION CHILD AND FAMILY SERVICES, INC.

invites applications for

**Urban Services CFS Worker (1-year Term)
 Winnipeg, MB**

WRCFS is a mandated First Nations Child and Family Services Agency responsible to provide a full range of services, including statutory services, voluntary services and prevention services to the children and families of its nine First Nations, residing on and off reserve. The purpose of the programs of WRCFS is to sustain, support, and enhance family and community life. The agency's mission is to work with our First Nations people to protect Aboriginal children, in keeping with our core values.

Reporting to the Urban Services CFS Supervisor, the worker will be responsible to work as part of a team in delivering a full range of child and family services with emphasis on prevention and resource services as a frontline approach. Duties will include: the provision of a full range of statutory child welfare services that involves child protection; court work; case management; intake; on-call; advocacy; special needs; age of majority and the application of the Structured Decision Making Assessment tools when working with families.

Qualifications:

- BSW degree with two (2) years of child welfare experience, preferably in First Nations child and family services. An equivalent combination of training and experience may be considered.
- Must have working knowledge of the CFS Act and a commitment to First Nations child and family services, community based planning and service delivery.
- Knowledge of and appreciation for Ojibway culture and aspirations are essential.
- The ability to speak Ojibway will be considered a definite asset.
- Demonstrated ability to communicate effectively, both orally and in writing.
- Must have demonstrated ability to work as part of a team and within a multi-disciplinary approach.
- Must have good organizational skills.
- Must be able to respond to completing deadlines in a fast paced work environment.
- Must have computer training and/or knowledge of Microsoft Office.
- Have familiarity with the Structured Decision Making Assessment tools, Intake & CFSIS.

Salary: Commensurate with experience and training and according to Provincial pay scale.

WRCFS offers a supportive, progressive and innovative work environment, competitive salaries, a great benefits package, and training opportunities. The successful applicant must provide WRCFS with a current criminal record check and child abuse registry check and driver's abstract prior to commencement of employment. Travel is required. A valid driver's license and access to means of transportation for work is a condition of employment.

Please submit your resumes with a covering letter to:

Verna McIvor, BSW, RSW
 Director of Urban Services
 West Region Child and Family Services, Inc.
 255 Sherbrook St.
 Winnipeg, MB.
 R3C 2B8
 Fax: (204) 985-4079

DEADLINE FOR APPLICATIONS IS May 5th 2017

We thank you for your interest in WRCFS; however only those selected for an interview will be contacted.

**PUBLIC OPEN HOUSE
 Share Your Views**

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.

LOCATION: DELTA HOTEL, 350 ST. MARY AVENUE
DATE: WEDNESDAY MAY 17, 2017
TIME: 5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held and additional meetings in the communities are being planned. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
 1420 – 215 Garry Street
 Winnipeg, MB R3C 3P3
 Phone: 204-945-4900 or Toll Free: 1-866-356-6355
 Fax: 204-948-2462



Project 6 - All-Season Road
External Stakeholder List for Winnipeg POH 1

Organization
Aboriginal Chamber of Commerce
Canadian Environmental Assessment Agency
Canadian Parks and Wilderness Society Manitoba Chapter
First Peoples Economic Growth Fund
Keewatin Tribal Council
Manitoba Eco-Network
Manitoba Keewatinowi Okimakanak Inc.
Manitoba Lodges and Outfitters Association
Manitoba Metis Federation
Manitoba Paddling Association
Manitoba Sustainable Development
Manitoba Trappers Association
Manitoba Wilderness Committee
Manitoba Wildlands
Manitoba Wildlife Federation
Manitoba Wildlife Society
Mining Association of Manitoba
Nature Conservancy of Canada
Northern Association of Community Councils Inc.



Infrastructure

Engineering and Operations/Highway Planning and Design
1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-3660 F 204-945-0593
www.manitoba.ca

April 24, 2017

Reg Meade
Northern Association of Community Councils Inc.
<Personal Information Removed>

Dear Mr. Meade:

**Re: INVITATION TO A PUBLIC OPEN HOUSE – ALL-SEASON ROAD LINKING
MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION & GOD’S LAKE
FIRST NATION**

Manitoba Infrastructure (MI) is hosting a series of community meetings and Public Open Houses to discuss the proposed P6 All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation. The community meetings and Open Houses are an opportunity for community members, stakeholders and the public to discuss the proposed all-season road project and its Environmental Assessment, which is currently underway. As a key stakeholder for the project, MI wants to hear your views on the proposed transportation improvements in this area.

The Open House will be held in Winnipeg on **May 17**, from **5:00 p.m. – 8:00 p.m.** with a presentation at **6:00 p.m.** The meeting will take place at the **Delta Hotel**, located at 350 St. Mary Avenue.

For more information on this Public Open House and to RSVP, please call 945-4900 or Toll Free 1-866-356-6355. Thank you for your interest in this project.

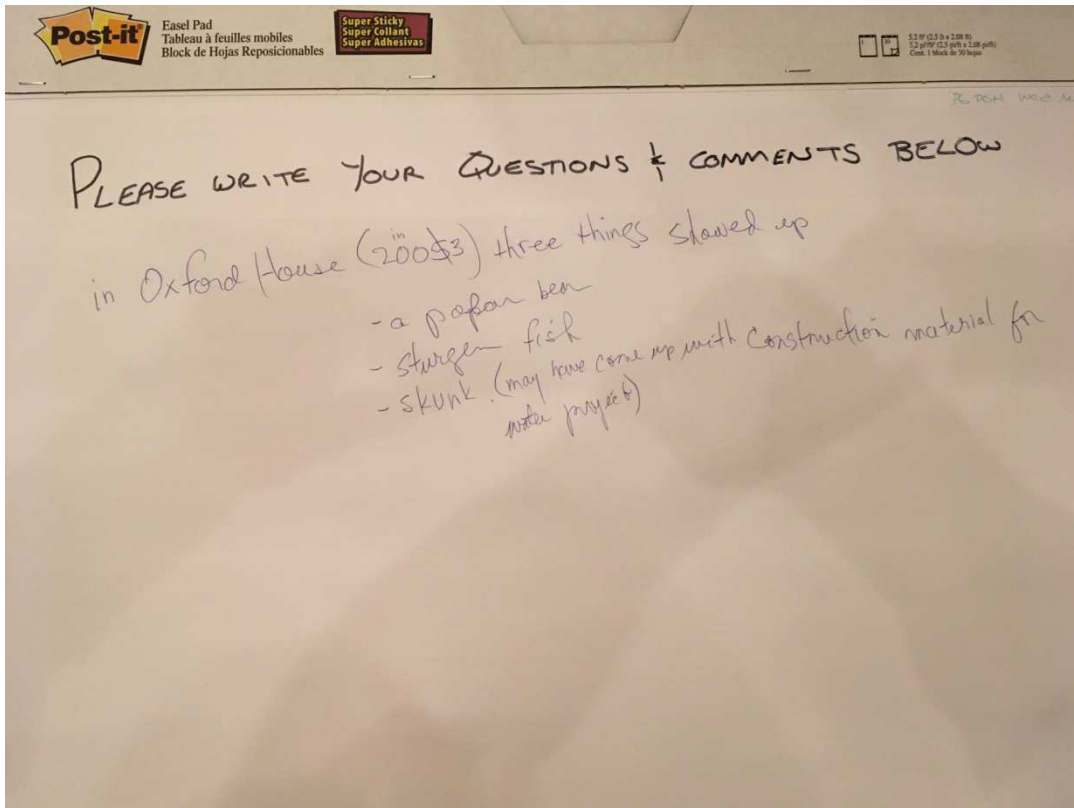
Sincerely,
<Original Signed By>

Kimber Osiowy
Manager, Environmental Services









WILDLIFE VALUED COMPONENTS

The project area includes animal species that are important to local community culture, traditional, economic activities and values



BIG GAME

- Caribou
- Moose



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves



BIRDS

- Raptors/birds of prey (eagles, osprey, hawks, owls)
- Waterfowl (geese, ducks)
- Migratory birds (e.g. songbirds)
- Game birds (grouse, partridge)

WHAT IS IMPORTANT TO YOU?

Handwritten notes on a lined form:

- Marten
- Black bear
- Moose
- All wild life
- Prestine Wilderness
- Wolverine

KGS GROUP
CONSULTING
ENGINEERS

WHAT IS IMPORTANT TO YOU?

Handwritten notes on a lined form:

- Marten
- Black bear
- Moose
- All wild life
- Prestine Wilderness
- Wolverine

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation
Winnipeg Open House**

Date: November 22, 2017

Time: 5:00 p.m. – 8:30 p.m.

Location: Delta Hotel, 350 St. Mary Avenue, Winnipeg

In Attendance: Manitoba Infrastructure (MI) Project Team
Kimber Osiowy, Jaime Smith, Gord Chamberlain, Edwin Mitchell,
Kristin Mozel

KGS Group
Shaun Moffatt, Elisabeth Hicks

Attendees
Christina McDonald, Scott Johnstone, Laura James, Matthew
Gale, Sheila North Wilson, Curtis Mallett, Tiffany Monkman, Bob
Black, Tebesi Mosala, Gaile Whalen Enns, Kelly Whalen Enns,
Eric Reder, Chris McDermid, Allan Horne

Summary:

MI held a Public Open House at the Delta Hotel in Winnipeg on Wednesday, November 22, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

The purpose of the Public Open House was to provide information to stakeholders and the public regarding the Project, discuss the previous meeting, and summarize potential effects and mitigation measures for the proposed project. In addition, the Public Open House was intended to get additional feedback from stakeholders and the public about what they value so it can be considered in the EA process and addressed in Project design. As outlined below, MI and its consultants prepared and delivered a presentation regarding the proposed Project. Poster boards and maps were displayed in the meeting room for review and discussion with MI and its consultants following the presentation. Prior to the presentation, while attendees were viewing the boards there were two videos showing in a loop. The first video, prepared by MI, provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of engagement that will be conducted as part of the EA process and regulatory approvals required. The second video, prepared by the Canadian Environmental Assessment Agency, outlined the *Canadian Environmental Assessment Act* 2012 review process.

Attendees:

Fourteen attendees signed the sign-in sheet for the Public Open House. MI provided a comment sheet to attendees. Copies of the newsletter, a comment sheet, the PowerPoint presentation, poster boards and steps in constructing an all-season road were available along with MI's website address for the proposed Project. Coffee, tea, water and cookies were provided.

Advertising:

The Public Open House was advertised prior to the event through notices in Grassroots News (Wednesday, November 1, 2017), the Winnipeg Free Press (Saturday, November 4, 2017) and the Winnipeg Sun (Sunday, November 5, 2017). Copies of the notices are attached.

Letters of invitation were sent to 26 stakeholders with a potential interest in the proposed project as well as the leaders of the communities connected by the road. A copy of the stakeholder letter of invitation and the list of stakeholders it was sent to is attached.

MI Presentation:

At 6:30 p.m., following introductions of the MI and consultant team members, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- Map of the P6 All-Season Road alignment.
- A description of P6 All-Season Road including the two major water crossings and the 51 minor crossings or drainage equalization culverts required for the project.
- A summary of community discussions prior to the EA.
- A summary of community engagement as part of the EA process.
- A summary of the purpose and what we heard at the Winnipeg Public Open House held on May 17, 2017.
- What is an EA, inputs into the EA process and the importance of community engagement were described.
- An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- Inputs into the EA process including Community Input, Public Input, Regulatory Input, Baseline Studies and Technical Input was described.
- How to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) and suggested mitigation was also presented. Slides were presented for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included columns where community members could indicate whether they agreed with the suggested mitigation or not, or were uncertain about the suggested mitigation.
- The proposed P6 schedule and next steps in the EA process.

Questions and Answers

A summary of questions received following the presentation are outlined below:

- 1) Why did the province contract out the EA for the proposed Project? Does the province not have the capacity internally?

The contract for the EA was awarded by the East Side Road Authority (ESRA) prior to it being absorbed into MI. MI does conduct some projects internally, but the department uses consultants for others.

- 2) One attendee noted that all maps should be dated, provide the source of data and dates maps were presented. In addition, the slides in the PowerPoint presentation should be numbered.
- 3) What standards were used for the Traditional Knowledge (TK) studies? The attendee indicated that MI should review Tri-Council standards.

MI indicated that HTFC Inc. conducted the TK studies and that the work was based on principles identified in Terry Tobais' Chief Kerry's Moose. At the request of the communities, HTFC Inc. worked with a local coordinator from each community that was identified by Chief and Council and a facilitator who is a member of God's Lake First Nation.

- 4) The proposed Project needs to be approved by the CEA Agency and they are mandating monitoring during planning, construction and the life of a project. There have been policy changes at the federal level. Indigenous people need to be involved in monitoring.

MI indicated that they are in contact with the CEA Agency on a regular basis and that the Agency is providing guidance on the proposed Project. MI is familiar with the CEA Agency's monitoring requirements. With respect to the P4 all-season road, which received an approval last year under CEAA 2012, MI is working with First Nations to develop and implement monitoring for the construction and operation of the project.

- 5) What's the Climate Change test? Is it loss of carbon and CO₂ emissions, and what effect does it have on the communities? Legislation is needed to address Greenhouse Gas Emissions (GHG).

MI indicated that a GHG study had been conducted that provided GHG estimated for future ASRs that would be a part of the East Side Transportation Network. With respect to legislation, MI would look to Manitoba Sustainable Development (MSD) for direction and guidance on this.

- 6) Is MI looking at discontinuous permafrost in the area noting where it is and how the all-season road will affect it?

MI indicated that permafrost is being looked at as part of the assessment.

- 7) Does MI have a Valued Components Policy so it's transparent how VCs are selected?

MI does not have a Valued Components Policy. VCs are decided by discipline specialists with input from regulatory authorities and communities.

- 8) MI needs to be more transparent on what the schedule is for the proposed Project and in particular for First Nations as they believe the all-season road will be constructed tomorrow.

MI indicated that the construction schedule is uncertain at this time as a result of budgetary considerations. MI has discussed timelines for construction with the communities during recent community meetings.

- 9) A poster board indicates that the identification of sacred sites is a mitigation measure. Was this part of the TK studies?

Broad TK studies were initiated by SNC Lavalin as part of the Large Area Network Study. HFTC Inc. worked with the communities through TK workshops and interviews for the proposed Project. The studies included identification of sites and areas of importance to the communities.

- 10) MI should provide the TK studies to the First Nations in a timely fashion – this wasn't the case with the broad area study and the maps lacked coding.

MI indicated that it was diligent in providing information back to the P6 communities (Manto Sipi Cree Nation, Bunibonabee Cree Nation, God's Lake First Nation and God's Lake Northern Affairs Community).

Poster Boards:

MI set up poster boards around the meeting room for attendees to review. MI and consultant team members were available to walk attendees through the poster boards and answer questions. The poster boards showed maps of the all-season Project alignment and major water crossings that require bridges, EA community and public engagement, and what we heard, the Environmental Impact Assessment (EIA) process, and a graphic showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for attendees to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified possible changes (effects) and suggested mitigation for moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

Comments and Questions:

A summary of the questions and comments from attendees are as follows:

- 1) Monitoring is listed as a mitigation measure on the poster board showing how to address possible effects of the project, but it isn't listed as a mitigation measure on other VC specific poster boards. The attendee also noted that monitoring commitments should be made public.

MI indicated that there will be a separate monitoring and follow-up program for the proposed Project to confirm the effectiveness of mitigation measures. The mitigation measures presented on the poster boards for the VCs were intended to focus on avoidance and minimization of potential effects.

MI noted mitigation and monitoring commitments are made public via inclusion in the Environmental Impact Statement (EIS) which is being prepared for submission to the CEA Agency under CEAA, 2012 and MSD under The Environment Act (Manitoba).

- 2) One attendee commended MI on recognizing the difference between engagement for the EA process and the Crown's Duty to Consult under Section 35 of the *Constitution Act*. The attendee asked who is supervising the Crown as the proponent.

MI indicated that MI is the proponent for the proposed Project and that The Province of Manitoba, as the Crown, is supervising the proponent.

- 3) One attendee asked what a Major River Crossing was and why it was not defined on the poster board. The attendee commented that the maps should have scale bars and references.

MI indicated that a major river crossing is one that requires a bridge.

- 4) Regarding the Moose/Caribou poster board, how do you limit access?

MI indicated that limiting human access will protect moose and caribou (i.e., construction workers will not be able to bring/keep guns in construction camp and by removing access roads/blocking off quarries). To protect and warn motorists from moose/caribou collisions, signage will be installed at locations where there is frequent crossing of the all-season road.

- 5) Indigenous & Northern Affairs Canada (INAC) is building a school at Bunibonibee Cree Nation and have had questions from the community regarding cultural invasion from construction workers coming from outside of the community, as one of the workers has started a pizza catering business and is selling pizzas to community members on the side. Have community members asked these questions of MI? Has MI experienced a scenario similar to this?

MI has not heard any similar questions from the communities nor experience a similar situation to this.

- 6) One attendee noted that the wildlife Regional Assessment Area (RAA) on the poster board is not the traditional territory of the P6 all-season road communities.

MI indicated that the RAA on the wildlife poster board was defined based on moose ranges.

Attachments:

- Public Open House Notices
- Letter of Invitation
- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

From star to pariah

LOS ANGELES — Netflix said Friday night that Kevin Spacey will no longer be a part of *House of Cards* and it's cutting all other ties with the actor after a series of allegations of sexual harassment and assault.

"Netflix will not be involved with any further production of 'House of Cards' that includes Kevin Spacey," the company said in a statement.

Netflix said it will work with the show's production company, MRC, to evaluate whether it will continue without him.

The 58-year-old Spacey was nominated for best drama actor Emmy Awards during each of the show's first five seasons, but never won.

He played a ruthless politician who ascends to the presidency of the United States.

Co-star Robin Wright is also a central player on the show, and it could conceivably continue with a focus on her.

Netflix drops Spacey over sex assault allegations

Production on the show had already been suspended Tuesday.

Netflix says it also will refuse to release the film *Gore*, in which Spacey stars as the writer Gore Vidal and also acted as producer.

CNN reported that eight current or former *House of Cards* workers claim that Spacey made the production a "toxic" workplace and one ex-employee alleges the actor sexually assaulted him.

Spacey has not been arrested or charged with any crime.

His publicist didn't immediately return an e-mail message late Friday night seeking comment.

A publicist said earlier this week Spacey is "taking the time necessary to seek evaluation and

treatment."

The Academy Award-winning actor became ensnared in Hollywood's fast-growing sexual harassment crisis after actor Anthony Rapp alleged Spacey made sexual advances toward him in 1986, when Rapp was 14.

Spacey has said he doesn't remember the alleged encounter reported by BuzzFeed News last weekend but apologized if such "drunken behaviour" occurred.

The story spurred several others to come forward with similar allegations about Spacey.

London police are reportedly investigating Spacey for a 2008 sexual assault, British media reported Friday.

Spacey is the latest high-profile Hollywood figure to lose work and standing in a wave that began when dozens of sexual harassment allegations were reported last month against film

mogul Harvey Weinstein.

Weinstein is under investigation in Los Angeles, Beverly Hills, London and New York for possible criminal cases after several women accused him of sexual assault or rape.

Also Friday, Hamilton Fish, publisher of *The New Republic*, resigned amid allegations of sexual harassment.

In a company memo shared with The Associated Press, magazine owner Win McCormack wrote that Fish's resignation was effective immediately and that an internal investigation would continue.

— The Associated Press



RAPP
Was 14 in 1986



Netflix says it's through with Kevin Spacey, star of *House of Cards*, after allegations of harassment and sexual assault were leveled against him.

AP FILE PHOTOS

PUBLIC OPEN HOUSE Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

LOCATION: DELTA HOTEL, 350 ST. MARY AVENUE
DATE: WEDNESDAY NOVEMBER 22, 2017
TIME: 5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
1420 – 215 Garry Street
Winnipeg, MB R3C 3P3
Phone: 204-945-3660
Fax: 204-945-0593

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Their plan has a rising carbon tax. **Ours doesn't.**

Their plan lets Ottawa decide how to spend carbon tax revenue. **Ours lets Manitobans decide.**

Ottawa's carbon tax plan is wrong for Manitoba.

Our Made-in-Manitoba plan:

- costs less
- recognizes Manitoba's massive hydro investment
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- builds our economy

Which plan makes more sense to you?

Visit Manitoba.ca and choose today!

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 ke our own little club.
 ow to manage the disease. I
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 etz said.
 200,000 people in Manitoba

“With the support of the United Way
 Winnipeg and volunteers like Chantelle,
 the Arthritis Society can educate and
 support people, enabling them to self-
 manage and live well with arthritis.”
 United Way Winnipeg has supported
 The Arthritis Society since 1965.

alexandra.paul@freepress.mb.ca



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PUBLIC OPEN HOUSE Share Your Views

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Manitoba Infrastructure
 1420 - 215 Garry Street
 Winnipeg, MB R3C 3P3
 Phone: 204-945-3660
 Fax: 204-945-0593





Please
recycle

PUBLIC OPEN HOUSE

Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

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Manitoba Infrastructure
 1420 - 215 Garry Street
 Winnipeg, MB R3C 3P3
 Phone: 204-945-3660
 Fax: 204-945-0593

Manitoba 



WEST REGION CHILD & FAMILY SERVICES INC.

invites applications for

**(1) CHILD & FAMILY SERVICES WORKER
& (1) FAMILY ENHANCEMENT WORKER**

Waywayseecappo First Nation

WRCFS is a mandated First Nations child and family services Agency responsible to provide a full range of services, including statutory services, voluntary services and prevention services to the children and families of its nine First Nations, residing on and off reserve. The purpose of the programs of WRCFS is to sustain, support, and enhance family and community life.

Reporting to the Community Based Team Supervisor, the workers will be responsible to work as part of a team in delivering a full range of child and family services utilizing a community based model of service delivery, with emphasis on prevention and resource services as a frontline approach.

DUTIES INCLUDE:

- Provision of a full range of statutory child welfare services
- Provision of individual and family counseling
- Establishment of good working relationships with other community services and resources
- Facilitating treatment and support groups at the community level

QUALIFICATIONS:

- BSW with at least two years related experience preferably in First Nations Child & Family Services. An equivalent combination of training and experience will be considered.
- Must have a commitment to First Nations Child & Family Services, community based planning, and service delivery.
- Knowledge of and appreciation for Ojibway culture and aspirations are essential.
- The ability to speak Ojibway will be considered a definite asset.
- Must have demonstrated ability to work as part of a team and within a multi-disciplinary approach.
- Must have computer training and/or knowledge of Microsoft Office

The successful applicant must provide WRCFS with a current Criminal Record Check that includes a *Vulnerable Sector Search*, Child Abuse Registry Check, Prior contact check and Driver's Abstract prior to the commencement of employment. Travel is required. A valid driver's license and access to means of reliable transportation for work is a condition of employment. Must be willing to relocate to the West Region Tribal area.

SALARY: Commensurate with experience and training and according to Provincial pay scale.

Please submit resumes to:

Ina Tanner, BISW, MSW, RSW
 Community Based Team Supervisor
 West Region Child & Family Services, Inc.
 Box 280
 ERICKSON, Manitoba R0J 0P0 Fax: (204) 636-6158

DEADLINE FOR APPLICATIONS IS: Monday November 20, 2017

We thank all who apply, however, only those selected for an interview will be contacted.

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Our programs are designed for individuals who work, play, hunt, fish, and commute thru or over the Canadian wilderness. Public courses are offered every Spring and Fall. We also run private courses for organizations at reasonable rates!



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 Cell: 204-461-3797

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ICSOS is a licensed resource tourism operator registered with Manitoba Conservation conducting eco-tourism, fishing, and outdoor safety and survival training. Our instructors have Canadian and International survival training and military experience.

For sales and enquiries
 contact Grassroots News at:

204-299-3944

Comments can be sent to:
 admin@grassrootsnews.mb.ca

Project 6 - All-Season Road
External Stakeholder List for Winnipeg POH 2

Organization
Aboriginal Chamber of Commerce
Canadian Environmental Assessment Agency
Canadian Parks and Wilderness Society Manitoba Chapter
Elk Island Lodge
Environment Canada
First Peoples Economic Growth Fund
God's Lake Narrows Lodge
God's River Development Corp.
Indigenous and Northern Affairs
Indigenous and Northern Affairs
Keewatin Tribal Council
Manitoba Keewatinowi Okimakanak Inc.
Manitoba Lodges and Outfitters Association
Manitoba Metis Federation
Manitoba Paddling Association
Manitoba Sustainable Development
Manitoba Trappers Association
Manitoba Wilderness Committee
Manitoba Wildlands
Manitoba Wildlife Federation
Manitoba Wildlife Society
Mining Association of Manitoba
Nature Conservancy of Canada
North Haven Resort
North Star Resort
Northern Association of Community Councils Inc.



Infrastructure

Engineering and Operations/Highway Planning and Design
1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-3660 F 204-945-0593
www.manitoba.ca

October 16, 2017

Brian Kiss
Manitoba Wildlife Society

Dear Mr. Kiss,

Re: INVITATION TO A PUBLIC OPEN HOUSE – All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation

Manitoba Infrastructure (MI) is hosting a series of community meetings and Public Open Houses to discuss the proposed All-Season Road linking Manto Sipi Cree Nation, God’s Lake First Nation and Bunibonibee Cree Nation. The community meetings and Open Houses are an opportunity for community members, stakeholders and the public to discuss the proposed all-season road project and its Environmental Assessment, which is currently underway. As a key stakeholder for the project, MI wants to hear your views on the proposed transportation improvements in this area.

The Open House will be held in Winnipeg on **November 22**, from **5:00 p.m. – 8:00 p.m.** with a presentation at **6:00 p.m.** The meeting will take place at the **Delta Hotel**, located at 350 St. Mary Avenue.

For more information on this Public Open House and to RSVP, please call 204-945-3660 or email HwyPlanDes@gov.mb.ca noting “P6 All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation” in the email header. Thank you for your interest in this project.

Sincerely,
<Original Signed By>

Kimber Osiowy , M.Sc. P. Eng
Manager, Environmental Services









MOOSE/CARIBOU

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Limit construction worker activity to project area
- Maintain habitat, encourage natural re-vegetation and planting with native species
- Limit access of right-of-way

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Restrict hunting in construction contract areas

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Road design: improved sightlines, reduced speed, and signage on road

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Block temporary access roads after construction

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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FURBEARERS

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of vegetation clearing
- Burn slash piles during first winter to limit furbearer use
- Maintain habitat, encourage re-vegetation and planting with native species

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Clearing and blasting to occur as much as possible in winter, outside reproductive period
- Maintain camp standards to avoid creating wildlife attractants

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Improve sightlines, reduced speed, and signage on road
- Design equalization culverts to provide an alternate means of access for furbearers

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Block temporary access roads after construction

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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BIRDS

EFFECTS)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of vegetation clearing
- Maintain riparian buffer zones along water's edge

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Restrict construction worker activity to project area
- Clearing and blasting to occur as much as possible in the winter, outside reproductive period

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- No work below high water mark in spring to prevent accidental nest disturbance
- Identification and protection of critical nesting sites during construction
- Buffer around active nests and stick nests

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Restrict hunting in construction areas
- Block temporary access roads after construction limiting access of the right-of-way

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



VEGETATION

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Survey for species of concern

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Maintain subsurface water flow through design and installation of equalization culverts

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Block access roads after construction

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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FISH, REPTILES AND AMPHIBIANS

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Avoid critical reproduction period and locations
- No work below the high water mark in spring

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Clear in winter and limit clearing near watercourses and restore vegetation
- Use erosion protection and sediment control

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Block access roads after construction

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Design culverts for passage and natural flow

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------



- Design culverts for passage and natural flow

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Ensure equipment working beside or in water has been properly cleaned

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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HERITAGE AND CULTURAL SITES

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Avoid known heritage sites or recover artifacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Limit equipment and workers to construction areas

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------



- Block temporary access roads after construction

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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TRADITIONAL RESOURCE ACTIVITIES

(S)

SUGGESTED MITIGATION

DO YOU WANT MI TO USE THIS MITIGATION

YES NO DON'T KNOW



- Map important traditional use areas for project planning and design (routing and set backs)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Protect moose and caribou (*see boards*)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Protect furbearers (*see boards*)
- Maintain access to traplines and trails during construction
- Design trail crossings to maintain trapper access and trails

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



- Protect fish, reptiles, amphibians (*see boards*)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Provide an approach for current users to cross the road and signs posted showing the road crossing at portages

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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- Block temporary access roads after construction

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Appendix 5-9: Manitoba Infrastructure Engagement Letter to Other Indigenous Groups



Infrastructure

Engineering and Operations/Highway Planning and Design
1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-3660 F 204-945-0593
www.manitoba.ca

February 13, 2018

Chief Ron Evans
Norway House Cree Nation
P.O. Box 250
Norway House, MB R0B 1B0

Dear Chief Evans:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

Manitoba Infrastructure (MI) is proposing an All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project). Please find attached a copy of the project summary to help provide a general understanding of the proposed project. The project is undergoing an environmental impact assessment (EIA). MI is required to submit an Environmental Impact Statement (EIS) to the Canadian Environmental Assessment Agency (the Agency) and Manitoba Sustainable Development (MSD) for their review and approval of the Project.

Understanding and describing the effects of changes to the environment on indigenous peoples as a result of the Project is an important part of the EIS. MI, as the Project proponent (developer), is inviting you and your community to share your thoughts on the Project.

Please provide any information you would like MI to consider while planning this project and preparing the EIS. Please identify/describe potential effects that you feel the Project may have on your community including environmental effects, and impacts to rights, titles and related interests. The information received in response to this request will be considered and reflected in the Environmental Impact Statement (EIS) that MI is drafting for submission to the Agency and MSD.

Please provide your comments to Jaime Smith via email at Jaime.Smith@gov.mb.ca by March 9, 2018 to ensure they can be considered when MI is drafting the EIS. If no comments are received from your community by this date, MI will report this in the engagement chapter of the EIS. If you have any questions related to this request or you would like to discuss this request further, please contact Edwin Mitchell at 204-794-8635 or Edwin.Mitchell@gov.mb.ca.

Please note that MI is requesting this information, as the project proponent, as a form of community engagement to inform the project planning process. **This request does not constitute or fulfil the Crown's duty to consult** with indigenous groups when making decisions that may adversely impact the

rights recognized and affirmed by section 35 of Constitution Act. Crown Consultation activities will be carried out under separate processes.

Yours truly,
<Original Signed By>

Kimber Osiowy, M.Sc. P.Eng
Manager, Environmental Services Section

Enclosures

cc: Jaime Smith, Sr. Environmental Coordinator (MI)
Edwin Mitchell, ARED Officer (MI)
Cheryl Prosser, Coordinator (INR)



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T 204-945-3660 F 204-945-0593
www.manitoba.ca

February 13, 2018

Chief Catherine Merrick
Cross Lake Band of Indians
P.O. Box 10
Cross Lake, MB R0B 0J0

Dear Chief Merrick:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

Manitoba Infrastructure (MI) is proposing an All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project). Please find attached a copy of the project summary to help provide a general understanding of the proposed project. The project is undergoing an environmental impact assessment (EIA). MI is required to submit an Environmental Impact Statement (EIS) to the Canadian Environmental Assessment Agency (the Agency) and Manitoba Sustainable Development (MSD) for their review and approval of the Project.

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<Original Signed By>

Kimber Osiowy, M.Sc. P.Eng
Manager, Environmental Services Section

Enclosures

cc: Jaime Smith, Sr. Environmental Coordinator (MI)
Edwin Mitchell, ARED Officer (MI)
Cheryl Prosser, Coordinator (INR)



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T 204-945-3660 F 204-945-0593
www.manitoba.ca

February 13, 2018

Chief Dino Flett
Garden Hill First Nation
General Delivery
Island Lake, MB R0B 0T0

Dear Chief Flett:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

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<Original Signed By>

Kimber Osowy, M.Sc. P.Eng
Manager, Environmental Services Section

Enclosures

cc: Jaime Smith, Sr. Environmental Coordinator (MI)
Edwin Mitchell, ARED Officer (MI)
Cheryl Prosser, Coordinator (INR)



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www.manitoba.ca

February 13, 2018

Chief Samuel Knott
Red Sucker Lake First Nation
General Delivery
Red Sucker Lake, MB R0B 1H0

Dear Chief Knott:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

Manitoba Infrastructure (MI) is proposing an All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project). Please find attached a copy of the project summary to help provide a general understanding of the proposed project. The project is undergoing an environmental impact assessment (EIA). MI is required to submit an Environmental Impact Statement (EIS) to the Canadian Environmental Assessment Agency (the Agency) and Manitoba Sustainable Development (MSD) for their review and approval of the Project.

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<Original Signed By>

Kimber Osiowy, ~~M.Sc.~~ P.Eng
Manager, Environmental Services Section

Enclosures

cc: Jaime Smith, Sr. Environmental Coordinator (MI)
Edwin Mitchell, ARED Officer (MI)
Cheryl Prosser, Coordinator (INR)



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February 13, 2018

Chief David McDougall
St. Theresa Point First Nation
General Delivery
St. Theresa Point, MB R0B 1J0

Dear Chief McDougall:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

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<Original Signed By>

Kimber Osiowy, M.Sc. P.Eng
Manager, Environmental Services Section

Enclosures

cc: Jaime Smith, Sr. Environmental Coordinator (MI)
Edwin Mitchell, ARED Officer (MI)
Cheryl Prosser, Coordinator (INR)



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February 13, 2018

Chief Alex McDougall
Wasagamack First Nation
General Delivery
Wasagamack, MB R0B 1Z0

Dear Chief McDougall:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

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Kimber Osiowy, M.Sc./P.Eng
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1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-3660 F 204-945-0593
www.manitoba.ca

February 13, 2018

President David Chartrand
Manitoba Metis Federation
300-150 Henry Avenue
Winnipeg, MB R3B 0J7

Dear President Chartrand:

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

Manitoba Infrastructure (MI) is proposing an All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project). Please find attached a copy of the project summary to help provide a general understanding of the proposed project. The project is undergoing an environmental impact assessment (EIA). MI is required to submit an Environmental Impact Statement (EIS) to the Canadian Environmental Assessment Agency (the Agency) and Manitoba Sustainable Development (MSD) for their review and approval of the Project.

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Yours truly,
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Kimber Osiovy, M.Sc. P/Eng
Manager, Environmental Services Section

Enclosures

cc: Jaime Smith, Sr. Environmental Coordinator (MI)
Edwin Mitchell, ARED Officer (MI)
Cheryl Prosser, Coordinator (INR)

Proposed All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (Project P6)

Project Background

The communities of Manto Sipi Cree Nation, Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Northern Affairs Community, on the east side of Lake Winnipeg, rely primarily on winter road and air travel to transport people and goods. In 2008, the Government of Manitoba announced a strategic initiative to provide improved, safer and more reliable transportation services for Manitoba communities on the east side of Lake Winnipeg. The East Side Road Authority (ESRA) was established as a provincial Crown Agency to manage the East Side Transportation Initiative. The project mandate included planning, design and construction of all-season roads to improve the connectivity of First Nations and other northern communities on the east side of Lake Winnipeg to the provincial highway system. Project P6 is one of these projects. ESRA has since been absorbed into Manitoba Infrastructure (MI), Remote Road Operations which will continue to manage the project.

Project Description

The proposed all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation consists of approximately 141km of road and new right-of-way (ROW) on provincial Crown land. The project includes three road sections starting at the Reserve boundaries and generally heads west and southwest from Manto Sipi Cree Nation approximately 72km, southeast from Bunibonibee Cree Nation approximately 39km and northwest from God's Lake First Nation approximately 30km where the three sections will intersect. MI continues discussion with Manto Sipi on an 8km section of road to finalize the alignment near the community.

An existing on-Reserve access road at Bunibonibee Cree Nation will connect to the P6 all-season road project. On-Reserve access roads will need to be constructed separately at Manto Sipi Cree Nation and God's Lake First Nation to connect to the all-season road that will terminate at the Reserve boundaries.

The road will be a gravel-surface public highway with a design width of 10m, a design speed of 90km/h and a posted speed of 70km/h. The road will generally follow the current winter road alignment, with up to two major water crossings (bridges) over God's River and Magill Creek. Approximately 51 other stream crossings will be constructed using corrugated metal culverts or box culverts and equalization culverts to maintain surficial groundwater movement. The construction of the project will also require temporary bridges, trails, laydown areas and construction camps. The project will make use of rock quarries and clay and granular borrow areas. A copy of the project description submitted to Canadian Environmental Assessment Agency can be found here: <http://www.ceaa-acee.gc.ca/050/documents/p80138/119253E.pdf>

Community Involvement and Alignment Considerations

The Indigenous and Public Engagement Program (IPEP) builds on past studies, ongoing discussions with the Manto Sipi CN, Bunibonibee CN and God's Lake FN, as well as other Indigenous communities and stakeholders with interest in the east side of Lake Winnipeg. MI as

the proponent (project developer), has had ongoing discussions with these three communities and others since 2009 with respect to the development of an all-season road network on the east side of Lake Winnipeg. Traditional Knowledge (TK) and local knowledge was used in the selection of the alignments including the road linking Manto Sipi CN, Bunibonibee CN and God's Lake FN.

Specific to the Environmental Impact Assessment (EIA) for this Project, MI conducted three rounds (4, 5 and 6) of engagement with the three local Cree Nation communities and the God's Lake Narrows Northern Affairs Community (NAC) who will be directly affected by the Project. Engagement activities included supplying project information, identifying valued components (VCs), obtaining feedback on potential effects and mitigation, and presenting the results of the environmental assessment. Other communities in the larger area are also being invited to provide information related to the project.

TK and local information pertaining to traditional land uses, economic activities, ceremonial pursuits, as well as local ecological knowledge will be incorporated into the EIA process as it facilitates the direct inclusion of local Indigenous communities in project planning and design. TK information is obtained through existing information (with permission), TK studies with the consent of the affected communities, and TK workshops, interviews, community meetings and Open Houses.

The IPEP extended beyond the local Indigenous communities, with additional Public Open Houses in Winnipeg and discussions with interested stakeholders. Information from previous engagement and Crown consultation initiatives and/or programs such as the Large Area Network Study will also be incorporated. The IPEP includes providing descriptions of the Project and soliciting input on comments and questions relating to the Project and the environmental assessment, prior to submission of the EIS.

Environmental approvals

The proposed P6 all-season road is currently undergoing an environmental assessment under *The Environment Act* (Manitoba) as well as an environmental assessment under *The Canadian Environmental Assessment Act 2012* (Canada). Under this process, Manitoba Infrastructure has submitted a project description to Manitoba Sustainable Development and the Canadian Environmental Assessment Agency for review. Manitoba Infrastructure will be submitting an Environmental Impact Statement (EIS) that will describe the predicted environmental effects of the proposed project, and mitigation measures to avoid or minimize those effects shortly. Further information on this process is available on the MSD website at:

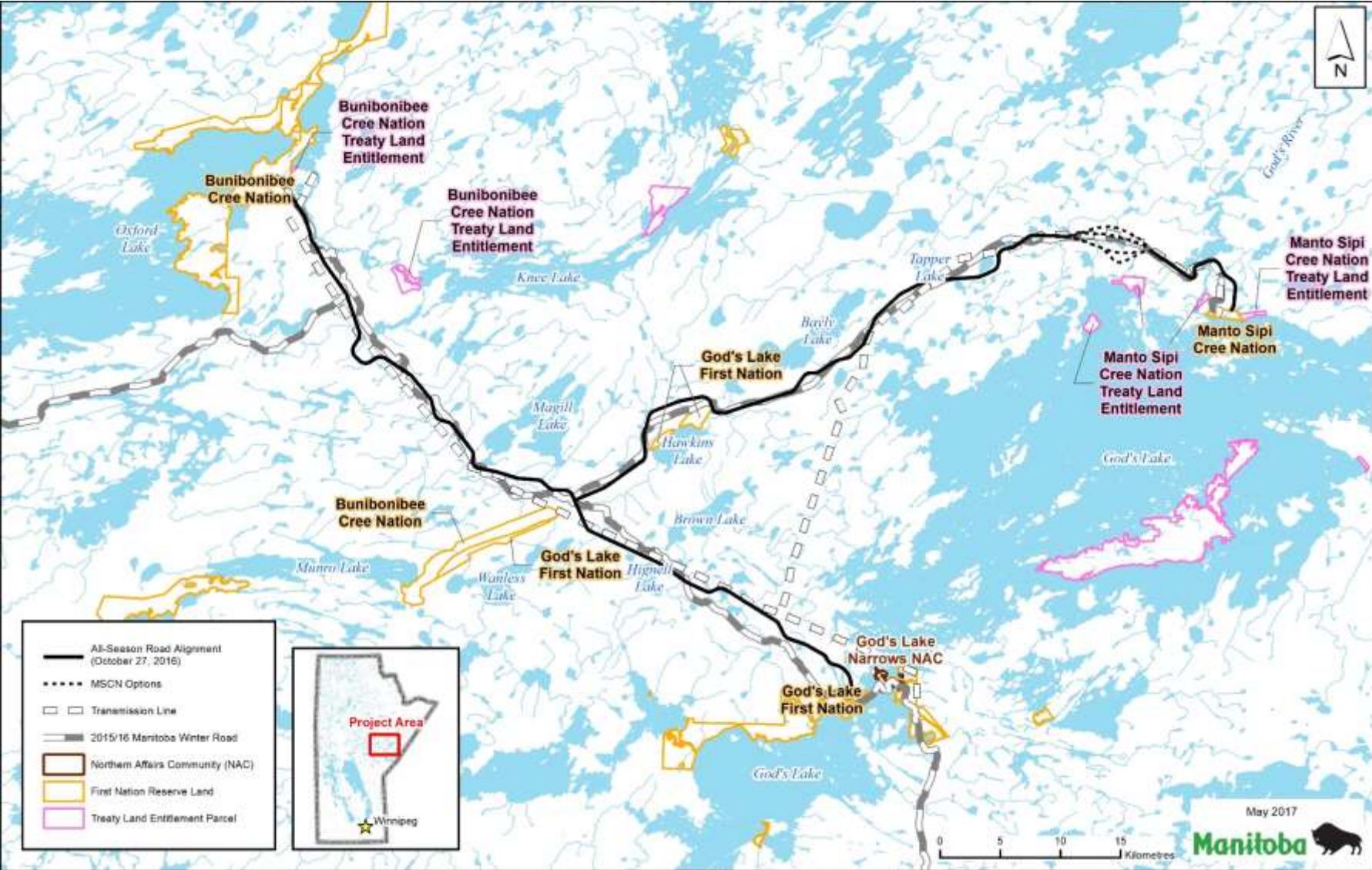
<http://www.gov.mb.ca/sd/eal/registries/5897p6road/index.html>

and the CEAA website at:

<http://www.ceaa-acee.gc.ca/050/details-eng.cfm?evaluation=80138>

The proposed project will not proceed until environmental approvals are in place, consultation has been completed and any subsequent permitting that may be required has been approved.

Project 6 - All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation



Appendix 5-10: Manitoba Metis Federation Response to Engagement Letter



MANITOBA METIS FEDERATION INC.

300 - 150 Henry Avenue, Winnipeg, Manitoba R3B 0J7

Phone: (204) 586-8474 Fax: (204) 947-1816 Website: www.mmf.mb.ca

David Chartrand, LL.D. (Hon)
President

March 9, 2018

VIA E-MAIL

Mr. Kimber Osiowy
Manager, Environmental Services Section
Engineering and Operations/Highway Planning and Design
Manitoba Infrastructure
1420 – 215 Garry Street
Winnipeg, MB R3C 3P3

Dear Mr. Osiowy,

Re: Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation – Request for Community Engagement

The Manitoba Metis Federation (MMF) received your letter, dated February 13, 2018, in which you provide a project summary and details of Manitoba Infrastructure's (MI) preparation of an Environmental impact assessment (EIS) on Project 6: All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project).

The MMF notes from your letter that MI, as the project proponent, is seeking input and information from the Manitoba Metis Community (the Community) regarding potential impacts of Project. As indicated in our letters and correspondence to MI, Manitoba Sustainable Development (MSD), and the Canadian Environmental Assessment Agency (CEAA), the Project is located in a region with known contemporary and historical use by the Community. The MMF has been very concerned that, to date, the environmental assessment process failed to obtain and meaningfully consider Metis-specific information in the preparation of the EIS.

About the Manitoba Metis Federation

The MMF is the democratically elected government of the Metis Nation's Manitoba Metis Community and is duly authorized by the citizens and harvesters of the Community for the purposes of dealing with the Community's rights, claims, and interests, including conducting consultations and negotiating accommodations. The MMF represents a rights-bearing Metis Community consistent with *R. v. Powley*, [2003] 2 S.C.R. 207. In addition, the Manitoba Provincial Court's decision in *R. v. Goodon*, [2009] M.J. No 3 (M.P.C.), recognized the Manitoba Metis Community's right to hunt, as well as the existence of a vibrant, regional, rights-bearing Metis Community that is represented by the MMF, which encompasses southwestern Manitoba and extends to central and northern Manitoba, the United States, and Saskatchewan. As the Supreme Court of Canada articulated in *Powley*, the Metis right to hunt is "recognized as part of the special aboriginal relationship to the land" (para. 50).

The 2012 *Points of Agreement on Metis Harvesting in Manitoba*, and agreement between the MMF and the Province of Manitoba, was signed at the MMF's 44th Annual General Assembly and commits to the "recognition of Metis harvesting (including fishing) rights in mutually agreed [upon] regions of the province and relies on the MMF's Metis Laws of the [Harvest] as the basis for the development of new provincial regulations governing Metis harvesting" (Manitoba Metis Federation 2012).

In 2013, the Supreme Court of Canada ruled in *Manitoba Metis Federation Inc. v. Canada* 2013 SCC 14 that in "[t]hat the federal Crown failed to implement the land grant provision set out in s. 31 of the *Manitoba Act, 1870* [which promised 1.4 million acres of land to Metis children] in accordance with the honour of the Crown." This victory was the culmination of a long legal battle led by the MMF and an important step in the advancement of the MMF land claim in Manitoba. On April 14, 2016, the Supreme Court of Canada ruled in the *Daniels v. Canada* case that the Metis are recognized as "Indians" under Section 91(24) of the Constitution Act of 1867. The Metis are now included as one of the Indigenous groups recognized as "Indians" under the Constitution Act of 1867. As a result of the ruling, there remains no doubt that the federal government has jurisdiction over Metis issues and that "it is the federal government to whom [Metis] can turn" (para. 50). As a result, the federal government has a duty to negotiate with Metis communities when their Aboriginal rights are engaged (para. 56).

On November 15, 2016, Canada and the MMF executed a Framework Agreement that establishes a negotiation process the purposes of which are to jointly develop a renewed nation-to-nation, government-to-government relationship between the Crown and the Manitoba Metis Community that advances reconciliation between the Parties consistent with the purpose of section 35 of the *Constitution Act, 1982* and to arrive at a shared solution that advances reconciliation between the Parties consistent with the purpose of section 35 of the *Constitution Act, 1982* and the Supreme Court of Canada's decision in *Manitoba Metis Federation Inc. v. Canada (AG)*. This was an historic step for the Community and a milestone in its relationship with Canada.

The Metis Laws of the Harvest combined with decisions such as the *Powley* case, the *Goodon* case, the 2012 *Points of Agreement on Metis Harvesting in Manitoba*, the *Manitoba Metis Federation* case, the *Daniels* case, and the Canada-MMF Framework Agreement all work together to ensure that the Community's rights are upheld, enabling the Metis to maintain an important aspect of their cultural identity and connection to the land while ensuring the natural environment is protected and species are conserved.

The MMF adopted Resolution no. 8 at the 2007 Annual General Assembly in order to set out a working framework for engagement, consultation, and accommodation to be followed by federal and provincial governments and industry when making decisions and developing plans and projects that may impact the Community. Under Resolution no. 8, direction has been provided by the Manitoba Metis Community for the Provincial Home Office of the MMF to take the lead and be the main contact on all consultations affecting the Community and to work closely with the Regions and Locals to ensure governments and industry abide by environmental and constitutional obligations to the Metis.

As you are aware, in engaging with the MMF on behalf of the Manitoba Metis Community, the MMF's Resolution No. 8 Framework process provides direction for the implementation of five phases:

- Phase I: Notice and Response;
- Phase II: Funding and Capacity;
- Phase III: Engagement and Consultation;
- Phase IV: Partnership and Accommodation; and
- Phase V: Implementation.

As we believe the Project will have an impact on the rights, interests, and claims of the Manitoba Metis Community, the process as set out above will need to be followed.

Manitoba Metis Rights, Interests, and Potential Effects of the Project

Based on the Manitoba Metis Community's constitutionally protected rights, the requirements under the *Environment Act* (MB) and *CEAA, 2012* (CAN), as well as the MMF's previous experiences on MI projects such as PR 304 to Berens River, Project 4, Project 7 and 7A and the Shoal Lake Access Road, the MMF anticipates the following as potential impacts to the Manitoba Metis Community's rights, claims and interests:

- Avoiding, mitigating, or accommodating negative impacts to the current use of lands and resources for traditional purposes by Manitoba Metis citizens;
- Avoiding, mitigating, or accommodating negative impacts to the health and socio-economic conditions of Manitoba Metis citizens;
- Avoiding, mitigating, or accommodating negative impacts to the physical and cultural heritage of Metis peoples in Manitoba;
- Avoiding, mitigating, or accommodating negative impacts to Manitoba Metis informal and formal socio-cultural and economic systems;
- Avoiding, mitigating, or accommodating negative impacts to Manitoba Metis citizens individual commercial harvesting associated with traditional land-use;
- Manitoba Metis citizens are able to equitably participate in the economic benefits and opportunities of the project;
- Through ongoing consultation and specific roles and/or employment, Manitoba Metis citizens are able to participate in the environmental and cultural monitoring and management of the project; and,
- Manitoba Metis citizens are able to participate in decision-making with respect to the project throughout its lifespan.

It is critical that impacts to our Community's rights, claims, and interests and both primary and secondary impacts on the Community's livelihood are collected and included in the Project EIS for meaningful consideration by both the Proponent and the Crown.

In keeping with the EIS guidelines provided by CEAA, the MMF would like to arrange a meeting between representatives of the MMF and MI to discuss the Project and discuss a process for providing funding and capacity support for an appropriate and meaningful level of engagement with the Community. Capacity funding will support engagement with our citizens and harvesters, hearing the Community's concerns and gathering traditional land-use, occupancy, and traditional knowledge with respect to the project area that will allow MI to address the impacts listed above. This information will

also assist MSD in ensuring the Crown has the information necessary to proceed with the environmental assessment process.

The MMF anticipates reading your response and working collaboratively with MI, MSD and CEAA to complete the licensing and Crown-Aboriginal consultation processes for this Project. Please do not hesitate to contact me at your earliest opportunity via telephone at 204-586-8474, extension 234 or via email at jasmine.langhan@mmf.mb.ca to schedule a meeting to further discuss any matters raised in this letter.

Best regards
<Original Signed By>

Jasmine Langhan

Cc: MMF President's Office
Marcie Riel, MMF Director of Energy and Infrastructure
Jaime Smith, Sr. Environmental Coordinator, Manitoba Infrastructure
Edwin Michell, ARED Officer, Manitoba Infrastructure
Cheryl Prosser, Coordinator, Manitoba Indigenous and Northern Relations

Appendix 5-11:
Manitoba Infrastructure Letter to
Manitoba Metis Federation Requesting
Supporting Information



Infrastructure

Engineering and Operations/Highway Planning and Design
1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-3660 F 204-945-0593
www.manitoba.ca

April 24, 2018

Jasmin Langhan
Manitoba Metis Federation
300-150 Henry Avenue
Winnipeg, MB R3B 0J7

Re: All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

Dear Ms. Langhan,

Through the Canadian Environmental Assessment Agency (the Agency) Guidelines, the Agency asked Manitoba Infrastructure (MI) to provide the Manitoba Metis Federation (MMF) with project information and seek MMF's input on the All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project). As a part of MI's engagement activities for the Project, to provide the MMF an opportunity to learn about the project prior to the submission of the EIS, MI sent a project information package to MMF. The information included summaries of the Project's background; description; community involvement and alignment considerations; environmental approvals required under CEAA 2012 and Environment Act; links to the project registry on CEAA and MSD's website and a website link to the full project description.

MI will also submit a copy of the Environmental Impact Statement to MMF, once completed, for MMF's review and comment. The MMF's comments will be considered during the Agency's conformity review process period. MI will continue to provide interested stakeholders, such as the MMF, with project information and progress throughout the Project's lifecycle on MI's website including information on design, construction, and operation.

To support the Agency's information needs, MI requested the MMF to identify/describe potential effects that the Project may have on the Métis community. MMF responded with a letter dated March 9, 2018 asserting that the P6 All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (the Project) is located in a region with known contemporary and historical use by the Métis Community. The MMF also has asserted potential effects of the Project to the asserted Métis community. MI will include the information provided by the MMF in the Environmental Impact Statement (EIS) and other information as attached.

MI has included/considered the MMF as an interested stakeholder since the Project is located well outside of the recognized Métis Natural Resource Harvesting area in Manitoba. To date, the MMF has not supplied any information in support of the asserted Métis use within the Project area. Our regional staff have not come across Métis individuals using this area for the exercise of rights. This

area is mainly used by Manto Sipi Cree Nation, God's Lake First Nation, and Bunibonibee Cree Nation. If you have any information in support of Métis use of this area, please provide it to MI by May 4, 2018. MI plans to submit the EIS to the Agency shortly thereafter.

MI has two roles in this Project, as a proponent for the Agency's process and as a provincial Crown for Manitoba's process. This current request is strictly to meet CEAA, 2012 requirements. In terms of Crown consultation, Manitoba will advise MMF shortly.

Thank you for providing information to contribute to the Project EIS.

Best regards,

<Original Signed By>

Kimber Osiowy, M.Sc. P. Eng
Manager, Environmental Services

cc: Jaime Smith – Sr. Environmental Coordinator, MI
Cheryl Prosser – Coordinator, INR

Attachment: [Excerpts from the P6 EIS related to the MMF and the Manitoba Métis Community]

Appendix 5-12:

Manitoba Metis Federation Response to Manitoba Infrastructure's Request for Supporting Information



MANITOBA METIS FEDERATION INC.

300 - 150 Henry Avenue, Winnipeg, Manitoba R3B 0J7

Phone: (204) 586-8474 Fax: (204) 947-1816 Website: www.mmf.mb.ca

David Chartrand, LL.D. (Hon)
President

May 4, 2018

VIA E-MAIL

Kimber Osiowy
Manitoba Infrastructure
1420-215 Garry Street
Winnipeg, MB R3C 3P3

Dear Mr. Osiowy,

Re: All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (Project 6)

The Manitoba Metis Federation (MMF) is in receipt of your letter, dated April 24, 2018, with regard to the proposed All Season Road – P6 – indicated above. I note that your letter indicates that Manitoba Infrastructure (MI) will be acting as both the proponent and the provincial Crown for Project 6 and is responsible for undertaking appropriate engagement and consultation with the Community as required under *CEAA 2012* and the *Environment Act*. I also note that your letter provides details of Manitoba Infrastructure's approach to engagement and consultation with the MMF on behalf of the Manitoba Metis Community (the Community) for Project 6.

CEAA's EIS Guidelines require MI to seek the MMF's input on the Project and to consider the potential impacts of the project on the rights, claims and interests of the citizens of the Metis Nation's Manitoba Metis Community. The MMF has been proactively working with CEAA on Project 6 to ensure the impacts of the project are fully considered and addressed in the federal licensing process and looks forward to the opportunity to work with you on the issues integral to the provincial process. As both the Proponent and the Crown, MI has a significant role to play in a full, proper and meaningful engagement and consultation process with the MMF on behalf of our Community. With that objective in mind, I bring to your attention two items: the lack of concern on the part of MI to the assessment and consideration of the impacts of the project on the citizens of the Community and the language used in your letter to refer to the Metis government in Manitoba and the rights-bearing community it represents.

By way of this correspondence, I am raising a concern that MI's opinion of an appropriate engagement and consultation process with the Community will not meet the requirements set forth by the Canadian Environmental Assessment Agency (CEAA) under the Project 6 EIS guidelines and will not appropriately fulfill the Crown's duty to consult obligations to the Community. I am also raising a concern that MI's continued disrespect to the MMF and the rights-bearing community it represents is unlikely to result in the proactive and productive regulatory process that MI, as the Proponent, will require in order to move toward construction in a timely manner.

Please connect with Jasmine Langhan, MMF Engagement and Consultation Coordinator to arrange a discussion of the matters brought forward in the correspondence to date and to schedule a meeting to begin working on an appropriate engagement and consultation work plan. She can be reached via telephone at 204-586-8474, ext. 234 or via email at jasmine.langhan@mmf.mb.ca.

Mea-wetch.
<Original Signed By>

Marci Riel
Director, Energy and Infrastructure

Cc: Jasmine Langhan, Engagement and Consultation Coordinator, MMF
Jaime Smith, Sr. Environmental Coordinator, Manitoba Infrastructure
Cheryl Prosser, Coordinator, Manitoba Indigenous and Northern Relations
Janet Scott, Project Manager, Canadian Environmental Assessment Agency

Appendix 5-13:

Comments Submitted to the Canadian Environmental Assessment Agency

From: <email Councillor Moses Okimaw>
To: [Scott Janet ICEAAI](#)
Subject: Potential Impact of P6
Date: July 11, 2017 2:22:14 PM

We are unable to make comments simply because we do not possess the expertise to review the studies that were done or we don't have the requisite knowledge of the nature of the construction and how such construction will impact what's on the land. We don't have the financial resources to engage the appropriate consultants given the short time period.

From: [Gaile Whelan Enns](#)
To: [Project 6 All Season Road / Projet 6 Route Toutes Saison \[CEAA/ACE](#)
Cc: [Moses Okimaw](#)
Subject: Comments: Project 6 — All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation
Date: August 28, 2017 10:01:27 PM
Attachments: [CEAA Public Registry.docx](#)

Project 6 — All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation - EA Guidelines Review

NOTICE: This email is sent on behalf of Manto Sipi Cree Nation and Moses Okimaw, Councillor and portfolio holder for matters pertaining to this project and the federal responsibilities under CEAA for this project. Comments result from meetings, review of the Guidelines for P6 EIS, and discussions with the proponent.

NOTE - document attached.

Manto Sipi Cree Nation, our community, lands, rights, and traditional land uses, economy are all potentially affected by this project. We anticipate potential social effects also once the road is in place.

We have reviewed the CEAA Guidelines for the proponent's EA for the project. We note that sections of the Guidelines that are specific to Aboriginal/Indigenous groups. We expect all of these sections to be fully and completely filed in the EA, and to reflect our situation with respect to the project. It is imperative that the EA clearly contain information about each of the First Nations potentially affected by the project. That is general content about Indigenous of First Nation rights, land use, benefits or effects from the project is not sufficient. Manto Sipi Cree Nation assumes that the EA will fulfill these sections of the Guidelines with respect to our Nation, our rights, our land use, and potential effects on our community, lands, access to lands and ability to exercise our rights etc.

2.4 Application of the Precautionary Principle

We are interested in what the proponent will provide in this section of their EA, as the department is not know for avoiding environmental effects in its activity in northern Manitoba.

3.2 Factors to be Considered

Due to the amount of discussion about potential mining activity near our lake and our community we are particularly interested in the cumulative effects factor to be considered in the EA. Current effects, and future project effects are important to us, especially given the history of mining in our lake.

3.2.1 Changes to the Environment

While there are air pollution, CO2, and green house gas emissions requirements in the detailed outline for the EA we are also concerned that the potential effects on permafrost in our region, and in the entire project area (including where material will be obtained, transported, etc) be included and that planning for the project take into account the presence of permafrost.

3.2.2 Valued Components to be Examined

The Guidelines for CEAA EA indicate these must include:

- with respect to aboriginal peoples, an effect of any change that may be caused to the environment on:
 - health and socio-economic conditions;
 - physical and cultural heritage;
 - the current use of lands and resources for traditional purposes; or
 - any structure, site or thing that is of historical, archaeological, paleontological or architectural significance.
- the effect of that change, other than the effects mentioned above, on:
 - health and socio-economic conditions,
 - physical and cultural heritage, or
 - any structure, site or thing that is of historical, archaeological, paleontological or architectural significance.

We do not feel that sufficient archeological study has been conducted, and know that the current records of the provincial government are not complete for our region. Predictive modeling in relation to Indigenous sites has certainly not been applied to the project area. Our own intended traditional lands study (which starts in September) may help to inform the proponent but we will continue to be worried.

More study and more interviews are needed.

We need to locate our sacred and archeological sites and make sure they are protected and secure. We are not sure the proponent has taken the necessary steps regarding these needed VCs.

We hope that the proponent will have a complete set of VCs and avoid combining species and environment elements into few VCs, which can mean they are dropping or ignoring components that matter to us.

We wish to see VCs for the small mammals common, that are trapped, and hunted. We wish to see VCs for the birds in our region, including those that use the Lake. We wish to see VC to reflect the benefits to our community and the impacts to our community from the road.

We wish to see VC to show how the loss of lands will impact our community.

As a project wholly inside Indigenous traditional territories the VCs need to reflect the Indigenous role in the region.

3.2.3 Boundaries

Studies by the proponent have been sectioned according to each of the three First Nations' land use. It is important to have a whole project area, that includes all potential activity by the proponent all potential effects of the project. The Right of Way is not the project area. Nor is the work corridor the project area. Given three communities would be served by the road, and given the ROW and corridor would cross traplines, travel lines, and the new infrastructure will affect species, and exercise of our rights the project area must reflect these land uses and effects.

4.2.2 Community Knowledge and Aboriginal Traditional Knowledge

"the environmental assessment of a designated project may take into account community knowledge and Aboriginal traditional knowledge"

"The proponent will incorporate into the EIS the community knowledge and Aboriginal traditional knowledge to which it has access or that is acquired through public participation and engagement with Indigenous groups..."

Manto Sipi Cree Nation considers inclusion of aboriginal traditional knowledge a required part of the proponent's EIS/EA. The reference to 'which it has access' concerns us. We do not yet have the full information gathered by the government proponent back in our hands. It took some time to obtain some of its reports, and they arrived with a contract to sign informing us that we could not use the information in our consultations or EA reviews etc etc. This is wrong. We also have been asking for our digital data since spring 2017 and it has not been provided to us. This is community information and the intellectual capital of our land users and knowledge carriers. CEAA needs to find better standards and methods with respect to Crown proponents and their holding of Indigenous data. We have asked for the maps, and the data used in their design. To date this has not happened.

Quote: "Agreement should be obtained from Indigenous groups regarding the use, management and protection of their existing traditional knowledge information during and after the EA." No such step to enter into an agreement with Manto Sipi has occurred.

4.3 Study Strategy and Methodology

Quote: "All data, models and studies will be documented such that the analyses are transparent and reproducible. All data collection methods will be specified. The uncertainty, reliability, sensitivity and conservativeness of models used to reach conclusions must be indicated."

We have no confidence that these steps are being taken. Methodology content is lacking in the reports we have obtained from the proponent to date.

Quote: "Where the conclusions drawn from scientific, engineering and technical knowledge are inconsistent with the conclusions drawn from Aboriginal traditional knowledge, the EIS will present each perspective on the issue and a statement of the proponent's conclusions."

It is our experience that Crown proponents in Manitoba do not take the steps above.

Quote: "The proponent will provide Indigenous groups the opportunity to review and provide comments on the information used for describing and assessing effects on Aboriginal peoples."

CEAA must understand that our community members, our Council, have not been funded to participate in any of the engagement, EIS discussions, meetings about the proponent's project etc to date. We must have the capacity to be able to participate in the next steps.

4.5

Quote: Summary of the EIS

1. Follow-up and monitoring programs proposed

"The summary will have sufficient details for the reader to understand the project, any potential environmental effects, proposed mitigation measures, and the significance of the residual effects. The summary will include key maps illustrating the project location and key project components."

We want to know whether our people will be part of the monitoring program activities and whether the future road would be monitored during construction and through its life cycle.

Part 2 Contents of EIS

1.3 Project Location

We ask that clear reference to the treaty area, and traditional territories that will be affected by the P 6 road be included. We expect the current land use in the area to include what the proponent knows to date regarding traditional land use in the whole project area, the whole aboriginal territories.

1.4 Regulatory Framework

We ask that this section include the intended community plans, lands plans, and other upcoming plans regarding lands and communities.

2.1 Purpose of the Project

Quote: "The EIS will also describe the predicted environmental, economic and social benefits of the project." Will this section also include the predicted risks or costs of the project ?

2.2 Alternative Means

Quote: " In its alternative means analysis, the proponent will address, at a minimum, the following project components:

- highway route;
- location of access roads (permanent and temporary);
- location of borrow areas, rock quarries, and gravel pits; and
- location and type of bridges and culverts (permanent and temporary)."

Very little of this information has been available to us, we look forward to seeing the alternative routes, locations for bridges, options for burrow pits etc.

3.2 Site Activities

We wish to know whether our land users, trappers, hunters etc will be part of the site preparation activities. This is like pre monitoring or early monitoring for our community. We need to know how restoration of closed roads, burrow pits etc will be handled.

5.0 Engagement with Indigenous Peoples

We are glad to see this section in the Guidelines for the proponent. We are not sure the proponent understands our rights, and our land entitlements.

5.1 Indigenous Engagement Activities

Quote: "In preparing the EIS, the proponent will ensure that groups have access to timely and relevant information on the project and how the project may adversely impact them." When does this start?

We would like to receive minutes or a report of each meeting, and every visit to our community.

6.0 Effects Assessment

Are all the maps available digitally to the affected communities? Does the proponent need to provide us with digital maps so we can look at them on screen ? Does the proponent need to show all its data sources ?

6.1.1 Emissions

The information here does not seem to include the ghg Emissions from the project itself, planning, construction, operation during its life cycle etc.
Will this be in the EIS?

WE need to know how much muskeg will be disrupted including due to medicinal plants in the musket.

6.1.3, 4, 5, 6, 7

We assume that traditional knowledge will inform these parts of the EIS.

Each of these sections of the Assessment are based on the project area - but we see no specifics as to how the project area is defined. See our concerns above.

6.1.8 Endangered Species

How do the Manitoba listed and identified species get into the EIS ? Is a different EIS done for Manitoba so that these species are also part of the EIS ?

6.1.9 Indigenous Peoples

efers to the scope of the EA, which may also relate to the project area. We are concerned that the proponent may identify the scope and the proponent may select a scope for the EA and the project area to benefit the decisions they wish to see.

How does scope of the EA and the project area integrate traditional knowledge and the rights and exercise of rights of our people?

We are glad to see the contents here, the list of what must be included. The limited

study done to date by the proponent does not sufficiently reflect our land use, our traditional knowledge, the species or areas that are important to us.

Most of this work has not been done by the proponent, to our knowledge to date.

6.2 Changes to the Environment

This section is very important to us also. We are seeing many changes in our environment and our territory already, and will watch these sections.

Our concern for groundwater, given the damage to ground water and water sources in northern Manitoba, will guide review of the EIS.

6.3 Changes to VCs

Does CEAA only allow these VCs? Or does the proponent add to the list, and identify specific VCs?

6.3.4 section is important to us.

6.3.5 does this potential added VC include intended land acquisition, outstanding lands etc?

6.5 - Significance of Effects

Does this section include content of the EIS where traditional knowledge does not agree with the technical content from the proponent ?

Does the proponent need to explain any such difference in significance assessment ?

6.6.3 Cumulative Effects

Quote: "Cumulative effects are defined as changes to the environment due to the project combined with the existence of other past, present and reasonably foreseeable physical activities. Cumulative effects may result if:

- the implementation of the project may cause direct residual adverse effects on the VC, taking into account the application of technically and economically feasible mitigation measures; and,
- the same VC may be affected by other past, present and future physical activities [\[17\]](#)."

This means that the selection of VCs done by the proponent can limit identification of cumulative effects. Can Manto Sipi comment on the VCs needed for cumulative affects to be identified ?

We are stopping out comments at this point.

Thank you for the opportunity to review the draft EIS Guidelines for P6.

Mose Okimaw
Councillor
Manto Sipi Cree Nation
Manitoba

CEAA Public Registry
August 28, 2017

Project 6 — All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation - EA Guidelines
Review

NOTICE: This email is sent on behalf of Manto Sipi Cree Nation and Moses Okimaw, Councillor and portfolio holder for matters pertaining to this project and the federal responsibilities under CEAA for this project.

Manto Sipi Cree Nation, our community, lands, rights, and traditional land uses, economy are all potentially affected by this project. We anticipate potential social effects also once the road is in place.

We have reviewed the CEAA Guidelines for the proponent's EA for the project. We note that sections of the Guidelines that are specific to Aboriginal/Indigenous groups. We expect all of these sections to be fully and completely filed in the EA, and to reflect our situation with respect to the project. It is imperative that the EA clearly contain information about each of the First Nations potentially affected by the project. That is general content about Indigenous of First Nation rights, land use, benefits or effects from the project is not sufficient. Manto Sipi Cree Nation assumes that the EA will fulfill these sections of the Guidelines with respect to our Nation, our rights, our land use, and potential effects on our community, lands, access to lands and ability to exercise our rights etc.

2.4 Application of the Precautionary Principle

We are interested in what the proponent will provide in this section of their EA, as the department is not know for avoiding environmental effects in its activity in northern Manitoba.

3.2 Factors to be Considered

Due to the amount of discussion about potential mining activity near our lake and our community we are particularly interested in the cumulative effects factor to be considered in the EA. Current effects,

and future project effects are important to us, especially given the history of mining in our lake.

3.2.1 Changes to the Environment

While there are air pollution, CO₂, and green house gas emissions requirements in the detailed outline for the EA we are also concerned that the potential effects on permafrost in our region, and in the entire project area (including where material will be obtained, transported, etc) be included and that planning for the project take into account the presence of permafrost.

3.2.2 Valued Components to be Examined

“The Guidelines for CEAA EA indicate these must include:

- with respect to aboriginal peoples, an effect of any change that may be caused to the environment on:
 - health and socio-economic conditions;
 - physical and cultural heritage;
 - the current use of lands and resources for traditional purposes; or
 - any structure, site or thing that is of historical, archaeological, paleontological or architectural significance.
- the effect of that change, other than the effects mentioned above, on:
 - health and socio-economic conditions,
 - physical and cultural heritage, or
 - any structure, site or thing that is of historical, archaeological, paleontological or architectural significance.”

We do not feel that sufficient archeological study has been conducted, and know that the current records of the provincial government are not complete for our region. Predictive modeling in relation to Indigenous sites has certainly not been applied to the project area. Our own intended traditional lands study (which starts in September) may help to inform the proponent but we will continue to be worried. More study and more interviews are needed.

We need to locate our sacred and archeological sites and make sure they are protected and secure. We are not sure the proponent has taken the necessary steps regarding these needed VCs.

We hope that the proponent will have a complete set of VCs and avoid combining species and environment elements into few VCs, which can mean they are dropping or ignoring components that matter to us.

We wish to see VCs for the small mammals common, that are trapped, and hunted.

We wish to see VCs for the birds in our region, including those that use the Lake.

We wish to see VC to reflect the benefits to our community and the impacts to our community from the road.

We wish to see VC to show how the loss of lands will impact our community.

As a project wholly inside Indigenous traditional territories the VCs need to reflect the Indigenous role in the region.

3.2.3 Boundaries

Studies by the proponent have been sectioned according to each of the three First Nations' land use. It is important to have a whole project area, that includes all potential activity by the proponent all potential effects of the project. The Right of Way is not the project area. Nor is the work corridor the project area. Given three communities would be served by the road, and given the ROW and corridor would cross traplines, travel lines, and the new infrastructure will affect species, and exercise of our rights the project area must reflect these land uses and effects.

4.2.2 Community Knowledge and Aboriginal Traditional Knowledge

Quote: "the environmental assessment of a designated project may take into account community knowledge and Aboriginal traditional knowledge"

"The proponent will incorporate into the EIS the community knowledge and Aboriginal traditional knowledge to which it has access or that is

acquired through public participation and engagement with Indigenous groups...”

Manto Sipi Cree Nation considers inclusion of aboriginal traditional knowledge a required part of the proponent’s EIS/EA. The reference to ‘which it has access ...’ concerns us.

We do not yet have the full information gathered by the government proponent back in our hands. It took some time to obtain some of its reports, and they arrived with a contract to sign informing us that we could not use the information in our consultations or EA reviews etc etc. This is wrong. We also have been asking for our digital data since spring 2017 and it has not been provided to us. This is community information and the intellectual capital of our land users and knowledge carriers. CEAA needs to find better standards and methods with respect to Crown proponents and their holding of Indigenous data. We have asked for the maps, and the data used in their design. To date this has not happened.

Quote: "Agreement should be obtained from Indigenous groups regarding the use, management and protection of their existing traditional knowledge information during and after the EA." No such step to enter into an agreement with Manto Sipi has occurred.

4.3 Study Strategy and Methodology

Quote: "All data, models and studies will be documented such that the analyses are transparent and reproducible. All data collection methods will be specified. The uncertainty, reliability, sensitivity and conservativeness of models used to reach conclusions must be indicated."

We have no confidence that these steps are being taken. Methodology content is lacking in the reports we have obtained from the proponent to date.

Quote: "Where the conclusions drawn from scientific, engineering and technical knowledge are inconsistent with the conclusions drawn from Aboriginal traditional knowledge, the EIS will present each perspective on the issue and a statement of the proponent's conclusions."

It is our experience that Crown proponents in Manitoba do not take the steps above.

Quote: "The proponent will provide Indigenous groups the opportunity to review and provide comments on the information used for describing and assessing effects on Aboriginal peoples."

CEAA must understand that our community members, our Council, have not been funded to participate in any of the engagement, EIS discussions, meetings about the proponent's project etc to date. We must have the capacity to be able to participate in the next steps.

4.5

Quote: Summary of the EIS

1. Follow-up and monitoring programs proposed

"The summary will have sufficient details for the reader to understand the project, any potential environmental effects, proposed mitigation measures, and the significance of the residual effects. The summary will include key maps illustrating the project location and key project components."

We want to know whether our people will be part of the monitoring program activities and whether the future road would be monitored during construction and through its life cycle.

Part 2 Contents of EIS

1.3 Project Location

We ask that clear reference to the treaty area, and traditional territories that will be affected by the P 6 road be included. We expect the current land use in the area to include what the proponent knows to date regarding traditional land use in the whole project area, the whole aboriginal territories.

1.4 Regulatory Framework

We ask that this section include the intended community plans, lands plans, and other upcoming plans regarding lands and communities.

2.1 Purpose of the Project

Quote: "The EIS will also describe the predicted environmental, economic and social benefits of the project."

Will this section also include the predicted risks or costs of the project ?

2.2 Alternative Means

Quote: " In its alternative means analysis, the proponent will address, at a minimum, the following project components:

- highway route;
- location of access roads (permanent and temporary);
- location of borrow areas, rock quarries, and gravel pits; and
- location and type of bridges and culverts (permanent and temporary)."

Very little of this information has been available to us, we look forward to seeing the alternative routes, locations for bridges, options for burrow pits etc.

3.2 Site Activities

We wish to know whether our land users, trappers, hunters etc will be part of the site preparation activities. This is like pre monitoring or early monitoring for our community. We need to know how restoration of closed roads, burrow pits etc will be handled.

5.0 Engagement with Indigenous Peoples

We are glad to see this section in the Guidelines for the proponent. We are not sure the proponent understands our rights, and our land entitlements.

5.1 Indigenous Engagement Activities

Quote: "In preparing the EIS, the proponent will ensure that groups have access to timely and relevant information on the project and how the project may adversely impact them." When does this start?

We would like to receive minutes or a report of each meeting, and every visit to our community.

6.0 Effects Assessment

Are all the maps available digitally to the affected communities? Does the proponent need to provide us with digital maps so we can look at them on screen ? Does the proponent need to show all its data sources ?

6.1.1 Emissions

The information here does not seem to include the ghg Emissions from the project itself, planning, construction, operation during its life cycle etc. Will this be in the EIS?

WE need to know how much muskeg will be disrupted including due to medicinal plants in the musket.

6.1.3, 4, 5, 6, 7

We assume that traditional knowledge will inform these parts of the EIS. Each of these sections of the Assessment are based on the project area - but we see no specifics as to how the project area is defined. See our concerns above.

6.1.8 Endangered Species

How do the Manitoba listed and identified species get into the EIS ? Is a different EIS done for Manitoba so that these species are also part of the EIS ?

6.1.9 Indigenous Peoples

refers to the scope of the EA, which may also relate to the project area. We are concerned that the proponent may identify the scope and the proponent may select a scope for the EA and the project area to benefit the decisions they wish to see. How does scope of the EA and the project area integrate traditional knowledge and the rights and exercise of rights of our people?

We are glad to see the contents here, the list of what must be included. The limited study done to date by the proponent does not sufficiently reflect our land use, our traditional knowledge, the species or areas that are important to us.

Most of this work has not been done by the proponent, to our knowledge, to date.

6.2 Changes to the Environment

This section is very important to us also. We are seeing many changes in our environment and our territory already, and will watch these sections.

Our concern for groundwater, given the damage to ground water and water sources in northern Manitoba, will guide review of the EIS.

6.3 Changes to VCs

Does CEAA only allow these VCs? Or does the proponent add to the list, and identify specific VCs? Will our knowledge contribute to the VC list?

6.3.4 section is important to us.

6.3.5 does this potential added VC include intended land acquisition, outstanding lands etc?

6.5 - Significance of Effects

Does this section include content of the EIS where traditional knowledge does not agree with the technical content from the proponent ?

Does the proponent need to explain any such difference in significance assessment ?

6.6.3 Cumulative Effects

Quote: "Cumulative effects are defined as changes to the environment due to the project combined with the existence of other past, present and reasonably foreseeable physical activities. Cumulative effects may result if:

- the implementation of the project may cause direct residual adverse effects on the VC, taking into account the application of technically and economically feasible mitigation measures; and,
- the same VC may be affected by other past, present and future physical activities [\[17\]](#)."

This means that the selection of VCs done by the proponent can limit identification of cumulative effects. Can Manto Sipi comment on the VCs needed for cumulative affects to be identified ?

We are stopping our comments at this point. It is good to see the expectations CEAA places on the proponent regarding our lands, community, rights, and exercise of those rights.

Thank you for the opportunity to review the draft EIS Guidelines for P6.

Mose Okimaw
Councillor
Manto Sipi Cree Nation
Manitoba
August 23, 2017

From: [Loretta Mowatt](#)
To: [Scott Janet \[CEAA\]](#)
Cc: [Wayne Anderson](#); [Irene Linklater](#)
Subject: NHCN Review of Project 6
Date: July 4, 2017 4:18:49 PM
Attachments: [NHCN Review of P6 for CEAA July 4 2017.pdf](#)

Good Afternoon,

Please find attached Norway House Cree Nation's response to the June 13, 2017 Request for Comments on the potential impacts of the proposed Project 6 All-Season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation, and God's Lake First Nation, Agency File No.: 005622.

The information for the NHCN contact is:

Wayne Anderson
Executive Director of PDC & Lands
Norway House Cree Nation
Box 250
Norway House, MB
ROB 1B0
Phone: (204) 359 – 5254
Fax: (204) 359 – 4186
Email: wanderson@nhcn.ca

Thank you.

Loretta Mowatt
Environmental Coordinator
Norway House Cree Nation
Box 250
Norway House, MB
ROB 1B0

NORWAY HOUSE CREE NATION
REVIEW for Canadian Environmental Assessment Agency
PROJECT 6 – All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God’s Lake First Nation
July 4, 2017

Purpose of Report

This report is in response to a letter, dated June 13, 2017, from the Canadian Environmental Assessment Agency (CEAA) pertaining to Project 6, an all-season road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation, and God’s Lake First Nation. The proponent is Manitoba Infrastructure, and this report looks at the 29 – page Project Description Summary, dated May 2017, as submitted to the CEAA and Manitoba Sustainable Development. The letter to Chief and Council invites NHCN to provide comment on potential environmental effects and impacts of the Project on the community.

Regulatory Authorities

As part of its obligations under CEAA 2012, the Agency must make a determination if a federal environmental assessment is required. In order to assist in making this determination, a 20 public comment period has been established to receive input and comment from Indigenous communities, including NHCN, from June 13 to July 4, 2017.

Under the Manitoba Environment Act, Project 6 requires an Environment Act License as a Class 2 Development – It is unclear what correspondence has been received by NHCN from Manitoba. A majority of activities for Project 6 will fall under provincial authority and legislation, including work and other permits.

A Federal Environmental Impact Statement (EIS) *may* be required which will identify mitigatory measures to minimize impacts.

Summary of Project

The Project will be conducted on unoccupied provincial Crown Lands and proposes 138 kilometres of a 2 – lane, gravel all season road with 3 sections connecting the 3 First Nations at the Reserve Boundaries, and 2 bridges. The proposed Project 6 will follow existing winter road routes, and is located entirely outside of the Norway House Resource Management Area. The proponent estimates the total time for Project completion at 11 years (3 years pre-construction and 8 years construction) to commence in 2020.

NHCN Impacts

The main issue for consideration by NHCN is that Project 6 is one component of the East Side Transportation Network Initiative intended to link east side communities to the rest of Manitoba through a series of new and existing roads. The East Side Plans contemplate linking Project 6 with Provincial Road 373 at some point in the future.

Project 6 anticipates at least 2 bridges and culverts along the Hayes River Watershed, which may impact the flow of the streams and rivers in the Norway House Resource Area that flow into the Hayes River Watershed. NHCN was one of several First Nations that endorsed the designation of the Hayes River as a Canadian Heritage River.

The project description further anticipates the use of the existing winter road networks for the transport of equipment and materials for construction purposes, which accesses the road from PR 373 south of the Norway House Ferry on the East Nelson River.

NORWAY HOUSE CREE NATION
REVIEW for Canadian Environmental Assessment Agency
PROJECT 6 – All-Season Road Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God’s Lake First Nation
July 4, 2017

Project impacts to NHCN can be divided into Preparation or Pre - Construction, Construction, and Operational Phase.

1. Preparation Phase

During the Preparation phase, impacts will include:

- Increased winter traffic along PR 373, Molson Lake Access Road, and Oxford House Winter Road as equipment and supplies are hauled in;
- It is anticipated that fuels for construction, explosives, and other dangerous product will be hauled into the Project area using the existing network with potential for spills or if roads deteriorate and materials left prior to being delivered to their destination;
- Increased travel for the Project may impact migration of Caribou, Moose, Wolves, and other game/fur bearing animals.

2. Construction Phase

Potential impacts to the NH Resource Area and Members include:

- Increased traffic through existing winter road network through NH RMA;
- Hauling of equipment and other supplies on existing winter road;
- Equipment and noise may impact fur bearers, moose, and caribou;
- Impacts the natural flow of local streams and rivers;
- Impacts fish, fish habitat, and spawning;
- Impacts to wetlands and traditional medicines in the region;

3. Operational Phase

Potential impacts to NH Resource Area and Members include:

- Increased traffic through NH RMA;
- Increased access to NH RMA;
- Increase pressure on NH resources including services and shops;
- Competing interests for hunting of large and small game;
- Impacts to caribou, moose, wolves, and other game/fur bearing animals;
- Impacts to traditional activities including hunting, trapping, and fishing; and
- Impacts to ecotourism in the NH RMA, including Molson Lake Lodge and outpost camps which are owned by NHCN.

Conclusion

Over the long term, Project 6, as part of the overall future plans to link east side communities through existing provincial roads will have an impact on NHCN as the road network contemplates seasonal access during the construction period as well as possible future permanent roads through the NH RMA. Potential impacts identified include changes to the environment, lands, waters, large and small game habitat, impacts to hunting and trapping, and pressure on resources due to increased access to the NH territory along and adjacent to the future linkage route between PR 373 and Project 6.

NHCN recommends an environmental assessment that incorporates Project 6 as well as future plans to link to Provincial Road 373. Further input is required from Members who utilize area, as well as the Registered Trapline Holders. Further, an EIS will assist in reviewing the proposed mitigation measures.

From: [Sarah Colgrove](#)
To: [Scott Janet \[CEAA\]](#)
Cc: <Personal Information <Personal Kate Kempton; darrell.ouimet@gov.mb.ca>>
Subject: Comments re File No 005622
Date: July 4, 2017 3:15:13 PM
Attachments: [sc Pimicikamak Letter to CEAA july 4 2017 from DM.pdf](#)
[Attachment 2 Cross Lake Band of Indians June 27 2017 from DM.pdf](#)

Dear Ms. Scott and Ms. Sigurdson,

Please find attached draft comments from Pimicikamak in response to your letter to the Cross Lake band of Indians requesting comments on the potential impacts of the Proposed Project 6 – All-season Road.

Due to Pimicikamak's General Assembly, I was unable to obtain final instructions regarding this letter during the today's workday. Final and signed copies of these documents are forthcoming.

Thank you,

Sarah Colgrove

250 University Ave, 8th floor
Toronto Ontario M5H 3E5
p: 416.981.9333
f: 416.981.9350
www.oktlaw.com

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David Muswaggon
Pimicikamak Okimawin
Box 399 -1144G Mikisew Road
Cross Lake MB R0B 0J0
73263

July 4, 2017

SENT VIA E-MAIL: janet.scott@ceaa-acee.gc.ca

Shauna Sigurdson
Regional Director, Prairie and Northern Region
Canadian Environmental Assessment Agency
Canada Place, Ste 1145, 9700 Jasper Avenue
Edmonton AB T5J 4C3

Attention: Janet Scott

Dear Shauna Sigurdson:

**Re: Comments on the Potential Impacts of the Proposed Project 6 - All-season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation, and God's Lake First Nation Project
Your File No. 005622**

Pimicikamak Okimawin is in receipt of the Canadian Environmental Assessment Association's letter to the Cross Lake Band of Indians dated June 13, 2017, regarding the proposed Project 6 – All-season Road Linking Manto Sipi Cree Nation, Bunobonibee Cree Nation, and God's Lake First Nation Project. The attached Project Description indicates that the All-season Road will be part of a network of infrastructure which will provide year-round access to communities which are members of the Wabanong Nakaygum Okimawin (WNO).

Although the attached Project Description indicates that consultations with those First Nations began in 1999, this is the first offer of consultation that Pimicikamak has received. Pimicikamak is not a member of WNO, so it has not been included in the traditional land-use planning which has been conducted for these roads.

Pimicikamak stands to be detrimentally affected by this and future roads. It is a direct neighbour to Bunobonibee Cree Nation, and shares territorial waterways. It is a signatory to Treaty No 5, which is the territory within which this and the WNO road network will be constructed. Pimicikamak has rights throughout Treaty No 5 territory, although it exercises most such rights in its traditional territory. Finally, Pimicikamak is a neighbour to several members of WNO, which will be all connected to this road by future roads.

Pimicikamak's territory and the surrounding Treaty No 5 areas have been severely affected by the Manitoba Hydro projects and other developments such as forestry. Traditional land use is rarer and more difficult than Pimicikamak desires, due to all these impacts. Any further impacts caused by this road will be cumulative, directly reducing the scarce traditional land and resource that remains.

Pimicikamak is concerned that the proposed road – and its links to the broader network of roads which is planned – will have environmental impacts on Pimicikamak's traditional territory and its members, on surrounding Treaty No 5 areas which it relies upon, and on its citizens, by physically altering Treaty No 5 territory and by increasing traffic into its territory and putting additional pressure on the scarce resources which remain. In particular, the proposed All-season Road includes an access point at Oxford Lake, which is at the edge of Pimicikamak's territory and is connected to waterways leading to the heart of its territory.

These new impacts require an environmental impact assessment, in order to assess the impact within Pimicikamak's territory, which has not yet been considered, as well as the cumulative effect on Pimicikamak's land, resources, and cultural practices. In particular, the following impacts are likely:

- decrease in fish, aquatic species, migratory birds, game, and fur-bearing animals within Pimicikamak territory, due to increased harvesting by non-Pimicikamak members within Pimicikamak territory, and increased use of Pimicikamak's lands and waters, on top of the depletion already caused by existing projects in the territory;
- decrease in fish, aquatic species, migratory birds, game, and fur-bearing animals within Pimicikamak territory, due to the physical impacts of this and future roads, and to increased harvesting, in areas which are part of Treaty No 5 territory and are ecologically-connected with the lands and waters of Pimicikamak's territory, on top of the depletion already caused by existing projects in the territory;
- decrease in traditional activities including fishing, trapping, and hunting by Pimicikamak's members on its territory, due to resource depletion by non-Pimicikamak members with increased access to Pimicikamak's territory and ecologically-connected areas, and due to the physical impact on ecologically-connected areas, on top of the depletion already caused by existing projects in the territory;
- impact on socio-economic conditions for Pimicikamak members who rely on traditional subsistence for food and/or commercial uses, due to resource depletion as set out above;
- impacts on Pimicikamak's established and claimed Aboriginal and Treaty rights to harvest resources within the territory, due to resource depletion as set out above;
- impacts on established and claimed Aboriginal and Treaty rights to manage and steward resources within the territory, due to an increase in non-members using land and

resources without passing through the Reserve where Pimicikamak's public education and regulatory resources are located;

- potential damage to archeological and cultural sites on and around Oxford Lake and its tributaries due to increased traffic to the location by non-Pimicikamak members; and
- if consultation is not carried out, impacts on established and claimed Aboriginal and Treaty rights to be consulted when the Crown contemplates actions which may affect Pimicikamak's interests in its territory, and the erosion of reconciliation and the relationship with the Crown.

Pimicikamak has never been consulted or accommodated regarding these roads, and has not consented to any of them. Our citizenry is very concerned about the effects of this and future roads, which are in addition to the already-severe impact on our lands and resources.

We are also concerned about how the Crown is managing its relationship with Pimicikamak, and the relationship between Pimicikamak and its neighbours.

A federal environmental assessment and full consultation process is needed to assess the cumulative and direct impacts of the proposed All-season Road and the roads to which it will connect, and to begin to discharge the Crown's constitutional Duty to Consult and Accommodate Pimicikamak as a signatory to Treaty No 5 and an Aboriginal people whose rights and interests will be impacted by this road.

Sincerely yours,

David Muswaggon
*Executive Council Member responsible for Lands,
Natural Resources, NFA and Consultation*

- c. Chief Cathy Merrick – Pimicikamak Okimawin (c.merrick@pimicikamak.ca)
Sarah Colgrove – Olthuis Kleer Townshend LLP (scolgrove@oktlaw.com)
Kate Kempton – Olthuis Kleer Townshend LLP (kkempton@oktlaw.com)
Darrell Ouimet - Manitoba Sustainable Development (darrell.ouimet@gov.mb.ca)
Janet Scott - Canadian Environmental Assessment Agency (janet.scott@ceaa-acee.gc.ca)

Attachment 2: Information to Inform Whether a Federal EA is Required

Please respond by: **July 4, 2017**

Project 6 – All-season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation, and God’s Lake First Nation – Manitoba Infrastructure
Agency File No.: 005622

Cross Lake Band of Indians			
EA Contact Name:	Sarah Colgrove	Telephone:	416.981.9333
Address:	250 University Ave, Toronto ON M5H 3E5	Fax:	416.981.9350
Email:	scolgrove@oktlaw.com		

The Agency must determine whether a federal environmental assessment is required for this project. You can contribute to the decision-making process by providing the information available to your group at this time on the Project’s anticipated environmental effects and impacts on Cross Lake Band of Indians’ potential and established rights. You may use this form or use another format of your choice.

8. Please identify any environmental effects of the Project that are of concern to your group or community. Also please identify environmental effects that are not listed in the project description.

See letter attached

2. Please describe how the potential environmental effects of the Project could result in changes to your group or community’s:

(a) health and socio-economic conditions (e.g. country foods, drinking water, logging or other commercial activities that rely on natural resources)

See letter attached

(b) physical and cultural heritage (e.g. ceremonial sites, burial sites, cultural landscapes)

See letter attached

(c) current use of lands and resources for traditional purposes (e.g. hunting, fishing, trapping)

See letter attached

(d) structures, sites or things of historical, archaeological, paleontological or architectural significance (e.g. artifacts, important historic buildings or symbols)

See letter attached

3. If you expect the Project may impact Cross Lake Band of Indians’ potential and established rights, please describe how.

See letter attached

David Muswaggon

Print Name of responder

Signature

Pimicikamak Executive Councillor

June 27 2017

Title of responder

Date

Please respond to the above questions by **July 4, 2017** via email at janet.scott@ceaa-acee.gc.ca or fax at 780-495-2876. Thank you.

From: [Stephen Howatt](#)
To: [Sigurdson,Shauna \[CEAA\]](#)
Cc: [Jasmine Langhan](#); [Marci Riel](#); [Scott,Janet \[CEAA\]](#); kimber.osiowy@gov.mb.ca; darrell.ouimet@gov.mb.ca
Subject: MMF Response to CEAA 6.13.17 Letter re Project 6
Date: July 12, 2017 11:03:51 AM
Attachments: [MMF Response to CEAA 6.13.17 Letter re Project 6.pdf](#)

Good day Ms. Sigurdson,

On behalf of Jasmine Langhan, Engagement and Consultation Coordinator of the Manitoba Metis Federation, please see the attached letter in response to your letter, dated June 13, 2017, regarding the proposed Project 6 - All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.

Please do not hesitate to contact us if you have any questions or concerns.

All the best,

Stephen

Stephen Howatt
Consultation Project Officer
Manitoba Metis Federation
300-150 Henry Avenue
Winnipeg, MB, R3B 0J7
Tel: (204)586-8474 **Ext. 240**
E-mail: stephen.howatt@mmf.mb.ca



MANITOBA METIS FEDERATION INC.

300 - 150 Henry Avenue, Winnipeg, Manitoba R3B 0J7

Phone: (204) 586-8474 Fax: (204) 947-1816 Website: www.mmf.mb.ca

David Chartrand, LL.D. (Hon)
President

July 12, 2017

VIA E-MAIL

Ms. Shauna Sigurdson
Regional Director - Prairies and Northern Region
Canadian Environmental Assessment Agency
Suite 1145, 9700 Jasper Avenue
Edmonton, AB T5J 4C3

Dear Ms. Sigurdson,

Re: Request for Comments on the Potential Impacts of the Proposed Project 6 - All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

The Manitoba Metis Federation (MMF) is in receipt of your letter, dated June 13, 2017, in which you provide notice to the MMF that the Canadian Environmental Assessment Agency (CEAA) has received a project description from Manitoba Infrastructure (the Proponent) for the proposed Project 6 - All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation Project (the Project). We note that your letter invites the MMF to provide our views on the potential environmental effects and impacts of the Project.

As you are aware, the Project is located within a region with known contemporary and historical use by our Community for fishing, hunting, trapping and cultural purposes. Given this, a full, proper and meaningful engagement and consultation process with our Community needs to be undertaken to best understand the potential effects of the Project on our Community.

The MMF is the self-governing representative for the Metis Nation's Manitoba Metis Community, and as such, must promote, protect and advance the collective rights of its citizens. The MMF represents the citizens and harvesters of the Community, who use the lands, waters and resources throughout the province of Manitoba – including the area in which this project is being proposed. It is of significant importance that the rights, claims and interests of the Community be recognized and respected.

Further to the MMF's responsibility in this regard, the MMF's 2007 Resolution No. 8 sets out a process for the MMF's engagement in discussions with governments, industry and other proponents in matters that relate to the interests and rights of the Community. The MMF Home Office is the central point of contact for all consultation and engagement on behalf of the

Community. In engaging the MMF, on behalf of the Community, the Resolution No. 8 Framework calls for the implementation of five phases:

Phase I: Notice and Response;
Phase II: Funding and Capacity;
Phase III: Engagement and Consultation;
Phase IV: Partnership and Accommodation; and
Phase V: Implementation.

As we believe the Project may have an impact on the rights, interests, and claims of the Community, the process as set out above will need to be followed.

The MMF would like to arrange a meeting between representatives of the MMF and CEAA to discuss the Project and a process for ensuring the MMF and the Manitoba Metis Community is adequately informed as to the Project's potential impacts to our Community's use of the lands, waters and resources. The MMF looks forward to hearing your response and working collaboratively with CEAA on this Project to ensure Metis-specific information and concerns from the Community are incorporated into full, proper and meaningful engagement and consultation processes with our Community.

Please contact me at your earliest opportunity via telephone at 204-586-8474, ext. 234 or via email jasmine.langhan@mmf.mb.ca to schedule a meeting to further discuss the Project, the Resolution No. 8 process, or if you require any further clarification on any matters raised in this letter.

Best regards,

-original signed by-

Jasmine Langhan
MMF Engagement & Consultation Coordinator

Cc: MMF President's Office
Marc Riel – MMF Director of Energy and Infrastructure
Janet Scott – Canadian Environmental Assessment Agency
Darrell Ouimet – Manitoba Sustainable Development
Kimber Osiowy – Manitoba Infrastructure, proponent

From: [Jasmine Langhan](#)
To: [Sigurdson,Shauna \[CEAA\]](#)
Cc: [Scott,Janet \[CEAA\]](#); ouimet@gov.mb.ca; kimber.osiowy@gov.mb.ca; [Marci Riel](#); [Morrissa Boerchers](#); [Stephen Howatt](#)
Subject: Project 6 - CEA Registry File No. 80138
Date: August 28, 2017 1:00:47 PM
Attachments: [MMF Response Letter MSD Notice re MI Project 6.pdf](#)
Importance: High

Good afternoon Ms. Sigurdson,

We are in receipt of your letter dated July 28, 2017 to the Manitoba Metis Federation (MMF) with respect to Project 6 – All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation (the Project). Please see attached response the MMF submitted to Manitoba Sustainable Development on the Project on August 4, 2017. We trust this response addresses the matters raised within your letter.

We look forward to meeting with the Agency (CEAA) in the near future to discuss the Project, EIS guidelines and creating a specific budget and work plan to ensure the Manitoba Metis Community is fully, properly and meaningfully consulted on this project.

Please do not hesitate to contact us if you require anything further.

Best regards,
Jasmine Langhan

Jasmine Langhan
Engagement & Consultation Coordinator
Manitoba Metis Federation
300-150 Henry Avenue
Winnipeg, MB R3B 0J7
Phone: 204-586-8474 **ext. 234**
Fax: 204-947-1816
E-mail: jasmine.langhan@mmf.mb.ca

From: Stephen Howatt
Sent: August-04-17 1:48 PM
To: Ouimet@gov.mb.ca
Cc: Jasmine Langhan <jasmine.langhan@mmf.mb.ca>; Don Roulette <droulette@mmf.mb.ca>; Scott,Janet [CEAA] <Janet.Scott@ceaa-acee.gc.ca>
Subject: MMF Response Letter MSD Notice re MI Project 6

Good afternoon Mr. Ouimet,

On behalf of Don Roulette, MMF Executive Director, please see the attached response from the MMF to the MB Sustainable Development “Notice of Environment Act Proposal” regarding Manitoba Infrastructure Project 6.

Please do not hesitate to contact us if you have any questions or concerns.

All the best,

Stephen

Stephen Howatt

Consultation Project Officer

Manitoba Metis Federation

300-150 Henry Avenue

Winnipeg, MB, R3B 0J7

Tel: (204)586-8474 **Ext. 240**

E-mail: stephen.howatt@mmf.mb.ca



MANITOBA METIS FEDERATION INC.

300 - 150 Henry Avenue, Winnipeg, Manitoba R3B 0J7

Phone: (204) 586-8474 Fax: (204) 947-1816 Website: www.mmf.mb.ca

David Chartrand, LL.D. (Hon)
President

August 3, 2017

VIA E-MAIL

Mr. Darrell Ouimet
Environment Officer - Environmental Approvals Branch
Manitoba Sustainable Development
123 Main Street, Suite 160
Winnipeg, MB R3C 1A5

Dear Mr. Ouimet,

Re: Manitoba Infrastructure - Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation File: 5897.00

The Manitoba Metis Federation (MMF) is responding to the Notice of Environment Act Proposal posted by Manitoba Sustainable Development (MSD) on the Environmental Approvals Branch Registry on June 30, 2017 regarding the proposed Manitoba Infrastructure (the Proponent) for Project 6 - All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation Project (the Project). MSD's notice invites anyone likely to be affected by the Project and who wishes to make a representation either for or against the proposal should write to MSD.

The Project is located within a region with known contemporary and historical use by the Manitoba Métis Community (Community) for fishing, hunting, trapping and cultural purposes. Furthermore, based on the MMF's involvement in the recent East Side Road Authority Project 4 – All-Season Road from Berens River to Poplar River First Nation, we anticipate that the proposed Project 6 will similarly impact our harvesters' ability to exercise their Aboriginal rights.

The MMF is very concerned that, to date, the environmental assessment process has failed to consider the lack of Metis-specific information within the EAP. Without Metis-specific information the EAP fails to adequately and accurately assess the impact to all Indigenous groups affected by the Project and in doing so, fails to consider the appropriate measures necessary to sufficiently mitigate those impacts. Given this, a full, proper and meaningful engagement and consultation process with our Community needs to be undertaken to best understand the potential impacts of the Project on our Community.

The MMF is the self-governing representative for the Métis Nation's Manitoba Métis Community, and as such, must promote, protect, and advance the collective rights of its citizens. The MMF represents the citizens and harvesters of the Community, who use the lands, waters and resources throughout the province of Manitoba – including the area in which this project is being proposed. It is of significant importance that the rights, claims and interests of the Community be recognized and respected.

Further to the MMF's responsibility in this regard, the MMF's 2007 Resolution No. 8 sets out a process for the MMF's engagement in discussions with governments, industry and other proponents in matters that relate to the interests and rights of the Community. The MMF Home Office is the central point of contact for all consultation and engagement on behalf of the Community. In engaging the MMF, on behalf of the Community, the Resolution No. 8 Framework calls for the implementation of five phases:

Phase I: Notice and Response;
Phase II: Funding and Capacity;
Phase III: Engagement and Consultation;
Phase IV: Partnership and Accommodation; and
Phase V: Implementation.

As we believe the Project may have an impact on the rights, interests, and claims of the Community, the process as set out above will need to be followed.

The MMF is aware of the necessity behind the proposal and while the MMF is not opposed to the construction of Project 6, the need for the road should not supersede the duty to consult. The construction of the Project will have a lasting impact on the Indigenous Community, and if this lack of Metis-specific information is not remedied, this oversight will set a precedent of ignoring our Community in provincial environmental assessment processes, which does not align with Manitoba's duty to consult requirements as the Crown.

The MMF would like to arrange a meeting between representatives of the MMF and MSD to discuss the Project and a process for ensuring the MMF and the Manitoba Métis Community is appropriately informed as to the Project's potential impacts to our Community's use of the lands, waters and resources. The MMF looks forward to hearing your response and working collaboratively with MSD on this Project to ensure Metis-specific information and concerns from the Community are incorporated into full, proper and meaningful engagement and consultation processes with our Community.

Please contact me at your earliest opportunity via telephone at 204-586-8474, ext. 234 or via email jasmine.langhan@mmf.mb.ca to schedule a meeting to further discuss the Project, the Resolution No. 8 process, or if you require any further clarification on any matters raised in this letter.

Me-quetch,

<original signed by>

Donald Roulette
Executive Director
Manitoba Metis Federation

Cc: MMF President's Office
Jasmine Langhan – MMF Engagement and Consultation Coordinator
Jack Park – MMF Minister Responsible for Energy and Infrastructure
Marc Riel – MMF Director of Energy and Infrastructure
Janet Scott – Canadian Environmental Assessment Agency