

EA REPORT SECTION 3

ENGAGEMENT PROCESS

LAKE ST. MARTIN ACCESS ROAD

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3.0 ENGAGEMENT PROCESS

3.1 OVERVIEW

Public engagement includes all communications with people with respect to the Lake St. Martin (LSM) Access Road Project environmental assessment process. This primarily involves MI providing Project-related information on, and receiving relevant feedback through public comments. Three rounds of public open houses for the proposed Lake Manitoba and Lake St. Martin Outlet Channel Project were held between July 2017 and July 2018. These included open house discussions with the public on the separate LSM Access Road Project. As a result, the public engagement information provided in the following sections was largely obtained during activities that were also associated with the Lake Manitoba and Lake St. Martin Outlet Channel Project (Section 3.2). There were also specialized meetings with government agencies, such as the RM of Grahamdale, and stakeholder groups such as trappers and outfitters.

With potentially affected communities identified, engagement activities were developed with the intention to provide meaningful opportunities to inform potentially affected communities and to provide them with the opportunity to hear, understand and voice their thoughts regarding the proposed Project. Discussion with some of the aforementioned communities regarding access to the EOC, in some cases, began as early as 2011. Project information sharing meetings with communities began in 2015, and were followed by a number of subsequent meetings and correspondence until March of 2018. Thoughts expressed by affected communities and possible accommodation measures proposed by MI were documented and summarized.

3.2 OPEN HOUSES

3.2.1 Round One Open House

MI held two public open houses during the first round of the public engagement. The open houses were held in Moosehorn at the community hall on June 29, 2017 and in Winnipeg at the Delta Hotel on July 13, 2017. The open house in Moosehorn was held from 11 am to 8 pm while the open house in Winnipeg was held from 5 to 8 pm.

At the open houses, MI displayed storyboards around the hall for attendees to view— an example of a story board relating to the LSM Access Road Project includes a project map illustrating road alignments (Appendix D-1). MI personnel were available to explain information displayed on the storyboards, to answer questions and engage in discussions with attendees.

3.2.1.1 Moosehorn Public Open House (June 29, 2017)

One hundred and fifty seven people signed the sign-in sheet at the open house. The open house presented the proposed locations of the proposed LSM Access Road as well as proposed flood mitigation and associated infrastructure works in the region. No comments were received from the open house attendees specific to the proposed LSM Access Road or any associated road works.



Photograph 3-1. Moosehorn Open House July 2017

3.2.1.2 Winnipeg Public Open House (July 13, 2017)

Twenty three people signed the sign-in sheet at the open house. The open house presented the same content as in Moosehorn. The locations of the proposed LSM Access Road as well as the proposed flood mitigation works and associated infrastructure in the region, and the proposed relocation of existing infrastructure were shown.

3.2.2 Round Two Open House

MI held two public open houses during the second round of the public engagement. The open houses were held in Moosehorn at the community hall on March 6, 2018 and in Winnipeg at the

Canad Inns Destination Centre on Pembina Highway on March 8, 2018. The open houses were held from 2 to 4 pm and 6 to 8 pm. The information shared at the public open houses included: the proposed locations of the Lake St. Martin Access Road as well as the Lake Manitoba and Lake St. Martin Outlet Channels, information regarding the EA, and land use in the area.

The open houses were advertised in eight newspapers (Winnipeg Free Press, Winnipeg Sun, Grassroots News, Interlake Spectator, Express Weekly News, and Around Town). An email list compiled from previous open houses was used in identifying and inviting an additional 138 people to attend the open houses. Twenty-eight local landowners received notice of the open house via letter mail, while four RM's (RM of Alonsa, RM of Grassland, RM of Shellmouth Boulton and RM of Sifton), one city (Brandon), and one town (Russell) received the same letter.

At the public open houses, MI displayed storyboards regarding the ASR and Lake Manitoba and Lake St. Martin Outlet Channel Project around the hall for the attendees to view. The boards displayed background information on the proposed LSM Access Road, and information regarding the EA. MI personnel were available to explain information displayed on the storyboards, to answer questions and engage in discussions with attendees. Attendees were encouraged to ask questions during and following the presentation provided by MI staff.

The following sections outline the results from discussions and questionnaires associated with the open houses.

3.2.2.1 Moosehorn Public Open House (March 6, 2018)

Eighty-seven people from more than eight communities signed the sign-in sheet for the public open House in Moosehorn. A total of 9 comments and questions relating to the LSM Access Road were recorded during the open house.

The following is a record of the comments related to the access road were received during the open house comment period. Note that most meeting attendees at this open house were referring to the road extending from PTH 6 to the Lake St. Martin Emergency Outlet Channel (EOC) when using the term "access road". Manitoba Infrastructure Staff took note of all the questions as they were delivered and addressed questions where possible. Results of this correspondence are provided in Table 3-1.

3.2.2.2 Winnipeg Open House (March 18, 2018)

Fifty-six people from more than six communities signed the attendance sheet at the Winnipeg Public Open House. A total of three comments and questions relating to the LSM Access Road were recorded during the open house.

Table 3-1. Questions and Comments at the Moosehorn Open House on March 6 2018

Public Question/Comment	MI Response
Access road will be expensive to build, but at least there is already a road for most of the way. Bigger work will be required at the winter road. In summer you can travel all the way to the winter road by 2wd truck.	These comments were noted.
Contracts for the road were awarded today? (Referring to the existing Idylwild Road extending to PTH 6)	No – the Minister said we will award contracts to proceed with road development.
Road access to Lake St. Martin – what is the distance and what type of road?	80 km – 60 km of forestry road and about 20 km of new road. Gravel all weather road.
Will the RM have to maintain the road?	Some negotiations of the new road will need to be discussed.
There were questions regarding the recent road construction project done without going through the normal tendering process. (Referring to Idylwild Road to PTH 6): <ul style="list-style-type: none"> How do I know you are doing your job when elsewhere you are not transparent about tendering? Note that four other people indicated they have a similar concern. Was the road gifted without a bid? Previously there was a preliminary estimate of the cost. What was this estimate? Clarify the bid process. You gave this contract on the RM land without consultation. 	These points were addressed and explained
One person pointed out that there about six moose in the area. Wolves cleaned out the deer in the region. The fire in 1989 chased a lot of the big game out. About 3-4 years ago, game by the access road were hunted out; among the wildlife seen in that area in the past year were muskrat, beaver but no moose.	These comments were noted.

Table 3-2 provides a record of the comments related to the proposed LSM Access Road were received by MI during the open house event. Provincial representatives took note of all the questions as they were delivered and addressed questions where possible.

Table 3-2. Questions and Comments at the Winnipeg Open House on March 18, 2018

Public Question/Comment	MI Response
The access road invites ATVs, dirt bikes, etc. Why not access [the LSMOC] from PR513?	That was considered but would require a bridge. The proposed access route alignment is pre-existing, and only requires limited new construction and upgrading for the project.
The access road does not need a licence?	No. Upgraded portions do not need a licence, but an internal review was done. New construction along the winter road does need a licence.
How many different approvals will the project require?	Road requires provincial approvals only. It is not long enough for CEAA consideration.

3.2.3 Round Three Open House

MI held a series of Public Open Houses during their third round of public engagement in July 2018. The open houses were held from 2 to 5 pm and 6 to 8 pm at the:

- Moosehorn community hall on July 19, 2018;
- St. Laurent Recreation Centre on July 20, 2018
- Portage la Prairie Canad Inns Destination Centre on July 21, 2018; and,
- Winnipeg Canad Inns Destination Centre of Pembina Highway on July 27, 2018.

Information on the LSM Access Road was shared at the public open houses alongside information related to the Lake Manitoba and Lake St. Martin Outlet Channel projects: its spatial boundaries of the EA, and preliminary proposed mitigation measures being considered. Methods of obtaining feedback included attendees viewing storyboards and engaging in discussion with MI staff, and the question period of during and following MI's presentation regarding the proposed Project.

In total, eight newspapers (i.e., Winnipeg Free Press, Winnipeg Sun, Brandon Sun, Grassroots News, Interlake Spectator, Portage CP Herald, Express Weekly News, and Around Town) advertised the open houses. Twenty-eight landowners received notice of the open houses via mail while four RM's (RMs of Alonsa, Grassland, Shell-mouth-Boulton, Sifton), one city (Brandon), and one town (Russell) received the same letter. An email list compiled from previous open houses was used in identifying

and inviting an additional 138 people to attend the open house of their choice. In addition to these 138 people, 12 First Nations communities were also emailed about the public open houses (Appendix D-2). The Public Open Houses were also advertised on MI's website for the Project.

MI presented storyboards around the hall for the attendees to review. The boards displayed background information on the proposed LSM Access Road, other flood control works proposed in the Lake St. Martin area, and information regarding the EA. In the community of St. Laurent, a French version of the poster boards were available to accommodate the Metis community. MI personnel were available to explain information displayed on the storyboards, to answer questions and engage in discussions with attendees. Attendees were encouraged to ask questions during and following the presentation provided by MI staff.

3.2.3.1 Moosehorn Open House (July 19, 2018)

Sixty-four people from over seven communities signed the sign-in sheet for the Public Open House in Moosehorn. Of the sixty-four participants, 72% of them identified themselves as an affected landowner or permanent resident. No comments or questions relating to the LSM Access Road were received during this open house.

3.2.3.2 St. Laurent Open House (July 20, 2018)

Twenty-four people representing ten communities signed the sign-in sheet for the public open house held in St. Laurent. No comments or questions relating to the LSM Access Road were received during this open house.

3.2.3.3 Portage la Prairie Open House (July 21, 2018)

Twenty-five people from nine communities signed the attendance sheet during the Portage la Prairie Open House. No comments or questions relating to the LSM Access Road were received during this open house.

3.2.3.4 Winnipeg Open House (July 27, 2018)

Forty-five people representing ten communities attended the open house in Winnipeg during Round 3 of the public engagement. A total of two questions relating to the LSM Access Road were recorded during the open house.



Photograph 3-2. Presentation at Winnipeg Open House July 2018

Table 3-3 provides a record of the comments related to the proposed access road were received during the open house. MI took note of all the questions as they were delivered and addressed questions whenever possible. The comments provided by meeting attendees relate to access management once the road is developed. Manitoba Infrastructure had not decided at that time as to whether the road would be gated, for example, and could only advise that this is being considered and would be addressed through the environmental assessment process.

Table 3-3. Questions and Comments at the Winnipeg Open House on July 27, 2018

Public Question/Comment	MI Response
How will vehicle access be managed?	Comment/question was noted.
It sounds like the objective is to limit access?	Comment/question was noted.

3.3 GOVERNMENT

3.3.1 Province of Manitoba

Engagement with provincial and federal government representatives relevant to the proposed Project has been ongoing for several years. MI maintains close contact with Manitoba Sustainable Development (MSD) staff of various branches.

In October 2015, a digital presentation of the conceptual project components and an accompanying survey was distributed to regulators. The survey is provided in Appendix D-3. Details of the survey questions and regulator responses specifically referring to the access road are included in Table 3-4.

Table 3-4. Questions and Responses from a Regulatory Survey from October 2015

MI Question	Regulator Response
What are the approvals that are required (e.g. Environment Act Licence, WMA Use Permit, Crown Land Work Permit etc.)?	<ul style="list-style-type: none"> • Environment Act Licence • Meet requirements of the Fisheries Act • Crown Land Work Permits • WMA Use Permits • Commercial Timber/Peatland Permit
Who is going to own the road and ROW and be responsible for the ongoing maintenance?	<ul style="list-style-type: none"> • MI should own the road given the upgrades that are being planned. This should also reduce the need for permits and approvals that would be required regularly in the future • The changes to the existing road as well as the additional upgrades are being driven by MI and therefore ownership of the road should also fall with MI
Are there any access control measures planned? If so then what is the specific access plan that will be implemented?	<ul style="list-style-type: none"> • If access is going to be managed will it apply to all or some portions of the road and how will access be managed? • The concern to the Forestry Branch is, with increase access by the general public to the land base, there a higher level of fire risk. Being that it was mentioned that we are currently in a wet cycle, it will become a greater issue as we return to drier conditions • Forestry Branch will also like to reserve the right to use the road network for access to future Forestry and Peatland activities. Being that the original intent for the Idylwild Road was for increased access to these resources
How will the road be designated as it relates to hunting to help manage healthy wildlife populations?	<ul style="list-style-type: none"> • This may depend on how MI classifies the road

MI Question	Regulator Response
How will the old roads be re-claimed as a result of realignment?	<ul style="list-style-type: none"> Access should be restricted at both ends of the reclaimed portions of the road to allow for vegetation establishment Soil should be worked and ground cover and trees should be planted to facilitate establishment
Should the WMA boundary be altered or stay as is to reduce the need for permitting in the future?	<ul style="list-style-type: none"> There are no plans now to alter the WMA boundary but this may be considered in the future
What resource concerns do we have as a result of this project?	<ul style="list-style-type: none"> Timber, peat, aggregate, ungulates (moose, elk, deer), sharp-tailed grouse, snake hibernacula, bat hibernacula, impacts on wetlands, access improvement, fish, endangered Species, etc.
What are critical data for inclusion in the Permit and Licence application documents?	<ul style="list-style-type: none"> Commercial Timber/Peatland Permit (will take a couple weeks to administer): The proponent is required to have a permit from Forestry & Peatlands allowing resource harvest or extraction prior to operations start up Conditions may be placed on where and how the depleted resources will be utilized (i.e. fuelwood, lumber, peat, etc.). Therefore, it would be beneficial to provide the planned utilization of the resources as part of the project development plan. In the event that the resources are stockpiled, these location will need to be identified the Integrated Resources and Environmental Management Team (IRMT) for review <p>Wildlife:</p> <ul style="list-style-type: none"> Locations of ungulates (moose, elk, deer) within twelve kilometres of the construction corridor Sharp-tailed grouse elks, snake hibernacula, bat hibernacula, endangered flora and fauna need to be identified and an avoidance or mitigation plan developed Identification of wetlands that may be impacted by the Project and how these potential impacts will be mitigated Crown Land Work Permits, WMA Use Permits and Commercial Timber/Peatland Permits are administered in the region and it will be important that the appropriate information can be provided for these documents
What monitoring requirements will be in place?	<p>Wildlife:</p> <ul style="list-style-type: none"> A monitoring plan is required that ensures that inferences can be made about the effects of the project on ungulate populations (moose, elk, deer). Two years of pre-disturbance data and a minimum of five years of post-construction data would be preferable. The monitoring plan must be reviewed by the Wildlife and Fisheries Branch

MI Question	Regulator Response
	<ul style="list-style-type: none"> The intention to implement access controls (or lack thereof) needs to be clarified at the EA licence stage <p>Vegetation:</p> <ul style="list-style-type: none"> Monitoring of re-establishment of vegetation will have to occur to ensure it is successful

MI conducted site visits and an overflight of the Lake St. Martin region that includes the proposed Access Road area with representatives from the Manitoba Sustainable Development (MSD) on August 28, 2016.

MI held a meeting with provincial government representatives on March 14, 2018. A presentation regarding the proposed Project was provided by MI, followed by a question and answer period, and focus group sessions involving specialists from different sectors (e.g., wildlife, water, socio-economics) discussing various technical topics relating to the LSM Access Road, the Lake Manitoba and Lake St. Martin Outlet Channel Projects. A follow-up meeting was held with MSD to discuss wildlife on April 19, 2018. The topics that were discussed that relate to the Access Road are included in Table 3-5.

Table 3-5. Questions and Responses Regarding the LSM Access Road Project-Regulatory Meeting Held on March 14, 2018

Regulator Question/Comment	MI Response
Is Idylwild Road a part of the project?	<ul style="list-style-type: none"> Upgrade and improvements to the curve are not part of the Project The new section (winter road) is going forward as part of the provincial Environmental Act Proposal (EAP)
Why is road coming from the south?	<ul style="list-style-type: none"> Big barrier is the Dauphin River. There was some exploration of options, but this would have required a bridge There is no sense to do that when considering cost/benefit of different options
The indicated road will upgraded and constructed. Is that for the construction phase or will it be indefinite?	<ul style="list-style-type: none"> There is no plan to decommission the road. One thing being explored is trying to manage access. From where the winter road occurs, restricting access is an issue If you think about how likely the roads will be used – the channels will be used during flood situations; the intention would not be to plow the road yearly – with exception of the municipal portion. We need to visit the Project annually. Not attempting to increase the accessibility

Regulator Question/Comment	MI Response
There will be Increased access to hunters and trappers.	<ul style="list-style-type: none"> Noted
The road is not an ASR right now - there are flooded out chokepoints and only four-wheel drives can be allowed. It would be good to keep the chokepoints.	<ul style="list-style-type: none"> Noted
It might be low maintenance but there will be improvements to the road.	<ul style="list-style-type: none"> Noted
A regulator was on the road 40 years ago. Over time there were certain chokepoints that deteriorated – so for the improvements keeping that in mind would be helpful. He showed the first chokepoint just north of Mantagao WMA. That significantly stops people travelling up there.	<ul style="list-style-type: none"> The standard of the road is dictated by the specifications. We need to plan for the increased accessibility
Try using a temporary bridge (steel span during construction) – then remove it. If they can be incorporated, it would be appreciated.	<ul style="list-style-type: none"> There will be liability issues and we need maintenance of the road Not much can be done on the forestry road component. A few of the curves are treacherous. There were issues when developing the emergency channel Perhaps the most significant is to put a barrier to the winter road The Forestry road is treacherous – may be able to access with ATVs and Argos May be able to block vehicle traffic. If that is done as soon as possible

3.3.2 RM of Grahamdale

A series of monthly meetings were held with the RM of Grahamdale to discuss the LSM Access Road Project and the status of other MI-related works that were ongoing or proposed in the region. The meeting dates and key outcomes of those meetings with the council for the RM of Grahamdale are summarized in Table 3-6.

Table 3-6. RM of Grahamdale Meetings Regarding Lake St. Martin Access Road

Date	Key Road-Related Topics
July 27, 2017	<ul style="list-style-type: none"> There was a discussion on the recent open houses Status of the contractors working on the Lake St. Martin Outlet Channel Access Road (i.e., existing municipal connections) being back to work MI staff provided the RM of Grahamdale Council with: <ul style="list-style-type: none"> Copies of Dewald Rd cross sections Hard copy stockpile site Video of Dewald Rd
February 22, 2018	<ul style="list-style-type: none"> There was a discussion on the recent open houses and upcoming open houses on March 6 and 8, 2018 While there was no direct discussion on the LSM Access Road, MI provided a Memorandum of Understanding regarding the Birch Lake Drive to the Council for review (note that this was followed by a meeting on the topic held with the RM on March 15, 2018)
March 22, 2018	<ul style="list-style-type: none"> Status of the Access Road was discussed: equipment has been brought to the proposed development areas (municipal roads) Questions by the Council regarding the methods to be used in construction were answered by MI staff
April 26, 2018	<ul style="list-style-type: none"> Status of the Access Road was discussed
June 28, 2018	<ul style="list-style-type: none"> There was a discussion on the recent open houses Status of the contractors working on the Lake St. Martin Outlet Channel Access Road (i.e., existing municipal connections) being back to work MI staff provided the RM of Grahamdale Council with: <ul style="list-style-type: none"> Copies of Dewald Rd cross sections Hard copy stockpile site Video of Dewald Rd
July 26, 2018	<ul style="list-style-type: none"> Safety and signage along existing haul roads was discussed Dust control was applied by MI at the intersection of Spearhill Road and Dewald Road and contractors using roads were advised on additional safety measures to follow Public engagement requirements and general maintenance on existing roads in the region was discussed
August 30, 2018	<ul style="list-style-type: none"> An update was provided on the status of the haul roads (i.e., roads connecting to the proposed LSM Access Road location) – namely regarding stockpiling material and ongoing maintenance and status of any works
October 3, 2018	<ul style="list-style-type: none"> An update was provided on the status of the haul roads, including the roads connecting to the LSM Access Road – the road is travelable and on track for completion by seasonal shutdown
November 22, 2018	<ul style="list-style-type: none"> There was a discussion on work started on an access road into the LSM Outlet Channel and is ongoing on the RM portion of Birch Lake Drive

Date	Key Road-Related Topics
	<ul style="list-style-type: none"> The next steps will be to connect the two sections that have been build up and build a new section (the LSM Access Road) to connect to the Lake St. Martin Emergency Channel
January 24, 2019	<ul style="list-style-type: none"> Recent changes in MI project management was discussed Grade improvements on Birch Lake Drive was discussed
February 28, 2019	<ul style="list-style-type: none"> An update was provided on the status of the haul roads, namely regarding proposed hauling of materials for road maintenance and tree clearing
April 4, 2019	<ul style="list-style-type: none"> MI's Engineering & Operations will administer the roadway construction projects Future meetings to be open to the public

3.4 OTHER ORGANIZATIONS/GROUPS

MI held individual meetings in Ashern with seven stakeholders from the following organizations/groups on May, 10 2017 to discuss the LSM Access Road and associated access (i.e., Idylwild Road, Birch Lake Drive, and Dewald Road) that connect the road network to PTH 6:

- Plum Lake Outfitters;
- Log Cabin Riders;
- Bear Track Outfitters;
- a RM Leaser; and
- three local trappers;

MI personnel provided a presentation on the LSM Access Road (referred in the presentation as "Area 5") as well as other interconnected access such as the Idylwild Road (Appendix D-4). The key comments received during the discussions are seen below in Table 3-7. MI staff addressed any questions and concerns at that time and informed stakeholders that they would be notified before any work commences on the proposed LSM Access Road.

Table 3-7. Feed Back Received from Stakeholders on May 10, 2017

Topic	No. Responses
Potential Project Issues: <ul style="list-style-type: none"> They have no issue with the project 	5
Road Operation: <ul style="list-style-type: none"> They want to see a good plan in place for controlling beaver populations. Will the road have any signage? Will the road be opened once the Project is complete? 	3
Hunting: <ul style="list-style-type: none"> The area is used for bear hunting. Hunters typically join outfitters from May to June and from September to October 	2
Access: <ul style="list-style-type: none"> Will a gate be installed? An outfitter requested a key if there is going to be a locked gate. Accessibility for snowmobile travel over the banks is preferable. 	2
Other comments: <ul style="list-style-type: none"> Stakeholders want to be notified when work commences on the road. Concern was expressed by an outfitter as to the money that they spent on the road previously to make it passable to hunters and how the project will affect their business. There was a low natural drain by Lake Road that could use a thru gate. Halfway between Lake Road and Bob's corner is the divide for the watershed in the area. Two people asked about the status of the emergency channel use, e.g., what is the likelihood that Reach 1 would be opened? 	5

In addition to the information gained from the public engagement program for the Project, information specific to Indigenous people and communities was gained through a separate Crown Consultation process. The Government of Manitoba recognizes that it has a duty to consult in a meaningful way with First Nation people, Métis communities and other Aboriginal communities when any proposed provincial law, regulation, decision or action may infringe upon or adversely affect the exercise of an Aboriginal or Treaty Right. In accordance with the Section 35 of the Constitution Act, (1982), any expressed concern about potential effects of a proposed development on Aboriginal and Treaty rights such as hunting, trapping and fishing require that the Province of Manitoba undertake a Crown Consultation process.

3.5 INDIGENOUS CONSULTATION/ENGAGEMENT

Indigenous consultation and engagement activities were developed to meaningfully inform potentially affected communities and to adequately provide them with the opportunity to hear, understand and voice their thoughts and understand concerns regarding the proposed LSM Access Road Project. In addition to the information in this section, further detail on the communities is provided in Section 4.5.

3.5.1 Consultation/Engagement Approach

An assessment to identify First Nations, Métis communities and other Indigenous communities that may be affected by the proposed LSM Access Road was conducted. Communities were identified using the Project's area of scope, knowledge from the historic and ongoing use of the existing portions of the access road current understanding and best available knowledge with respect to community use of the areas in proximity to the ASR and an assessment of potential impacts of the proposed Project on Aboriginal and Treaty Rights. The assessment resulted in the identification of nine Indigenous Communities:

- Dauphin River Northern Affairs Community;
- Dauphin River First Nation;
- Lake St. Martin First Nation;
- Little Saskatchewan First Nation;
- Pinaymootang First Nation;
- Peguis First Nation;
- Fisher River Cree Nation;
- Kinonjeoshtegon First Nation; and
- Lake Manitoba First Nation.

Manitoba's initial communications on the LSM Access Road began in September of 2015 (an Information Sharing Meeting). Initial letters from July 2016 identified the ASR as a component part of the Lake Manitoba and Lake St. Martin Outlet Channel Project. Initial meetings on the Lake St. Martin Outlet Channel Project included specific discussions on the critical need for an all-season road.

Information used to assess community use included: Traditional use areas and territory, proximity to the LSM Access Road, recorded issues from previous use of the winter road and adjoining existing all-season access roads, in-person meetings, and knowledge of community use by provincial

government staff. The results of these discussions are described in Section 3.5.2 and more fully in a separate document being developed by the Crown Consultation Steering Committee.

3.5.2 Consultation/Engagement Results

This section summarizes the results of the Indigenous Consultation/Engagement efforts described in Section 3.5.1. In total, nine communities were consulted during this process. Due largely to confidentiality issues, specific details on meetings with those communities are not being shared in this EA Report.

Table 3-8 provides a summary of the results received from the nine communities and their members during meetings held between spring 2016 and early 2018. In sum, most of the questions and concerns expressed by the First Nation communities related to:

- Access – purpose, design and controls to be applied;
- Timing and tendering process for the work;
- Potential effects of the road development on hunting and fishing in the region; and
- Potential effects of the Lake Manitoba and Lake St. Martin Outlet channels on the environment.

Details on the timing of these meetings and any associated communications is provided in the following subsections.

Table 3-8. Issues and Concerns Identified by Nine First Nation Communities

Issue/Concern	MI Response
Economic Opportunities for First Nations	<ul style="list-style-type: none"> • Currently, an open tendering process will be used for the work associated with the access road (will include Indigenous involvement)
What is controlled access for the road? We hunt and trap in that area	<ul style="list-style-type: none"> • The intent is to control vehicle access on the new portion of the access road (winter road). There will be no changes to the use of the existing resource road. It is intended to keep vehicles and people off the control structure. Winter access would be available
Increase access into traditional area – impacts to hunting	<ul style="list-style-type: none"> • 2017 – Manitoba Sustainable Development eliminated licenced moose hunting in GHA 21

Issue/Concern	MI Response
<p>Why is this the access road you want to build?</p> <p>Why not come from the other side?</p> <p>What are the upgrades?</p>	<ul style="list-style-type: none"> This is an existing road that was used previously. Currently the road has a 5 meter top the plan is to make it a 6 meter top
<p>Is there going to be gate on the road?</p> <p>I did not know the road existed.</p>	<ul style="list-style-type: none"> Access control for where the new road starts has been discussed with First Nations. Some agree with some form of access control others do not. The control is to restrict vehicle access on the new road that access control site. ATV's and snow machines would continue to have access. The road is an old forestry road built in the 60's.
<p>When are you going to start work on the road?</p>	<ul style="list-style-type: none"> After environmental license has been granted.
<p>What are the impacts on road maintenance?</p>	<ul style="list-style-type: none"> Typical road maintenance. If the access to the emergency road is not required, winter road maintenance will not occur.
<p>Will the channels have an effect on Bear Creek and LSM narrows spawning areas?</p>	<ul style="list-style-type: none"> The LSM Access Road will not affect Bear Creek or the LSM narrows.

3.5.2.1 Dauphin River Northern Affairs Community

Discussions with the Dauphin River Northern Affairs Community began in winter 2016. A series of meetings occurred with community members until spring 2018. Issues and concerns were identified by the community members in attendance.

3.5.2.2 Dauphin River First Nation

Discussions with the Dauphin River First Nation began in spring 2017. A series of meetings, in which any issues and concerns were identified by the Chief-in-Council and community members, occurred until fall 2017. There was also a site visit by helicopter. Traditional knowledge work was received from the community.

3.5.2.3 Lake St. Martin First Nation

Discussions with the Lake St. Martin First Nation began in summer 2016. A series of meetings occurred with Chief-in-Council and community members until late winter 2017. Issues and concerns were identified by the community members in attendance.

3.5.2.4 Little Saskatchewan First Nation

Discussions with the Little Saskatchewan First Nation began in spring 2017. A series of meetings, in which any issues and concerns were identified by the Chief-in-Council and community members, occurred until fall 2017. There was also a site visit by helicopter. Traditional knowledge work was received from the community.

3.5.2.5 Pinaymootang First Nation

Discussions with the Pinaymootang First Nation began in spring 2017 and continued until late winter 2017. Issues and concerns were identified by the community members in attendance. A consultation report was submitted to Manitoba Infrastructure in early 2018. Traditional knowledge work was received from the community.

3.5.2.6 Peguis First Nation

Discussions with the Peguis First Nation began in spring 2018. A series of meetings, in which any issues and concerns were identified by the Chief-in-Council and community members, occurred until early 2018. There was also a site visit by helicopter.

3.5.2.7 Fisher River Cree Nation

Discussions with the Fisher River Cree Nation began in the spring 2017. A series of meetings, in which any issues and concerns were identified by the Chief-in-Council and community members, occurred until fall 2017. There was also a site visit by helicopter. A consultation report has been submitted to Manitoba Infrastructure.

3.5.2.8 Kinonjeoshtegon First Nation

Discussions with the Kinonjeoshtegon First Nation began in spring 2017. A meeting was held with the Chief-in-Council and community members in early winter 2018; any issues and concerns were identified discussed and documented. Traditional knowledge work has been received by Manitoba Infrastructure.

3.5.2.9 Lake Manitoba First Nation

Discussions with the Lake Manitoba First Nation began in the spring 2017. A subsequent meeting with Chief-in-Council and community members was held in fall 2017, at which issues and concerns were identified. Traditional knowledge work has been received by Manitoba Infrastructure.