1.0 Public Consultation and Involvement Program Update

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1.0 PUBLIC INVOLVEMENT PROGRAM UPDATE

1.1 PREFACE

Section 1 of the supplemental filing provides materials on the public involvement and consultation activities that were undertaken for the project following submission of EIS documents to federal/provincial regulators responsible for the Environmental Assessment, licencing and approvals for the project. Specifically, this section documents Round 3 Public Invovement Program materials that were not finalized at the time of EIS filing, and Round 4 of the Public Involvement Program for the proposed Floodway Expansion project, including detailed reporting on numbers of meetings, and records of what was presented and heard at various public consultation and involvement events held by the proponent and the Environmental Assessment Study Team during this round of activities. Also included are updates to Aboriginal consultation activities since the time of the EIS filing.

1.2 PRE-ENVIRONMENTAL IMPACT STATEMENT FILING: ROUND 3

This section contains information from Round 3 that was not finalized at the time EIS documents were filed.

1.2.1 Council Meeting Notes – Round 3

1.2.1.1 Town of Morris

Manitoba Floodway Expansion Project – Round 3 Municipal Meetings - EIA

Meeting Highlights

Meeting With
Town of Morris
Council Office – Morris, Manitoba
June 8, 2004

In Attendance

For RM of Morris
Mayor B. Stevenson
I. Grossman
D. Hoffman
J. Bergstresser
C. Peters
B. Fulford
R. Murray
M. Anderson (CAO)

For Environmental Assessment Team
J. Osler – TetrES/InterGroup

For Manitoba Floodway Expansion Authority
J. Thomson – Vice-President – Transportation

Purpose of Meeting

The meeting was requested by the Environmental Assessment Team for the Floodway Expansion Project to:

- Review status of EIA
- Present key developments in project description since last meeting
- Present initial EIA findings
- Obtain input on additional mitigation measures
- Describe next steps in EIA findings

The meeting is one of a series of sessions being held with municipal Councils in the areas affected by the proposed Floodway Expansion Project as part of Round 3 of the EIA PIP.

Town of Morris Meeting – Round 3 1
June 8, 2004

Meeting Process

John Osler of the Environmental Assessment Team made a brief summary presentation about:

- Status and scope of the Floodway Expansion EIA
- Important recent developments in the features of the Floodway Expansion project – channel, highway bridges, agricultural drainage drop structures, outlet, land acquisition for channel, construction sequence.
- Initial EIA findings for:
    - Groundwater levels and quality
    - Drainage and related effects
    - Construction access and disruption
    - Land requirements and related effects
    - Way of life / project benefits

Copies of the presentation as well as more detailed information about the Initial EIA Findings were provided to those in attendance. An electronic version of the presentation accompanies these notes.

Throughout and following the presentation, discussion took place in which:

- Council asked questions, offered perspectives, and identified issues related to what had been presented
- Where appropriate, representatives of the Environmental Assessment Team and Manitoba Floodway Expansion Authority offered perspectives on items raised by Council.

The following are highlights of the meeting and are intended to capture the key points that were raised or presented. They are not presented in the sequence in which they were raised at the meeting, nor are they a detailed or verbatim transcription of what was said.

Questions, Key Perspectives and Issues Identified by Council

The trucking industry is an important economic element of the community and with it PTH 75. Loss of the highway and the connection has substantial impacts not only in Morris but throughout the valley.

Are there any issues with dyking along the Red River?

Response – Enhancements to the West Dyke are being made to increase the level of freeboard to protect against possible wind and wave action. Enhancements to the west dyke will increase the level of protection to residents north of the dyke, it will not result in increased water levels south of the dyke.

Summer Operation – If this is pursued in the current project there are more issues to be considered than only the enhancement of recreational benefits in the City of Winnipeg. Obvious issues include the bank erosion that occurs all along the Red River from fluctuations in river levels.

Response – No recreation activities in the floodway will be implemented that either impede the flow of water through the channel or potentially place demand on the supply of water. J. Thomson noted that most applicants propose trails and other static or passive uses for the floodway channel following construction.

No summer operation of the floodway will occur during construction. Concerns have been raised by the public and others regarding impediments to fish passage, riverbank stability, and potential impacts to property owners both upstream and downstream. Further study and analysis, including securing the appropriate environmental approvals, is required before future summer operations can take place.

A Councillor described the relative importance of Morris to the surrounding region with the provision of potable water. The suggestion was made that the inclusion of a weir in the Red River immediately downstream of the Town might help ensure adequate water supply was present during low flow periods and help to reduce bank erosion.

Erosion – Another issue with potential summer water level operations is the impact it will have on riverbank erosion and is another reason this should be researched more before this is allowed to happen

If the floodway channel is not going to be deepened and just widened, will it accommodate the same water flow?

Response - The expanded floodway will still be able to accommodate 140 000 cfs with little to no deepening and just widening.

1.2.2 Stakeholder Workshop Meeting Notes – Round 3

The following are stakeholder workshop notes that were not finalized until after EIS documents were filed.

Date of Workshop	Workshop Location	Participating Organizations
June 3, 2004	Ste. Agathe	North Ritchot Action Committee 768 Association Red River Valley Group Ritchot Concerned Citizens' Committee
June 15, 2004	Selkirk	Coalition for Flood Protection North of the Floodway Selkirk District Planning Board Birds Hill Park Area Residents
June 22, 2004	Winnipeg	Red River Basin Board Provincial Council of Women of Manitoba International Erosion Control Association Pembina Valley Conservation District International Institue of Sustainable Development North Turnbull Drive Group Area Resident

The following information is documented in this section:

- A copy of the invitation letter;
- A copy of the letter to review draft meeting notes;
- A copy of the letter indicating that the meeting notes have been finalized;
- Invitation lists;
- Sign in sheets;
- Finalized workshop notes;
- Workshop notes tracker/Action items tracker.

A copy of the Round 3 Public Involvement Program Newsletter and sample of presentation material was previously filed with the EIS filing in August and can be found in Appendix 3D.

Letter of Invitation

May 26, 2004

SAMPLE LETTER

Dear <NAME>:

RE: INVITATION TO PARTICIPATE IN A WORKSHOP FOR THE PROPOSED RED RIVER FLOODWAY EXPANSION PROJECT – PRESENTATION OF INITIAL FINDINGS

We are pleased to invite your organization to a Floodway Expansion Environmental Impact Assessment (EIA) workshop on **<DATE>** at the **<LOCATION>** from **<TIME>**. So everyone can participate in the session, we are asking that one to a maximum of three representatives from your organization attend the event. Back in February 2004, we conducted EIA workshops in Ste. Agathe, Selkirk, Dugald and Winnipeg. At these workshops, we provided project information and recorded your issues and concerns regarding the proposed Floodway Expansion project. This workshop has been organized for your organization to hear about initial findings of the EIA, as well as other relevant developments related to the project and EIA. The workshop will include an opportunity to:

1. Preview information on the proposed Floodway Expansion Project to be presented at the **Public Open House** scheduled for **<DATE>** at the **<LOCATION>** between **<TIME>.**
2. Hear a presentation about the initial EIA findings for the Floodway Expansion Project.
3. Provide your organization's perspectives on the initial findings.

The workshop will have the following format:

6:15 p.m. - 7:00 p.m.	A light meal will be provided with an opportunity to preview storyboard information on the proposed Floodway Expansion Project.
7:00 p.m. - 8:30 p.m.	Presentation of initial findings combined with a question and answer period.
8:30 p.m. - 9:30 p.m.	Round table session providing each participant with an opportunity to comment on initial findings.

If you are interested, information about issues raised during the first round of EIA public involvement can be found on our web site at **www.floodwayeia.com**.

Should you have any questions regarding the format of the upcoming workshop, please feel free to contact Rhonda Kezema. You may also confirm or decline your attendance by contacting Rhonda at (204) 942-0654 or email rkezema@intergroup.ca. We look forward to meeting with you again in June.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Denis De Pape
Principal and Senior Consultant

Draft Meeting Notes Letter

InterGroup
CONSULTANTS

Suite 604-283 Portage Avenue
Winnipeg, Manitoba
R3B 2B5
tel: (204) 942-0654
fax: (204) 943-3922
e-mail: intergroup@intergroup.ca

July 14, 2004

SAMPLE LETTER

Dear <NAME>:

RE: DRAFT MEETING NOTES FROM THE <WORKSHOP DATE>, STAKEHOLDER WORKSHOP IN <LOCATION> REGARDING THE PROPOSED RED RIVER FLOODWAY EXPANSION PROJECT

Please find enclosed for your review and comment draft meeting notes from the <WORKSHOP DATE>, workshop in <LOCATION>, Manitoba regarding the proposed Red River Floodway Expansion Project. We have included copies to distribute to your members for their review. Please provide any comments you might have by July 28, 2004. I can be reached at (204) 942-0654 or by e-mail at bmcgurk@intergroup.ca.

Once the meeting notes have been finalized, they will be posted on the Environmental Assessment Team's web site (www.floodwayeia.com) and included in the Environmental Impact Statement. The Environmental Assessment Team's web site contains information on upcoming public involvement events associated with the Project and is updated regularly.

If you have any questions or comments about the Project or the public involvement process, beyond any meeting note changes, please do not hesitate to call Denis De Pape or John Osler of InterGroup Consultants, Ltd. at (204) 942-0654.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk
Research Analyst

Enclosure

Final Meeting Notes Letter

InterGroup
CONSULTANTS

Suite 604-283 Portage Avenue
Winnipeg, Manitoba
R3B 2B5
tel: (204) 942-0654
fax: (204) 943-3922
e-mail: intergroup@intergroup.ca

August 3, 2004

SAMPLE LETTER

Dear <NAME>:

RE: FINAL MEETING NOTES ON THE PROPOSED FLOODWAY EXPANSION PROJECT

Please find enclosed the finalized notes from the workshop held on <WORKSHOP DATE>, in <LOCATION>, Manitoba regarding the proposed Red River Floodway Expansion Project. The final version of the notes has been revised to reflect any comments that were received during the review process, and will be included in a supplemental filing and posted on the Environmental Assessment Team's web site (www.floodwayeja.com). The Environmental Assessment Team's web site contains information on the Project and is updated regularly.

If you have any questions or comments about the Project or the public involvement process, please do not hesitate to call Denis De Pape or John Osler of InterGroup Consultants, Ltd. at (204) 942-0654.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk
Research Analyst

Enclosure

1.2.2.1 Ste. Agathe Workshop

Invitation List

DR. ROB STEWART
North Ritchot Action Committee

MR. ROBERT DUERKSEN
768 Association Inc.

MR. MORRIS MOROZ
Market Gardener

MR. FRANK WOYTOWICH
Red River Valley Group

MR. ALBERT SUMKA
Market Gardener

MR. BOB STARR
Ritchot Concerned Citizen's Committee Inc.

Sign in Sheet

STE. AGATHE WORKSHOP

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT –

ENVIRONMENTAL IMPACT STATEMENT: INITIAL FINDINGS

Thursday, June 3, 2004 @ 6:15 p.m.

Name (Please Print)	Ste. Agathe Workshop - Organization
Doug Ford	RM Ritchot Red River Valley Group.
Frank Woytowich	
Doug Petersen	MFEA
Rick Hay	MFEA
BRIAN PETER	MFEA
Rick Casson	KGS
ROBERT STARR	RITCHOT CONCERNED CITIZENS COMMITTEE INC
ROB LOUTFOOT	PGE Assoc
Rob Stewart	NRAC
Paul Clifton	NRAC
Don Hatton	Tetra/IC

Workshop Notes

Manitoba Floodway Expansion Project – Round 3 Stakeholder Workshops - EIA

Workshop Highlights

Ste. Agathe Hall – Ste. Agathe, Manitoba
June 3, 2004

In Attendance

For North Ritchot Action Committee
P. Clifton (left meeting early but returned)
R. Stewart

For Red River Valley Group
D. Ford
F. Woytowich

For Ritchot Concerned Citizens' Committee
R. Starr (left meeting early)
M. Clifton (left meeting early)

For 768 Association
R. Loudfoot

For KGS
R. Carson

For Environmental Assessment Team
J. Osler - TetrES/InterGroup
D. Morgan – TetrES/InterGroup
D. De Pape – TetrES/InterGroup
B. McGurk – TetrES/InterGroup
D. Harron – TetrES/InterGroup

For Manitoba Floodway Expansion Authority
D. Peterson
R. Hay – Floodway Engineer
B. Peter – Manager – Design and Contracts
D. McNeil – Vice President – Hydraulics (left meeting early)

Purpose of Workshop

The session was one of three workshops being held with organizations interested in the proposed Floodway Expansion Project. This series of workshops were part of the second round of the Public Involvement Program (PIP) for the Floodway Expansion Project Environmental Impact Assessment.

The purposes of the second round of workshops were to:

- Review status of EIA
- Present initial EIA findings
- Obtain input on possible mitigation measures

Workshop Process

The Ste. Agathe workshop was part of Round Two of the PIP associated with the EIA of the proposed Floodway Expansion Project. Organizations that were invited to Round One workshops to identify their issues, perspectives and concerns about the project were also invited to participate in Round Two workshops to hear about initial EIA findings and provide comments on possible mitigation measures.

The sessions proceeded as follows:

- A light meal with an opportunity to preview the open house storyboards
- Hear a presentation on initial EIA findings combined with a question and answer period
- Round Table session providing each participant with an opportunity to comment on initial EIA findings.

During the open discussion and round table session:

- Stakeholder representative asked questions, offered perspectives, and commented on the initial EIA findings.
- Where appropriate, representatives of the Environmental Assessment Team and Manitoba Floodway Expansion Authority provided clarification and offered perspectives on items raised by the participants.

The following are highlights from the evening's discussion and are intended to capture the key points that were raised or presented. They are not presented in the sequence that they were raised at the meeting, nor are they a detailed or verbatim transcription of what was said. The input received during the workshop is presented by organization and not attributed to any one individual.

General comments from attending organizations

The organizations stated that the compensation legislation is very important to them. They noted that MFEA's open house in Howden was not sufficient consultation on the legislation. The organizations also expressed disappointment that they were not provided the opportunity to shape the legislation. They should have been given this opportunity since the people they represent are a primary target audience for the legislation. They pointed out that the compensation bill is about to go to second reading and they have not been invited to comment on it to date.

There are many aspects of the legislation that residents south of the floodway are not pleased with. First, residents feel that it is inappropriate to have the Province, which is responsible for operating the floodway, also adjudicating compensation claims. Second, residents are frustrated that their right to sue has been taken away. Third, attendees noted that it is important to maintain land values in the area, and that compensation should be tied to the land. A negotiated agreement between the landowner and government, not legislation is the preferred vehicle for addressing compensation claims.

Many of the attendees strongly feel that the operating rules that were formalized in 1999 should be included in the assessment of the project. They asserted that granting a licence for the project and allowing the floodway to operate with the current operating rules is inappropriate. They contend that licensing the project would also mean implicitly licencing the floodway operating rules. One comment made by attendees is that they would like to see the floodway operate below state of nature for the protection of residents of the RM of Ritchot.

A high level of frustration was expressed about the Floodway Expansion project and its EIA not adequately dealing with and solving outstanding issues associated with operation of the Existing Floodway.

Key perspectives and issues of workshop participants

North Ritchot Action Committee (NRAC)

In the existing environment, is the maximum operation elevation 768 or 778 feet Above Sea Level (ASL)?

Response - The maximum operation elevation at the upstream side of the Inlet Control Structure is 778 feet ASL.

Is the City of Winnipeg's Waste and Water System part of the effects assessment?

Response - The City of Winnipeg's proposed flood protection projects are not within the scope of the effects assessment. However, the cumulative effect analysis will consider improvements to the City of Winnipeg's flood protection works because they are planned future projects.

Are the Shellmouth Dam and Portage Diversion part of the effects assessment? It is important to include these two projects when determining natural water levels.

Response - The Shellmouth Dam and Portage Diversion are part of the existing environment but will not be included in the effects assessment since their operation is not affected by Floodway Expansion.

A holistic approach to Environmental Assessment approach is imperative. Therefore, the Shellmouth Dam and Portage Diversion need to be considered and assessed in the Environmental Impact Assessment. Their operation is not affected by the expansion, but the expanded floodway is affected by their operation and they factor into the definition of natural water levels, into the operation above and below natural and therefore compensation. Moreover, they are patently included in the "cumulative effects" aspect of 16(1) and 16(2) of CEAA. The current environmental review is to satisfy the requirements of CEAA.

Who does the Shellmouth Dam and Portage Diversion benefit?

Response – For flood situations, the Shellmouth Dam and Portage Diversion are operated to benefit Winnipeg primarily. However, the Shellmouth Dam is also a multipurpose structure for water supply, flood protection and recreation for those Manitobans upstream and downstream of the dam.

What is the level of flood protection for residents south of the inlet without deepening?

Response - Without deepening the floodway channel, the level of flood protection is 1 in 120 to 1 in 140 year flood event for residents south of the inlet.

NRAC, as well as other attendees, were disappointed to find out that their level of flood protection has been reduced from 1 in 250-year flood, which the SAFE study claimed, to flood protection in the range of 1 in 120 to 1 in 140 year flood event.

The organization claimed that reducing the impacts of not deepening the floodway channel is to reduce the level of upstream protection. This has not been adequately recognized in the information presented on initial floodway impacts. Both the positives and negatives of not deepening must be included on the storyboards, not just the positives.

In 1997 was the water within a foot of the primary dykes in Winnipeg? The new operating rules say that no place in the City should water be less than two feet from the top of the primary dyke and, if so, more water will be held back with less going around the city. This would cause backwater flooding and is a large concern for residents south of the inlet.

Response – The peak water level in 1997 in St. Norbert was within two feet of the legislated Flood Protection Level (1980) and within one foot of the actual primary dike top elevation (constructed in 1950/51).

It was brought to the attention of the EA Team that using a return frequency in the presentation materials rather than characterizing flood events as "large" or "extreme" would be more useful.

Will the dykes protect the residents of Ste. Agathe if the water is allowed to reach 778 ASL at the inlet?

Response - Under extreme flood operations wherein the levels at the Inlet Control Structure would be allowed to rise to an elevation of 778 feet ASL, the dykes would not be able to protect the residents of Ste. Agathe. The dyking system, however, would protect residents in the 773 to 774 foot ASL range.

A representative commented that it is important for the EA Team to provide information directly to the residents in the community and not rely on Councillors for disseminating information.

Response – The public open houses for the EIA and MFEA's consultation process were intended to allow the general public to discuss the project and provide the EA Team and MFEA with their concerns.

What will the water levels be for a 1:700 year flood event south of the inlet? What will the water levels be for a 1997 type flood with an expanded floodway?

Response – Water levels with the expanded floodway will be lower than with the existing floodway immediately south of the inlet control structure for major flood events (1997) and will be similar for extreme flood events (1 in 700 and larger). For a 1997 type flood event, water levels would be approximately 1.5 feet lower at the inlet and tapering to no effect at Ste. Agathe.

An NRAC representative commented that it would be helpful to have the storyboards numbered at future meetings so people can specify which storyboards that they have comments about.

A representative was of the opinion that the City of Winnipeg should be responsible for the effects upstream until the operating rules have been reviewed.

One representative asked whether he could use Grand Pointe water level information as a proxy for flood protection for his home on Marchand Road – 3 kilometres south of the inlet because the immediate forebay area is not shown in any of the storyboards.

Response – This location should be quite accurate.

It is important to include a slide in the presentation materials and storyboards about what the expanded floodway will not do.

What level of protection will the dykes provide?

Response - The level of protection of the dykes would be approximately 773 to 774. Anything in the 778 and residents would be flooded.

Have engineers outside of the province, namely IJC engineers, reviewed and evaluated engineering design of components of the project?

Response - A group of outside engineers have reviewed KGS' plans. Moreover, there is a consortium of engineers working on the project, not just KGS.

A representative of NRAC commented that he does not see the engineering firms working on the project as credible. He postulated that since most of the engineering firms are based in Winnipeg no one would be against the project because they have flood protection and the Province and the City are regular clients. He has had to resort to hiring engineers outside of the province to assess the project.

Ritchot Concerned Citizens' Committee

Does the effects assessment include summer operations?

Response - The EIA focuses on effects of the project, and summer operation is not included in the effects assessment. However, summer operation of the floodway will be addressed in the cumulative effects analysis.

A representative of the committee was disappointed that nowhere on the storyboards was it mentioned the large amount of debt caused by flooding for those residents south of the inlet.

When will the separate consultation for the compensation legislation begin?

Response - The public had the opportunity to provide comments on the legislation through MFEA's public consultation events held from April to May 2004. Proposed Legislative Bills also have a separate public involvement process.

Does mitigation include mitigating adverse effects?

Response - Mitigation includes attempting to reduce adverse effects of the project specifically.

Can the public participate when the proposed compensation legislation goes to second reading?

Response - The public is allowed to participate in the review of any proposed legislation.

What is the financial contribution of the Federal Government to the project?

Response – To date, the Federal Government has committed to contributing $120 million.

It was noted that residents south of the inlet should not have to pay for the expansion of the floodway considering it largely benefits the City of Winnipeg.

The group was informed that residents south of the floodway realize the importance of the floodway. However, they feel that they are being sacrificed to protect the residents of Winnipeg, and they are angered that there are still outstanding compensation claims from the 1997 flood. They expect compensation in the future to be dispersed efficiently and equitably.

The floodway bridges are 40 years old and have seen no maintenance. Is it imperative that the structures are replaced?

Response – With the current channel design all vehicular bridges would have to be replaced. It was also determined that due to the conditions of the bridges it was more cost effective to replace the bridges rather than retrofit the vehicular bridges. It is the Province's responsibility for maintaining the bridge structures.

One attendee noted that it has been recognized that summer operation of the floodway affects riverbank stability, but no further consideration has been given by the Province to riprapping the banks upstream of the inlet.

Both representatives of the organization left the workshop early, and for the following reasons:

1. Both representatives thought residents upstream of the Inlet Control Structure were receiving 1 in 250 year flood protection as a result of the project. At the workshop, the organization was informed that their level of flood protection would be up a 1 in 140 year flood event.
2. Representatives of the organization thought that MFEA was going to hold separate consultation processes on the compensation legislation and summer operations. It was brought to their attention that MFEA held those discussions during its round of public involvement in April. Representatives claimed that the environmental assessment process was not transparent and open due to MFEA not having separate consultation processes on the above topics. The organization also commented that MFEA must be more sensitive to upstream residents' concerns, noting that upstream residents have suffered greatly since 1997, and many of the residents have not financially recovered since the 1997 flood and are under a great deal of stress and anxiety over the situation.

Who should the organization contact to address their concerns on the consultation processes with respect to the compensation legislation and summer operations?

MFEA Response – Steve Topping, Director of Water Branch, Department of Water Stewardship, was identified as the person these concerns should be directed to.

Robert Starr, Maxine Clifton, and Doug McNeil left the meeting in frustration before it was completed.

What effects can upstream residents expect with the floodway expansion during a 1997-type flood under the current operating rules, including the effects of wave action from passing boats and wind?

MFEA Response – With a repeat of the a 1997 flood with and expanded floodway and current operating rules, the resultant peak water level would be approximately 18 inches lower at the Floodway Inlet Structure reducing to no difference at Ste. Agathe. The flood protection works in the valley constructed since the 1997 flood were required to meet the 1997 flood peak plus two feet of freeboard. Freeboard is a "safety factor" against thing such as waves if the water level is at the 1997 level.

Note: Various participants at the meeting, including representatives of both NRAC and RCCC, noted in review of the meeting notes that their understanding of the response provided at the workshop was that during a 1997 equivalent flood event with the Expanded Floodway, water levels would be at the top of the existing flood protection level and would overtop if subjected to the wake of a passing boat.

Red River Valley Group

The scope of the project needs to be broadened to include flood protection for the entire Red River Valley, not just focusing on flood protection for Winnipeg.

How much money is being saved by reducing excavation by 10,000 million cubic yards?

Response - An exact dollar amount is not currently available.

If costs for the proposed Floodway Expansion Project are reduced by changes to the amount of excavation, some of the savings should be used to improve flood protection for those south of the floodway inlet?

Response – The project is estimated to cost approximately 660 million dollars. The increased cost to replace the bridges will be partly offset by the reduced cost of excavating less material.

What erosion control measures are in place for the inlet and outlet?

Response - The outlet will be widened and designed to dissipate the energy of water as it exits at the outlet. Riprapping will occur immediately north of the outlet on the west bank and will extend for approximately one kilometre north over the area where erosion could occur from the water discharged from the expanded floodway. For the inlet, additional riprapping will be done on the upstream side of the structure itself to meet current design standards and handle extreme floods.

Was the recreational component of the project factored into the benefit/cost analysis?

Response – The benefit/cost analysis did not include possible recreational opportunities associated with the project.

How far east would floodwaters travel for areas south of the inlet if we experienced a 1 in 700 year flood?

Response - The water would extend for approximately 3 miles further than the 1997 flooded area.

What is the life expectancy of the inlet structure?

Response - The inlet structure has a life expectancy of approximately 75 years. However, a well-maintained structure could last up to 100 years.

Is there a plan to replace the inlet structure?

Response - The inlet structure will not be replaced because the dam safety analysis has determined that it is sound. There will be upgrades to the structure for security and other reasons.

Why in 1997 were reinforcement rods placed in the structure?

Response – Reinforcement rods were placed in the structure for safety precautions. There was a concern that the two beams that support the hydraulic cylinders were suspect. Normally the cylinders have an upward force on the gate. At a certain time in the stroke they become net buoyant and once past that condition it was thought that they would pull right out of the concrete. New anchors have now been installed.

Is 6 per cent of the cost for the project allocated to recreation?

Response - No final decision has been made with respect to funding recreational opportunities associated with the project.

A representative feels that the province is in a conflict of interest by being both responsible for the operation of the floodway and resolving compensation claims.

What is the design for the new bridge structures?

Response – The bridge structures will be similar to the existing bridges. The bridges will be built higher and they will have fewer piers, however.

How much land will be required for the purpose of the Project?

Response – A maximum of 500 acres (200 hectares) of land is to be acquired in floodway channel area; this amount has decreased from the original design where 1000 acres of land were needed. The exact location is not known but should be documented in the EIA.

What was determined through the inlet safety analysis?

Response - It was determined that enhancements are necessary at the inlet control structure such improved fire protection system and installation of additional riprap. It was also determined that the inlet could withstand the design flood and the water level of 778 feet ASL.

Did recreation lead the design of the floodway channel?

Response - No. The Province determined that instead of using the floodway only for flood protection that it would consider recreational opportunities that do not interfere with its primary purpose.

768 Association

For a 1997-type flood and an expanded floodway the water levels will be roughly 1.5 lower at the structure tapering to no effect in Ste. Agathe. Will the water levels be the same regardless of the cross-section of the channel?

Responses - Although the exact numbers are not currently available, the numbers should not change significantly with the difference in the channel cross-section. One benefit for upstream residents will be less frequent operation above natural water levels with an expanded floodway.

Is the City protected from a 1 in 700 year flood with the change in channel design?

Response - The City of Winnipeg will be protected from a 1 in 700 year flood event regardless of what the final channel design will be.

When will each segment of the project be completed?

Response - The goal of the project is to have the floodway in a state so it could be operated during an emergency each spring.

Will the inlet lip berm be lowered to allow water to enter into the floodway at a lower level? Attendees noted that they would like the lip elevation lowered so water could enter into the floodway at a lower level and, thereby, reduce backwater effects.

Response – There is no plan to change the lip elevation. The inlet lip is at its current elevation to reduce the chance of ice entering into the floodway.

A representative commented that he was concerned with the operating rules; his experience with EIA processes is that when a project is granted a licence that it is allowed to be built and operate based on the current "rules". He feels that licensing this project will also mean implicitly licencing the floodway operating rules, which he feels should be included in the scope of the Environmental Assessment.

1.2.2.2 Selkirk Workshop

Invitation List

MR. JACK JONASSON
Coalition for Flood Protection North of the Floodway

MR. JIM STINSON
Selkirk, MB

MR. DON PEARSON
Selkirk and District Planning Board

MR. GARY MACKINNON
Springhill Winter Park

MR. JAKE BUHLER
Cook's Creek Conservation District

MR. STU MCKAY
Cats on the Red

MR. ANDY SZUKIEWICZ
Bird's Hill Park

Sign in Sheet

SELKIRK WORKSHOP

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT –

ENVIRONMENTAL IMPACT STATEMENT: INITIAL FINDINGS

Tuesday, June 15, 2004 @ 6:15 p.m.

Name (Please Print)	Selkirk Workshop - Organization
Eric Blais	UMA
Brett McGok	IG
Dolan Osler	IG
Jack Jonasson	CFNF
Don Pearson	Selkirk Planning Board
Doug Peterson	MFEA
Dave Morgan	RLRS
Rudy [illegible]	Birds Hill Park
Jim STINSON	Lockport
GRANT MOHR	ACRES.
RICK CARSON	KGS GROUP
NORM SMITH	COALITION
Doug McNeil	MFEA

SELKIRK WORKSHOP

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT –

ENVIRONMENTAL IMPACT STATEMENT: INITIAL FINDINGS

Tuesday, June 15, 2004 @ 6:15 p.m.

Name (Please Print)	Selkirk Workshop - Organization
Doug Chorney	Resident St Peter Rd Coalition for Flood Protection

Workshop Notes

Manitoba Floodway Expansion Project – Round 3 Stakeholder Workshops - EIA

Workshop Highlights

Selkirk Legion – Selkirk, Manitoba
June 15, 2004

In Attendance

For Coalition for Flood Protection North of the Floodway
J. Jonasson
N. Smith
D. Chorney

For Selkirk District Planning Board
D. Pearson

For Birds Hill Park
A. Swizderski

Area residents
J. Stinson
D. Allan

For KGS
R. Carson

For Acres
G. Mohr

For UMA
E. Blais

For Environmental Assessment Team
J. Osler – TetrES/InterGroup
D. Morgan – TetrES/InterGroup
B. McGurk – TetrES/InterGroup

For Manitoba Floodway Expansion Authority
D. Peterson
B. Peter
D. McNeil

Purpose of Workshop

The session was one of three workshops being held with organizations interested in the proposed Floodway Expansion Project. This series of workshops were part of the second round of the Public Involvement Program (PIP) for the Floodway Expansion Project Environmental Impact Assessment.

The purposes of the second round workshops were to:

- Review status of EIA
- Present initial EIA findings
- Obtain input on possible mitigation measures

Workshop Process

The Selkirk workshop was part of Round Two of the PIP associated with the EIA of the proposed Floodway Expansion Project. Organizations that were invited to Round One workshops to identify their issues, perspectives and concerns about the project were also invited to participate in Round Two workshops to hear about initial EIA findings and provide comments on possible mitigation measures.

The sessions proceeded as follows:

- A light meal with an opportunity to preview the open house storyboards
- Hear a presentation on initial EIA findings combined with a question and answer period
- Round table session providing each participant with an opportunity to comment on initial EIA findings.

During the open discussion and round table session:

- Stakeholder representative asked questions, offered perspectives, and commented on the initial EIA findings
- Where appropriate, representatives of the Environmental Assessment Team and Manitoba Floodway Expansion Authority provided clarification and offered perspectives on items raised by the participants

The following are highlights from the evening's discussion and are intended to capture the key points that were raised or presented. They are not presented in the sequence that they were raised at the meeting, nor are they a detailed or verbatim transcription of what was said. The input received during the workshop is presented by organization and not attributed to any one individual.

Coalition for Flood Protection North of the Floodway (CFNF)

Members of CFNF are displeased that the Environmental Assessment only considers the effects associated with the Floodway Expansion Project and does not address problems with the Existing Floodway. Members of the organization indicated that the Floodway Expansion would exacerbate problems such as ice jamming north of the floodway outlet. They view MFEA as inheriting the floodway and its associated problems and that the scope of the project should include remedying these existing problems.

CFNF met with Terry Sargeant, Chair of the CEC and he indicated that alternatives to the project would not be considered, but the presentation suggests alternatives will be considered.

Response - The EIS will provide a brief overview on what flood protection alternatives were assessed in the past such as the Ste. Agathe detention structure; however, an examination of individual alternatives will not be included. A decision was made that the Floodway Expansion was the best option for flood protection for Winnipeg.

Which alternatives will be noted in the EIS?

Response – All of the alternatives will be mentioned in the EIS.

Dunning Crossing is an important transportation route for emergency vehicles and is often inaccessible during times of high precipitation. Is this problem considered part of the existing environment?

Response – This issue is considered part of the existing environment and will not be included in the Environmental Assessment. The issue would remain if the Project did not proceed.

Will the EIA discuss the proposed compensation legislation?

Response - The EIA will acknowledge that there is compensation legislation and it will be addressed in the cumulative effects analysis.

CFNF is upset that their right to sue has been taken away via the proposed compensation legislation.

Why was a downstream effects title not included in the presentation materials?

Response – The PIP materials do address downstream effects under the general effects heading of the presentation.

CFNF noted that during floodway operation it takes 12 hours for the water to reach the outlet through the city, while through the floodway it takes 6 hours. CFNF feels that the time delay could result in a double dosage of water that impacts ice jamming, causing subsequent backwater flooding. The organization noted that this time shift and its subsequent effects are unnatural. The organization commented that with the expanded floodway the problem would only be exacerbated because water levels would increase and flow at increased velocities.

Response - There are several areas in Selkirk that are prone to ice jams such as Breezy Point, Sugar Island and the Selkirk Bridge. The engineering studies have concluded that the Project will not have any significant impact on ice jams. The maximum design flows of the existing and expanded floodway are greater than what ice jams can withstand. The reported impact of the floodway includes a flow that reaches the Selkirk area a few hours before it would naturally through the Red River, but the impact would not be significant as it is likely that the ice jam would still be in place.

CFNF reiterated that it would like the engineering calculations for water flows of the Red River and the floodway at the time water exits the floodway outlet in Lockport during a flood event.

CFNF is not pleased with the quality of information on ice jamming north of the outlet. The organization noted that an in-depth study is required on ice jamming north of the outlet.

What was learned about ground water quality and quantity?

Response - The final report on groundwater quality and quantity still has to be completed. One important issue that is still being investigated is the possibility of surface water entering into the aquifer.

The organization feels that people north of the floodway deserve the same level of flood protection as those individuals in the city and south of the floodway.

There is a history of frustration with residents north of the outlet with inequitable distribution of financial assistance provided by the government of Manitoba to those who are affected by flooding. After the 1997 flood, for example, residents south of the inlet received $110 million for flood proofing their homes, $700 million is now being spent to protect the City of Winnipeg, and very little financial assistance has been provided to residents north of the outlet.

The proposed compensation legislation only talks about artificial flooding. CFNF asked how the Provincial government would compensate the farmer who has a feedlot and cannot operate it anymore due to flooding. The proposed legislation does not address this issue.

CFNF attended a preliminary CEC meeting on the scope of what could be discussed at the hearings and they were disappointed about the limited scope.

Why was there was no advertising in the Selkirk Journal the week of the open house in Selkirk?

Response – The open house was advertised two weeks ago. At the first open house, the public commented that that providing the notice only a week in advance was not enough time, so it was decided to advertise two weeks in advance of the open house.

The organization felt that they should be afforded the opportunity to hire independent consultants to evaluate information provided throughout the entire Environmental Assessment process, not just at the hearings. This is perceived as a major flaw of the Environmental Assessment process.

How will groundwater pollution from wastewater from the Highway 59 trailer court lagoon that empties into the floodway be addressed?

Response - This is an existing situation that is required to meet wastewater discharge regulations and is not part of the project. Water Stewardship is the provincial department responsible for water quality concerns of this nature. The wastewater discharges into the floodway from various sources are not part of MFEA's mandate.

There are locations in the floodway where the aquifer has been exposed when the original floodway was constructed. Periodically, water comes out of the ground and groundwater contamination is a large concern. Will this problem be remedied with the current project?

Response – Addressing this issue is not within the scope of the Project or the Environmental Assessment. Where construction or operation of the Floodway Expansion Project has the potential to adversely impact groundwater aquifers, appropriate mitigation steps will be taken to address this. This continues to be studied. Floodway Expansion will not make this situation worse.

The organization was pleased to hear that floodway channel deepening has been reduced to avoid possible groundwater effects.

CFNF believes the additional volume of water north of the floodway outlet during extreme flood events needs to be mitigated against. This artificial flooding will have a large impact on residents north of the outlet.

Area Residents

If it is determined that the project will cause significant environmental effects, is it possible to explore alternatives?

Response – The Environmental Assessment assesses the effects of the project and identifies ways to mitigate those effects. If it is determined that the residual effects of the project are too severe, a decision could be made not to proceed with the project. The Environmental Assessment process does not provide for re-assessment of past alternatives.

Where does the EIS go? Who reviews it?

Response – The EIS will be submitted to Manitoba Conservation. Once the EIS is released by, Manitoba Conservation, members of the public have 60 days to the review the document and to provide comments. MFEA will be required to respond to these comments and address any questions raised by Manitoba Conservation and others. Subsequently, public hearings will be held by the Clean Environment Commission (CEC). The hearings will be conducted to review the EIS and issues raised by the public in the Environmental Assessment process. The CEC reports the findings and provides advice and recommendations to the provincial Minister on issues discussed at the hearings. The minister will then make a decision on whether or not the project Should be granted a licence. Federally, the EIS will be provided to the federal responsible authorities (Infrastructure Canada and Fisheries and Oceans Canada) for consideration in their separate screening process. The draft screening report will be available for public review and comment and these comments will be considered in finalizing the report and making a determination as required under CEAA.

Does the EIA advocate mitigation first and then compensation if necessary?

Response - Emphasis is placed first on mitigating any adverse effects of the project and, if necessary, compensation.

It is difficult to put a dollar amount on quality of life and this is inevitably tied to the quality of water. The attendee commented that quantifying quality of life is necessary and needs to be included in the EIS. Also, if his quality of life was affected by the project, the only form of compensation would be for the provincial government to buy him out.

What do you mean when you say "summer" operation? One individual thought that the term needed to be changed to accurately reflect what it means.

Response - Summer operation is related to the period over the summer months (June, July, August) when rainfall is intense over a short duration.

Are there plans to reinstate the Red River Dredging Program? Where has dredging taken place in the past?

Response - There has been no decision by the Federal Government on whether the Red River Dredging Program will be reinstated. There are four areas along the Red River from Selkirk to the mouth of Lake Winnipeg where dredging has occurred in the past.

When will the EIS be submitted?

Response – The EIS will be submitted in early August 2004.

Who are the regulators for the project?

Response – Federally, the regulators (Responsible Authorities) are the Department of Fisheries and Oceans (DFO), and Infrastructure Canada. Other federal parties, including representatives from the Canadian Environmental Assessment Agency and Transport Canada are also involved. Provincially, Manitoba Conservation is the regulator.

What happens if the federal responsible authorities do not feel that the assessment was sufficient or the adverse effects are too severe?

Response - The federal responsible authorities have to review the EIS and if the assessment does not meet the requirements of CEAA the project will not proceed. The purpose of CEAA is to ensure that any project that is funded by the Federal Government or that affects federal jurisdiction meets certain environmental standards.

Are the City of Winnipeg upgrades part of the project?

Response - The City of Winnipeg upgrades are not part of the EIA, but will be addressed in the cumulative effects analysis because they are planned future projects.

Slide 18 of the appendix presentation should be changed to, "Ice jamming on the Red River will be related to the operation of the expanded floodway". The individual claims that the project will result in faster and higher water flows.

Interested organizations should be afforded the opportunity to hire independent consultants to evaluate information provided throughout the entire EIA process, not just at the CEC hearings. Attendees perceive this as a major problem with the Environmental Assessment process.

What part of the floodway will be deepened up to two feet?

Response - It has not been determined what locations will be deepened up to two feet. The EIA will indicate what areas of the floodway channel will be deepened.

What six bridges will be replaced?

Response – All six vehicular bridges crossing the floodway will be replaced: 1) St. Mary's Road; 2) PTH 59 South; 3) Trans-Canada Highway No. 1 East; 4) PTH 15; 5) PTH 59 north; and 6) PTH 44.

How long will construction be for the project?

Response - The Floodway expansion project is planned to be under construction from 2005 to 2008. However, the excavation is planned in a minimum of four segments to limit the amount of time that construction occurs in any one area. The sequence of construction is expected to be from south to north.

What is a subsurface cutoff wall?

Response – A cutoff wall is a mitigation measure to prevent seepage out of an aquifer when excavating materials near an aquifer. A cutoff wall is being considered to avoid potential water level reductions in the Birds Hill aquifer.

How will we find topics of concern in the EIS?

Response - There will be a table of contents, which will be broken down into various Chapters, each one considering a particular element of the environmental assessment. For example, the Physical Environment chapter will discuss water levels and flows.

Does the way of life section of the EIA look at increased stress and anxiety levels due to the threat of flooding?

Response - The EIS will contain a section on way of life, which will look at how the project influences stress and anxiety of those potentially affected.

One attendee noted that it angers him to hear people discussing how to improve recreational opportunities associated with the project when his home and way of life are being threatened by flooding.

When will people be able to see answers to other peoples questions via the website?

Response -The EA Study Team responds directly to the individuals who ask the questions and do not post the responses on the website for the general public. Some of the questions will be answered in the EIS because the information is not currently available to provide a response.

How can people find out about issues in other potentially affected areas?

Response - The issue list at the end of the presentation provides a summary of the issues heard during Round 1 of the EIA PIP. Also, on the EA website, all the meeting notes and the issues report that summarizes the concerns raised by individuals during Round 1 of the EIA can be downloaded.

One attendee noted that breaches in the aquifer need to be dealt with immediately and that a court case could be brought against the provincial government if not done so. He feels that widened the floodway will result in enlargening the breaches and, therefore, potentially allowing floodway water to enter into the aquifer.

Who was responsible for the scope of the Project?

Response - A Project Administration Team with representatives from a variety of provincial and federal departments was responsible for developing the EIS Project Guidelines, which included determining the scope of the assessment. The EA Study Team is responsible for interpreting the guidelines.

Is the project on schedule?

Response – The project is on schedule. If the project is granted an environmental license, construction could commence in 2005.

What is the TAC? Who is on the TAC?

Response – The Technical Advisory Committee (TAC) was developed to review and provide advice on the Floodway Expansion Project to the Provincial Administration Team (PAT). The TAC is made up of representatives from federal and provincial departments that have an interest in the Project, including the PFRA and Transport Canada.

Why are water levels north of the floodway going to be 1 foot higher at the outlet during extreme flood events?

Response – During extreme events (1:700 year return) with the Existing Floodway, general flooding would occur throughout the City of Winnipeg. Water levels will be higher at the outlet since water is not being stored in the Winnipeg Floodplain and instead is transported through the Floodway Expansion downstream. The higher water level is one foot at the outlet structure tapering to zero at Lake Winnipeg.

Residents north of the outlet deserve the same level of flood protection as those within the city of Winnipeg and south of the inlet.

Selkirk District Planning Board

Is there a licence for the operation of the floodway?

Response - There is no license for the operation of the Existing Floodway. In 2002, the Federal government passed on the responsibility to the province with respect to operating the floodway. The current operating rules outlined in 1999 are the operating rules that this Project is adopting.

Are there any guidelines that guide the Environmental Impact Assessment?

Response - Guidelines have been prepared pursuant to the requirement of The Manitoba Environment Act and the Canadian Environmental Assessment Act. The purpose of the guidelines is to provide guidance to the Manitoba Floodway Expansion Authority on issues that should be considered in the Environmental Assessment of the Project and information that should be contained in the Environmental Impact Statement.

What is the objective of the CEC process?

Response - The Manitoba Clean Environment Commission is responsible for holding public hearings for the project in accordance with the EA and licensing process. The hearings will review the EIS and issues raised during the EA process by the public. The CEC will report its findings and provide advice and recommendations to the provincial Minister who decides whether the project should be licenced.

Last year water hit the bottom of the bridge in Selkirk and could have caused significant problems. Since Selkirk receives many downstream effects it should receive monies for infrastructure improvements.

Is the bridge in Selkirk going to be replaced?

Response - The bridge in Selkirk will not be replaced as this structure is not part of the Project.

What erosion control measures are in place for the inlet and outlet?

Response - The outlet will be widened and designed to dissipate the energy of water as it exits at the outlet. Riprapping will occur immediately north of the outlet on the west bank and will extend for approximately one kilometre north over the area where erosion could occur from the water discharged from the expanded floodway. For the inlet, additional riprapping will be done on the upstream side of the structure itself to meet current design standards and handle extreme floods.

It is important that the EA addresses problems with the existing floodway. Addressing these issues is imperative in order to move forward and not exacerbate these problems.

What is the design for the new bridges?

Response – The bridge structures will be similar to the existing bridges. The bridges will be built higher and they will have fewer piers, however.

Will the capacity of the Floodway Expansion be reduced due to only deepening it to a maximum of 2 feet instead of 6 feet?

Response - The capacity will not change; additional widening will allow it to accommodate the target design discharge of 140,000 cfs.

Birds Hill Park Representative

The representative appreciated the opportunity to learn about the concerns of other stakeholders and information pertaining to the project. He noted that there appears to be many differing opinions on the severity of the project effects, and that reaching common ground will likely be difficult.

1.2.2.3 Winnipeg Workshop

Invitation List

MS GAILE WHELAN-ENNS
Manitoba Wildland

MR. BRUCE HILDEBRAND
Consumers for Responsible Energy

MR. MARK MYROWICH
International Erosion Control Association

MS PEGGY BAINARD-ACHESON
Native Orchid Conservation Inc.

MR. DENNIS CUNNINGHAM
International Institute of Sustainable Development

MR. PAUL CLARKE
Manitoba Wildlife Rehabilitation Organization

MR. CLIFF GREENFIELD
Pembina Valley Conservation District

MR. WAYNE HELGASON
Social Planning Council of Winnipeg

MS JOAN MOORE
University of Manitoba - Faculty of Environment

MS TRISH SELLERS
Water Wisdom

MR. ALAN DIDUCK
University of Winnipeg Environmental Studies

MR. HAROLD TAYLOR
Red River Basin Commission

ENVIRONMENTAL ACTION COMMITTEE
Manitoba Naturalists Society

MR. LARRY LEVENS
Ducks Unlimited

MR. DON BELL
North Turnbull Drive Group

MS ELIZABETH FLEMING
Provincial Council of Women of Manitoba

MR. JOHN SINCLAIR
Natural Resources Institute
University of Manitoba

MR. GARY MACKINNON
Springhill Winter Park

Sign in Sheet

WINNIPEG WORKSHOP

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT –

ENVIRONMENTAL IMPACT STATEMENT: INITIAL FINDINGS

Tuesday, June 22, 2004 @ 6:15 p.m.

Name (Please Print)	Winnipeg Workshop - Organization
Valerie Rutherford	Red River Basin Board
Dave MacMillan	KGS Group
Leonne Saunders.	Prov. Council of Women of MB.
Vic Lee	NASECA. / IECA-NP
Harold Taylor	Red River Basin Commission
Don Alexander	Pembina Valley Conservation District
Dave Morgan	TetrES.
Jim Thomson	MFEA
Colin Osler	IG
Chris Pepper	IG
Brett McGrath	IG
Dennis Cunningham	IISD
Doug McNeil	MFEA

WINNIPEG WORKSHOP

REGARDING

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Name (Please Print)	Winnipeg Workshop - Organization
Don Herron	PCNES
Claire Gregory	North Turnbull
Brian Peters	dr. MFEA
Don Bell	North Turnbull
Bonnie Bell	North Turnbull Dr.

Workshop Notes

Manitoba Floodway Expansion Project – Round 3 Stakeholder Workshops - EIA

Workshop Highlights

Fort Rouge Leisure Centre – Winnipeg, Manitoba
June 22, 2004

In Attendance

For Red River Basin Commission
H. Taylor
V. Rutherford

For Provincial Council of Women of Manitoba
L. Saunders

For International Erosion Control Association
V. Lee
D. Anthone

For Pembina Valley Conservation District
D. Alexander

For International Institute of Sustainable Development
D. Cunningham

For North Turnbull Drive Group
C. Gregory
D. Bell
B. Bell

Area resident
M. Olczyk

For KGS
D. Macmillan

For Environmental Assessment Team
D. De Pape – TetrES/InterGroup
J. Osler – TetrES/InterGroup
D. Morgan – TetrES/InterGroup
B. McGurk – TetrES/InterGroup

D. Harron – TetES/InterGroup

For Manitoba Floodway Expansion Authority
D. McNeil – Vice-President – Hydraulics
J. Thompson – Vice-President – Transportation
B. Peter – Manager - Design and Contracts

Purpose of Workshop

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International Institute of Sustainable Development

Has the EIA PIP been reduced by one round?

Response – The PIP contains the same number of rounds of activities as described in Round One. Round one (January/March 2004) related specifically to the EIA and initiated dialogue about the proposed Project. Round Two (April/May) related both to the EIA and key Project elmentsd associated with MFEA's mandate. Round Three (May/June) relates to the EIA and presents initial EIA findings, in terms of project features, potential effects and potential mitigation. Round Four (September) will relate to the EIA and will address the results set out in the EIS.

IISD is interested in looking at the effects of climate change on flooding and how climate change was included in the modeling. The Institute is also interested in how the concept of adaptive management was used in the project.

Area Residents

Why is a joint Environmental Assessment being conducted?

Response – Infrastructure Canada will be contributing federal funds to the Project and, therefore, has a decision-making role in the Project under CEAA. Manitoba's requirements for environmental review and licensing are set out in The Manitoba Environment Act. Canada and Manitoba have agreed that when an environmental assessment of a project is required under both federal and provincial environment Acts, a cooperative environmental assessment will be undertaken to produce the type and quality of information and conclusions on environmental effects required by all federal and provincial parties making regulatory decisions.

What will the water levels be downstream of the outlet for a 1 in 700 year flood event?

Response – For extreme flood events (1:700 year), downstream water levels would be approximately 1 foot higher immediately north of the outlet tapering to zero at Lake Winnipeg. These water levels are higher due to reduced ponding in Ritchot upstream of Winnipeg.

International Erosion Control Association (IECA)

Is revegetation north of the outlet the only method being used to mitigate against erosion in the spring?

Response – There is no specific erosion control plan as of yet, but one will be in place prior to construction.

Has information presented at the meeting been provided to those potentially affected residents downstream of the outlet?

Response – The information presented at the meeting has been provided to potentially affected residents and councils north of the outlet through council meetings, open houses and stakeholder workshops.

How were erosion and sedimentation studies conducted?

Response - Alternate sequences of construction were evaluated, with consideration of the erosion potential of each of the schemes considered. An erosion risk assessment using the Corps of Engineers HEC6 numerical model was used to evaluate the differences in erosion potential between each of the options considered. The preferred construction sequence was based on the scheme which had the least risk of erosion. The HEC6 sediment transport analysis software was used to quantify the magnitude of sediment that could potentially be eroded from the Floodway Channel during construction if a spring flood were to occur.

Will there be any opportunity to review the HEC 6 calculations?

Response – The public will be able to review the calculations as documented in the EIS. The EIS will be available on the public registry when it is filed with Manitoba Conservation.

What will the level of detail be in the EIS for the revegetation plan and construction schedule?

Response – The above documents will be as complete as possible prior to filing the EIS. The completed documents will be included in a supplementary filing following EIS submission.

The IECA encourages the use of Certified Professionals in Erosion and Sediment Control (CPESC) during environmental planning and construction of the project.

On slide 17 it mentions that activities will be managed so project related increases in total suspended solids in the Red River would be within provincial and DFO guidelines – What is included in the guidelines?

Response – Representatives of DFO and Manitoba Conservation are on the PAT, and any erosion control measures to be implemented will be reviewed by the two departments and all applicable guidelines adhered to.

Has the EIA looked at current recreational use of the floodway and associated safety concerns? It was mentioned that currently many snowmobilers are ignoring signage in the floodway and are snowmobiling in areas where they are not permitted.

Response – Part of MFEA's mandate is to look at possible recreation opportunities associated with the Floodway Expansion Project. In March 2004, MFEA called for expressions of interests to further explore these opportunities. MFEA is currently reviewing the submissions and a report on what it received. Safety concerns associated with recreational opportunities will also be addressed by MFEA.

Is there historical data on the gouge in the Existing Floodway Channel and its size?

Response – The gouge was present before the 1997 flood and expanded as a result of the 1997 flood.

Has any modelling been conducted on possible suspended solid levels if the floodway has to be used in the summer during construction?

Response – The modelling did not consider this event. No contingency measures have been put in place for such an event but will be addressed prior to construction.

What is the plan for the Seine River Siphon?

Response – There is no need to move the siphon as once expected. A gatewell will be located within the floodway spoil berm to allow pipes to be closed to prevent backwater flooding from the floodway channel to Grand Pointe.

Is there a danger of fish being caught in the floodway channel after a large flood?

Response - There are a series of pools and riffles in the floodway and fish have been known to become stranded in these areas. The intention is to create a continuous channel so fish do not remain in the channel during the winter time and flooding.

Red River Basin Commission

Does the capacity of the Floodway Expansion change due to reduced deepening and increased widening of the floodway channel?

Response – The capacity of the floodway will not be affected due to changes to channel configuration. The Floodway Expansion will be able to accommodate 140 000 cfs of water.

Will there be additional drop structures in Springfield due to poor drainage in the area?

Response – The Springfield road drainage drop structures will be replaced and capacity improved to accommodate future upgrading of local drainage systems.

There is a perception that erosion on the west bank at the outlet is a substantive problem. What will be constructed to limit erosion on the west bank north of the outlet?

Response – The outlet will be widened and designed to dissipate the energy of water as it exits at the outlet. Riprapping will occur immediately north of the outlet on the west bank and will be extended for approximately one kilometre north of the existing riprap to cover the area where erosion could potentially occur from the water discharged from the Floodway Expansion.

How long is the floodway?

Response - The Existing Floodway is 46 kilometres long.

Where will the floodway channel start to be widened?

Response – The floodway channel will be widened starting at the intersection between the Emerson subdivision and Highway 59. The reason for not starting to widen the channel earlier is because of the gaps constructed in the floodway channel embankment allow the inlet capacity of Expanded Floodway to be reached without widening.

Will there be any construction for the first 5 miles of the floodway channel?

Response – There will be some work conducted on the low flow channel for the first 5 miles of the floodway channel.

Will there be a benefit for the residents of Ritchot if the Floodway Expansion has to be used for summer operation?

Response – There may be a slight benefit for Ritchot with an expanded floodway during summer operation.

The amount of intervenor funding is inadequate for a project of this magnitude. The amount of intervenor funding needs to be increased substantially.

Does the Existing Floodway handle water flows in the 60 000 to 70 000 cfs range?

Response – Under extreme flood events wherein the levels at the inlet control structure would be allowed to rise to an elevation of 778 ASL, the Existing Floodway could accommodate water flows of 90 000 cfs.

Is the impact caused by summer operation included in the EIA?

Response – The operation of the Existing Floodway during the summer will be included in the EIS in the discussion on cumulative effects and will form part of the existing environment against which predicted effects are assessed.

The organization felt that a model to indicate to the public how the floodway will accommodate 140 000 cfs of water would be very useful.

What will the scale for construction be in the summer vs. winter?

Response – The goal is to try and construct as much of the project (adjacent to the River) as possible during the winter months. By conducting construction activities in the winter, it will eliminate the need for additional mitigation projects such as developing cofferdams.

Will the St. Mary's bridge be replaced?

Response – The St. Mary's Bridge will be replaced and the alignment changed to reduce the curvilinear nature of the existing road.

Will the St. Mary's bridge be higher and longer?

Response – All vehicular bridges to be replaced will be built higher and longer and with fewer piers.

Will a boat launch on the north side of the inlet be included in the project? There was a boat launch in this location that was constructed following floodway construction.

Response – This will be considered by MFEA as part of its responsibility to look at possible recreational opportunities associated with the project.

North Turnbull Drive Group

Due to a reduction in floodway channel excavation, will the Floodway Expansion be able to accommodate 140 000 cfs of water?

Response – Due to increasing the height of the bridges so they do not impede water flow, the reduction in deepening the floodway channel will not affect the ability of the floodway to accommodate design flows.

Residents have encountered erosion problems north of the floodway gates during the last few years. Some individuals have lost 25 to 30 feet of frontage recently. Residents feel that operating the inlet control gates is increasing the velocity of water and wave action and, therefore, causing accelerated riverbank erosion. What erosion protection measures will be in place at the inlet?

Response – Additional riprapping will be done on the upstream side of the inlet structure embankments to meet current design standards and to handle extreme floods. However, there will be no riprapping of private property. The reason for the large amount of erosion in recent years is due to larger flows of water over the last decade.

One representative was disappointed that $700 million is being spent on flood protection for residents of Winnipeg, while people downstream of the floodway outlet will experience higher water levels during extreme flood events with no additional flood protection except for riprapping.

Will the reduction in property needed reduce the cost of the project?

Response – Overall, the project is still estimated to cost approximately $660 million. The increased cost to replace the bridges will be partly offset by the reduced cost of excavating less material. The reduction in land requirements for the Floodway Expansion channel construction will not have a material impact on the overall estimated cost of the Project.

The organization is disappointed that $700 million is being spent to address only large floods. The organization noted that money would be better spent trying to achieve better flood protection for all flood events.

Provincial Council of Women of Manitoba

Will there by any dredging along the Red River?

Response – This is a separate issue and there are no plans under Floodway Expansion to reinstate the Red River Dredging Program.

Pembina Valley Conservation District

Has global warming been taken into consideration in the engineering models?

Response – The cumulative effects analysis has included global warming and its possible flood implications.

Response to Round 3 Questions

The following rationale should be considered in respect to the concern that has been raised.

- Without the Floodway, the riverbanks downstream of the Floodway would be subject to relatively high velocity and stages because the full floodwaters of the Red River would pass along this reach of the river. It is estimated, for example, that at a “natural flood” (no Floodway) that would just peak at the top of river bank, the average velocity of flow in the river (averaged over the cross sect ional area) at this location would be approximately 1.9 m/s under natural conditions.
- With the existing Floodway in place, this “bank-full” flood would be reduced in both water level (by some 3.3 m), and in velocity to about 1.5 m/s.
- Similarly, for larger floods, such as for the magnitude of the 1997 event, this reach of river would have been exposed without the Floodway to extensive flooding (over 2.5 m above the top of the river bank). Velocities of flow would have reached about 2.4 m/s (averaged across river cross section).
- With the Floodway in place, the stage for the 1997 event was limited to the top of the riverbank (approximately) and velocities of flow of only 1.6 m/s. The damages due to overtopping of the riverbank, including erosion of the riverbank and the adjacent land would be eliminated. Some additional velocity along the river bank could be associated with the concentration of outflow through the Floodway Control gates, and as the flow from the gates spreads out into the river downstream, but it is estimated still to be less than what would have occurred without the Floodway.
- For the expanded Floodway, the water levels along this reach will generally be lower than the situation with the existing Floodway. Similarly, the outflow from the structure will generally be reduced for all flood events. This further reduces the velocity along the riverbanks downstream of the Floodway Inlet Control Structure, and lessens to an even greater extent, the erosion potential compared to the pre-Floodway situation.

Workshop Notes Tracker – Round 3

Status of Workshop Notes - Round Three

Date of Workshop	Workshop	Note taker	Internal Review			MFEA Review			Stakeholder Review - 1st draft				Post on intranet	Final version to stakeholders and Roger	Post on floodway eia website
			date sent	date rec.	changes made	date sent	date rec.	changes made	date sent to stakeholders	Notes Sent - contact person of each Org.	date rec. - including Phone calls	changes made			
03-Jun-04	Ste. Agathe Workshop	Brett - IG	Jun. 22	Jun. 25	yes	Jun. 25	Jun. 26	yes	Jul. 8	North Ritchot Action Committee - Dr. Rob Stewart	Aug. 3	Yes	Oct. 6	Oct.15	Yes
									"	Ritchot Concerned Citizens' Committee - Mr. Robert Starr	Jul. 15	Yes	"	"	"
									"	768 Association - Mr. Robert Duerksen		N/A	"	"	"
									"	Red River Valley Group - Mr. Frank Woytowich		N/A	"	"	"
15-Jun-04	Selkirk Workshop	Brett - IG	Jun. 30	Jun. 30	yes	Jul. 2	Jul. 6	yes	Jul. 14	Coalition for Flood Protection North of the Floodway - Mr. Jack Jonasson		N/A	Jul. 14	Aug. 3	Yes
									"	Selkirk District Planning Board - Mr. Don Pearson		N/A	"	"	"
									"	Birds Bill Park - Mr. Robert Mauthe		N/A	"	"	"
									"	Area resident - Jim Stinson		N/A	"	"	"
									"	Area resident - Duncan Allan		N/A	"	"	"
22-Jun-04	Winnipeg Workshop	Brett - IG	Jul. 15	Jul. 19	yes	Jul. 26	Jul. 26	yes	Jul. 28	Int. Erosion Control Assoc. - Mark Myrowich		N/A	Jul. 28	Aug. 12	Yes
									"	NRI - John Sinclair		N/A	"	"	"
									"	Red River Basin Commission - Mr. Harold Taylor		N/A	"	"	"
									"	North Turnbull Drive Group - Bonnie Bell		N/A	"	"	"
									"	Provincial Council of Women of Mb - Ms. Elizabeth Fleming		N/A	"	"	"
									"	Pembina Valley Conservation District - Cliff Greenfield		N/A	"	"	"
									"	IISD - Mr. Dennis Cunningham		N/A	"	"	"

Action Items Tracker – Round 3

Date of Workshop	Workshop	Note Taker	Action/item request	Who is responsible	Action/item request completed
03-Jun-04	Ste. Agathe Workshop	Brett - IG	N/A	N/A	N/A
15-Jun-04	Selkirk Workshop	Brett - IG	N/A	N/A	N/A
22-Jun-04	Winnipeg Workshop	Brett - IG	N/A	N/A	N/A

1.2.3 MFEA Press Releases

Manitoba
Floodway Expansion Authority

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Fax: (204) 948-2462

Release

July 28, 2004
For Immediate Release

NEW MODEL TO ASSIST IN ENGINEERING OF FLOODWAY OUTLET CONTROL STRUCTURE

Floodway Expansion Projects Builds on Manitoba Research and Engineering Expertise

Winnipeg, Manitoba – Steve Ashton, Manitoba Minister of Water Stewardship, and Raymond Simard, Member of Parliament for St. Boniface, on behalf of Reg Alcock, President of the Treasury Board and Minister responsible for the Canadian Wheat Board, today unveiled a new, innovative scale model designed to test the hydraulic performance of the proposed design of an upgraded Floodway Outlet Control Structure at the Hydraulics Research and Testing Facility at the University of Manitoba.

"This project is an excellent example of how the benefits of the floodway expansion project flow to various sectors of our economy," said Ashton. "In this case, the University of Manitoba is working with local engineering firms to provide analysis of the proposed outlet design. This initiative builds on local expertise and represents an innovative partnership between the academic, technology and business communities."

"Increased flood protection for Winnipeg is a national infrastructure priority and the Government of Canada is pleased with the project's progress and with the participation of the University of Manitoba," said Simard, on behalf of Alcock. "This scale model helps illustrate flood impacts on a small scale, but it is also important to remember that the actual effects – economical, environmental, social – of another major flood in Winnipeg are much more difficult to measure and may have far more devastating consequences."

"The scale model will be important for testing the hydraulic performance of the proposed design," said Ernie Gilroy, CEO of the Manitoba Floodway Expansion Authority (MFEA). "It will help us to assess the impact of a new design on the expanded floodway and will help us to ensure that the structure meets its flood protection objectives. We are pleased to be able to work with the University of Manitoba and our engineers on this innovative project."

As part of the Red River Floodway expansion project, the current capacity of the existing channel will increase from 1,700 cubic metres (60,000 cubic feet) of water per second to 4,000 cubic metres (140,000 cubic feet) per second. To ensure that the Floodway Outlet Control Structure can accommodate the increased discharge, an upgraded outlet structure is being designed.

Canada

Manitoba

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The 1:50 scale model will test and assess the hydraulic performance of the proposed design. The testing will focus on velocities in the vicinity of the outlet structure as well as energy dissipation so as to mitigate any downstream erosion of an expanded floodway. The cost for the project is estimated at $110,000 and will include construction of the model, housing the model, testing at the Civil Engineering Hydraulics Lab and further analysis by Acres Engineering Consultants.

"I felt very strongly that model testing of the proposed floodway outlet structure should be done in Manitoba and the Hydraulics Research & Testing Facility is well equipped to facilitate this task," said Professor Jay Doering, Head of Civil Engineering at the University of Manitoba. "Partnering with local industry and government is both simulating and most welcome. Floodway expansion is yet another example of the world class engineering that occurs in this province. I am fortunate and proud to be associated with this project," added Prof. Doering.

In the aftermath of the 1997 "flood of the century", the Governments of Canada and Manitoba invested $130 million in flood protection measures including $110 million for rural Manitoba communities. Over the past year, Canada and Manitoba have announced an additional $240 million to begin work on the floodway expansion – more than one-third the total project cost. Canada has recognized the project as a national infrastructure priority.

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Contact: Ronuk Modha,
Manitoba Floodway Expansion Authority
(204) 945-4178, (204) 945-4900 or 1-866-356-6355

1.3 POST-ENVIRONMENTAL IMPACT STATEMENT FILING: ROUND 4

1.3.1 Advertising

Press Releases

Advertising for the 4th Round of Public consultation began with the issuing of a press release on September 10, 2004. The press release identified all of the opportunities available for the public to learn about the floodway project, including the Public Information Booths at the St. Norbert Farmers Market, the Selkirk Town Plaza and St. Vital Centre, and the Public Open Houses in Lorette, East St. Paul and the University of Manitoba.

The press release was distributed to a list of Winnipeg and rural media, both print and electronic including:

- CJOB
- CBC Radio
- Winnipeg Free Press
- Winnipeg Sun
- CKY-TV
- CBC Television
- Global Television
- A-Channel
- Selkirk Journal
- Steinbach Carillon
- Beausejour Review
- Western Producer
- Emerson Southeast Journal
- Headingley Headliner
- Scratching River Post
- Valley Leader
- The Red River Vally Eco
- Dawson Trail Dispatch
- Aboriginal Peoples Television Network
- CBWFT Winnipeg
- CKSB St. Boniface
- Manitoba Community Newspapers Association
- CFAM Altona
- CHSM Steinbach/AM 1250
- CKMW Winkler
- CKJS Winnipeg
- CKXL Winnipeg

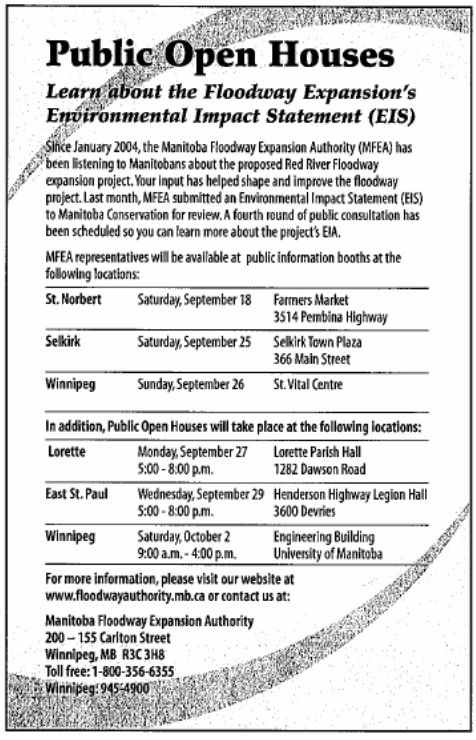
In addition to the news release distributed on September 10, a subsequent news release was issued on September 24 inviting the public to view the Floodway Outlet Control Structure Model as part of the Public Open House at the University of Manitoba on October 2. Media that attended the event included Global Television, A-Channel, CKY-TV and the Winnipeg Free Press.

Print Advertisements

Newspaper advertisements were also undertaken in various Winnipeg and rural media commencing on Monday, September 13, 2004. A schedule and samples of the advertising is as follows:

Table 1.3-1
Newspaper Advertising

Newspaper	Advertisement Date
Winnipeg Free Press	Saturday, September 18, 2004 Saturday, September 25, 2004
The Winnipeg Sun	Sunday, September 19, 2004
La Liberté	Thursday, September 16, 2004
Altona Red River Valley Echo	Monday, September 13, 2004
Steinbach Carillon	Thursday, September 16, 2004 Thursday, September 23, 2004
Selkirk Journal	Monday, September 13, 2004 Monday, September 20, 2004 Monday, September 27, 2004



Public Open Houses

Learn about the Floodway Expansion's Environmental Impact Statement (EIS)

Since January 2004, the Manitoba Floodway Expansion Authority (MFEA) has been listening to Manitobans about the proposed Red River Floodway expansion project. Your input has helped shape and improve the floodway project. Last month, MFEA submitted an Environmental Impact Statement (EIS) to Manitoba Conservation for review. A fourth round of public consultation has been scheduled so you can learn more about the project's EIA.

MFEA representatives will be available at public information booths at the following locations:

St. Norbert	Saturday, September 18	Farmers Market 3514 Pembina Highway
Selkirk	Saturday, September 25	Selkirk Town Plaza 366 Main Street
Winnipeg	Sunday, September 26	St. Vital Centre

In addition, Public Open Houses will take place at the following locations:

Lorette	Monday, September 27 5:00 - 8:00 p.m.	Lorette Parish Hall 1282 Dawson Road
East St. Paul	Wednesday, September 29 5:00 - 8:00 p.m.	Henderson Highway Legion Hall 3600 Devries
Winnipeg	Saturday, October 2 9:00 a.m. - 4:00 p.m.	Engineering Building University of Manitoba

For more information, please visit our website at www.floodwayauthority.mb.ca or contact us at:

Manitoba Floodway Expansion Authority
200 – 155 Carlton Street
Winnipeg, MB R3C 3H8
Toll free: 1-800-356-6355
Winnipeg: 945-4900

Manitoba
Floodway Expansion Authority

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Fax: (204) 948-2462

Release

August 6, 2004
For immediate Release

ENVIRONMENTAL IMPACT STATEMENT FILED FOR RED RIVER FLOODWAY EXPANSION PROJECT

Public Consultations Result In Significant Improvements to Floodway Project: Gilroy

Winnipeg, MB – Ernie Gilroy, CEO of the Manitoba Floodway Expansion Authority (MFEA) has announced that significant improvements to the Red River Floodway expansion project have been identified in the project's Environmental Impact Statement (EIS) that has been filed with Manitoba Conservation in accordance with the Manitoba *Environment Act*.

"Since January, MFEA and our environmental consultants have been listening to the concerns of local residents from all corners of the region regarding their views on the Floodway Expansion Project," said Gilroy. "I am pleased to report that significant project improvements have resulted from our public consultation process including groundwater protection, improved land drainage structures, improved transportation infrastructure and a reduction in land acquisition requirements. These improvements have strengthened our EIS and have contributed to help make this project a model for sustainable development."

Gilroy noted that ***the Environmental Impact Statement concludes that the Project, after the implementation of mitigation measures outlined in the EIS, is expected to create no significant adverse effects on the biophysical or related socio-economic environments.***

After the flood of 1997, the International Joint Commission (IJC) concluded that Winnipeg is at risk of major floods larger in magnitude than the 1997 event, and that the potential damages in the City of Winnipeg due to such floods would be greater than $10 billion for a 1 in 700 year flood. Gilroy noted that, in addition to the economic impact, a flood greater than 1997 would also likely result in significant social and environmental damages. According to the EIS, it is estimated that in the event of a 1 in 700 year flood, 450,000 residents would be at risk of flooding without an expanded floodway.

As part of the environmental approval process, MFEA and the Environmental Assessment (EA) Study Team developed a public consultation and involvement plan (PIP) for the Red River Floodway Expansion Environmental Impact Assessment. The PIP was designed to provide early, ongoing and meaningful opportunities for the public involvement.

The process included consultation with municipal Councils, local citizen groups, interested Aboriginal communities, environmental non-government organizations and local residents in the RMs of Morris, Macdonald, Ritchot, Taché, Springfield, St. Clements, East St. Paul, St. Andrews and West St. Paul, in the Towns of Niverville and Morris, and in the Cities of Selkirk and Winnipeg. This consultation process began in January, 2004, and, to date, has consisted of three separate rounds of consultations, which were all completed prior to the filing of the EIS. A fourth round of public consultation is being planned for the fall.

The Red River Floodway expansion project involves a major expansion of the existing floodway protection system which includes the Floodway Channel, bridges, the Inlet and Outlet control works, utilities and services and the West Dyke to help divert flood waters around the City of Winnipeg. The project will allow more water to be diverted around Winnipeg during major floods by increasing the capacity of the floodway channel. This will greatly improve protection for the Winnipeg area from catastrophic floods materially greater than the 1997 flood (approximate 1 in 100 year return period), and provide Winnipeg reliable security against floods of up to the 1 in 700 year return period.

"In 1997, the Red River Floodway came very close to reaching its capacity during the Flood of the Century," said Gilroy. "This project will increase the capacity of the Existing Floodway, provide increased flood protection for residents of the Red River Valley and the City of Winnipeg and increase Winnipeg's flood security against floods up to a magnitude of 1 in 700 years."

The Existing Floodway was constructed between 1962 and 1968 at a cost of $63 million. Since its completion, the floodway has saved Manitobans more than $8 billion in flood losses.

The EIS has been filed with Manitoba Conservation in accordance with the Environment Act (Manitoba) and is now subject to review by both provincial and federal regulatory agencies, as well as the public. The EIS can also be accessed at
www.gov.mb.ca/conservation/envapprovals/registries/redriverfloodway/index.html
or at the following Public Registries:

- Conservation and Environment Library, Main Floor, 123 Main St. Winnipeg
- St. James-Assiniboia Public Library, 1919 Portage Ave., Winnipeg
- Legislative Library, 200 Vaughan St., Winnipeg
- Manitoba Eco-Network, 2nd Floor, 70 Albert St., Winnipeg
- Selkirk and St. Andrews Regional Library, 303 Main St. Selkirk
- Jake Epp Public Library, 255 Elmdale St. Steinbach

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Contact: Ronuk Modha,
Manitoba Floodway Expansion Authority
(204) 945-4178, (204) 945-4900 or 1-866-356-6355

Manitoba
Floodway Expansion Authority

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Fax: (204) 948-2462

Release

September 10, 2004
For Immediate Release

FLOODWAY AUTHORITY ANNOUNCES PUBLIC OPEN HOUSES AND PUBLIC INFORMATION BOOTH AS PART OF FOURTH ROUND OF CONSULTATION

Public Encouraged to Learn about Project's Environment Impact Statement (EIS)

Winnipeg, Mb – To provide more opportunity for the public to learn about the Red River Floodway expansion project and the project's Environmental Impact Statement (EIS), the Manitoba Floodway Expansion Authority (MFEA) has announced additional outreach initiatives as part of its fourth round of public consultation.

"Since January, we have been listening and working with Manitobans to improve the floodway expansion project," said Ernie Gilroy, CEO of MFEA. "The public's feedback and input has been invaluable and has helped to shape and improve this project. Our commitment is to facilitate an inclusive, innovative and informative public consultation process. The fourth round of public consultation is an excellent opportunity for the public to learn about these improvements and the project's EIS as we move forward on this historic project."

The initiatives announced today include three public open houses in Lorette, East St. Paul and Winnipeg, as well as a Public Information Booth that will be established at the St. Norbert Farmers' Market, the Selkirk Towne Plaza and St. Vital Centre.

"These initiatives complement other components of the fourth round of public consultation which includes half-day seminars on the environmental impact statement for local municipalities, stakeholder groups and the project's technical advisory committee," said the Honourable Reg Alcock, President of the Treasury Board and Minister responsible for the Canadian Wheat Board, on behalf of the Honourable Stephen Owen, Minister of Western Economic Diversification and Minister of State (Sport). "Individual meetings with local First Nations and Métis organizations are also being planned, which is all part of our ongoing commitment to share information and provide Manitobans with the opportunity to provide feedback on this important project."

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"In 1997, the Red River Floodway came very close to reaching its capacity during the Flood of the Century," said Steve Ashton, Manitoba Minister of Water Stewardship. "An expanded floodway will protect an additional 450,000 residents and thousands of local businesses, who would otherwise be at risk of flooding during a 1 in 700 year flood. The fourth round of consultation is another opportunity for the public to learn about the benefits of this critical flood protection project." Ashton noted that it is estimated that the potential damages from a 1 in 700 year flood would be in excess of $10 billion.

On August 3rd, after three separate rounds of consultations were completed, MFEA submitted an EIS to Manitoba Conservation for review. The EIS concluded ***that the Project, after the implementation of mitigation measures outlined in the EIS, is expected to create no significant adverse effects on the biophysical or related socio-economic environments.*** The fourth round of public consultation has been undertaken to update the public and provide information on the project's EIS.

Since January, MFEA has undertaken an extensive public consultation process regarding the floodway expansion project. The process included consultation with municipal Councils, local citizen groups, interested Aboriginal communities, environmental non-government organizations and local residents in the RMs of Morris, Macdonald, Ritchot, Taché, Springfield, St. Clements, East St. Paul, St. Andrews and West St. Paul, in the Towns of Niverville and Morris, and in the cities of Selkirk and Winnipeg.

In the aftermath of the 1997 "flood of the century", the Governments of Canada and Manitoba invested $130 million in flood protection measures, including $110 million for rural Manitoba communities. Over the past year, Canada and Manitoba have announced an additional $240 million to begin work on the floodway expansion project. Canada has recognized the project as a national infrastructure priority.

"We want to invite Manitobans to learn more about one of largest infrastructure projects in Manitoba's history," said Gilroy.

The EIS can also be accessed at
www.gov.mb.ca/conservation/envapprovals/registries/redriverfloodway/index.html

For more information on the independent environmental assessment process, please visit www.floodwayeia.com. For more information on MFEA and the floodway expansion project, please visit www.floodwayauthority.mb.ca or contact:

Manitoba Floodway Expansion Authority
200-155 Carlton Street, Winnipeg, MB R3C 3H8
Toll free: 1-866-356-6355
Winnipeg: 945-4900

Contact: Ronuk Modha
Manitoba Floodway Expansion Authority
(204) 945-4178, (204) 945-4900, or 1-866-356-6355

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PUBLIC OPEN HOUSES

Learn About the Floodway Expansion's Environmental Impact Statement (EIS)

Since January 2004, the Manitoba Floodway Expansion Authority (MFEA) has been listening to Manitobans about the proposed Red River Floodway expansion project. These consultations have helped to shape and improve the floodway project. Last month, MFEA submitted an Environmental Impact Statement (EIS) to Manitoba Conservation for review. A fourth round of public consultations has been scheduled to provide an opportunity to help inform the public about the project's EIS.

MFEA representatives will be available at Public Information Booths at the following locations:

Saturday, September 18,	St. Norbert Farmers Market, 3514 Pembina Highway
Saturday, September 25,	Selkirk Towne Plaza, Selkirk, MB 366 Main Street
Sunday, September 26,	St. Vital Centre, Winnipeg, MB

In addition, Public Open Houses will take place at the following locations:

Monday, September 27th 5:00pm to 8:00 pm	Lorette Parish Hall, 1282 Dawson Road, Lorette, MB
Wednesday, September 29th 5:00 pm to 8:00 pm	Henderson Highway Legion Hall, 3600 Devries, East St. Paul, MB
Saturday, October 2 9:00 am to 4:00 pm	Engineering Building, University of Manitoba

For more information, please visit our website at www.floodwayauthority.mb.ca or contact us at

Manitoba Floodway Expansion Authority
200-155 Carlton Street, Winnipeg, MB R3C 3H8
Toll free: 1-866-356-6355
Winnipeg: 945-4900

Manitoba
Floodway Expansion Authority

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Fax: (204) 948-2462

Public Notice

September 24, 2004
For Immediate Release

PUBLIC INVITED TO VIEW FLOODWAY OUTLET CONTROL STRUCTURE MODEL

Winnipeg, Manitoba – In response to public interest, the Manitoba Floodway Expansion Authority (MFEA) has announced an opportunity for the public to view the Floodway Outlet Control Structure Model at the University of Manitoba.

"Since its unveiling, Manitobans have expressed an interest in viewing the Outlet Model," said Ernie Gilroy, CEO of MFEA. "We are pleased to provide an opportunity for the public to view the model, learn more about the expansion project and participate in our 4th Round of public consultation."

In July, Steve Ashton, Manitoba Minister of Water Stewardship, and Raymond Simard, Member of Parliament for St. Boniface, on behalf of Reg Alcock, President of the Treasury Board and Minister responsible for the Canadian Wheat Board, unveiled the new, innovative scale model designed to test the hydraulic performance of the proposed design of an upgraded Floodway Outlet Control Structure.

As part of the Red River Floodway expansion project, the current capacity of the existing channel will increase from 1,700 cubic metres (60,000 cubic feet) of water per second to 4,000 cubic metres (140,000 cubic feet) per second. To ensure that the Floodway Outlet Control Structure can accommodate the increased discharge, an upgraded outlet structure is being designed. Testing on the model will focus on velocities in the vicinity of the outlet structure as well as energy dissipation so as to mitigate any downstream erosion of an expanded floodway.

The viewing will occur on October 2 at the University of Manitoba, Department of Civil Engineering, Hydraulics Research & Testing Facility. Individuals interested in viewing the model are asked to register with:

Becky McEachern
Manitoba Floodway Expansion Authority
(204) 945-4900 or
1-866-356-6355

– 30 –

Contact: Ronuk Modha,
Manitoba Floodway Expansion Authority
(204) 945-4178, (204) 945-4900 or 1-866-356-6355

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1.3.2 Environmental Impact Statement Seminars

A total of three seminars were held with various segments of the public in areas affected by the proposed Floodway Expansion Project as part of Round 4 Public Involvement.

Table 1.3-2
Environmental Impact Statement Seminars

Date	Location	Focus Group
Wednesday, September 8, 2004	Winnipeg Convention Centre	Technical Advisory Committee
Monday, September 13, 2004	Dugald Community Club	Rural Munipalities (Chief Administrative Officers)
Tuesday, September 14, 2004	Winnipeg Winter Club	Stakeholders

The Seminars were requested by the EA Study Team and MFEA for the Floodway Expansion Project to:

- Review the status of the EIA.
- Facilitate where to find topic specific information within the EIS documents.
- Discuss initial comments and/or concerns about the reports.

The following information is provided for the Stakeholder and Municipal Seminars:

- A copy of the letter confirming attendance;
- A copy of the letter to review the draft seminar notes;
- A copy of the letter indicating that the meeting notes have been finalized;
- Invitation lists;
- Sign in sheets;
- Finalized seminar notes;
- Seminar notes tracker/Action items tracker; and
- Sample presentation.

The TAC Seminar meeting notes are also included in this section. These notes were forwarded to the TAC for their consideration but were not finalized.

1.3.2.1 Technical Advisory Committee

Sign in Sheet

TECHNICAL ADVISORY COMMITTEE

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Wednesday, September 8, 2004 @ 9:00 a.m.
Winnipeg Convention Centre – Presentation Theatre

Name (Please Print)	Department/Organization
Dave macmillan	KGS
Roger Rempel	Tetres
John Osler	Inter Group
Brett McGurk	Inter Group
DOUG MCNEIL	MFEA
[illegible]	MFEA
NORA MEIER	MFEA
JIM P. MORRIS	TRANSPORT CANADA
Gene Piasta	MFEA
Ruth Eden	MFEA
Tara Liske	MFEA
Bryan Schwartz	MFEA
MELANIE BUECKERT	MFEA
Jim Thomson	MFEA
Rick Nendlen	Pitblado
Ronk Modha	MFEA
L. Grady	INFC.

TECHNICAL ADVISORY COMMITTEE

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Wednesday, September 8, 2004 @ 9:00 a.m.
Winnipeg Convention Centre – Presentation Theatre

Name (Please Print)	Department/Organization
Jan Bubb	C.E.C.D.
Peggy Barnard Atkinson	PWGSC.
George Rempel	Tetres Consultants Inc
Dave Morgan	Tetres
Bruce Webb	MB. Conservation
Maurice Sidor	DOE/WPCD.
Dave Gehring	MB Intergovernmental Affairs
Katherine Cumming	Parks Canada
Greg Brooks	NRCan
Brian Bezak	Highways.
Larry Steinsvik	Highways
Chris Colp	PWGSC.
Kelly Hunnie	NWP - TC.
Andrew McLaren	InterGroup

TECHNICAL ADVISORY COMMITTEE

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Wednesday, September 8, 2004 @ 9:00 a.m.
Winnipeg Convention Centre – Presentation Theatre

Name (Please Print)	Department/Organization
Don Harron	T/T/ES
Jim Petsnik	MB. Conservation
LARRY STRACHAN	"
TERRY YOUMANS	ENVIR. CDA.
Rolly Wickstrom	ENVIR. CAN.
Beverly Rocire	Manitoba Agriculture, Food & Rural Initiatives
Jim Popplow MB Health.	
Dan McLaughlin	CEAA
Kristina Farmer	CEAA
Gerry Tessier	"
Catherine Cook	WRHA
TRENT HRENO	MB Conservation
Barry Briscoe	Environment Canada
Sadika McLeod	for Infrastructure Canada
Beth Thomson	DFO

TECHNICAL ADVISORY COMMITTEE

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Wednesday, September 8, 2004 @ 9:00 a.m.
Winnipeg Convention Centre – Presentation Theatre

Name (Please Print)	Department/Organization
Sandra Owens	Health
Rick Grabowecky	Health.
Ernie Arnott	Mines
Chuck Jones	Mines
Alan Turner	Transport Canada (Surface)
Joseph Romeo	Manitoba Transportation
William Lisicki.	WRHA.
Steve Wynford	
D. Peterson	MFEA

Seminar Notes

Manitoba Floodway Expansion Project – Round 4 TAC Meeting

Meeting Highlights

Meeting With
The Technical Advisory Committee
Winnipeg Convention Centre – Winnipeg, Manitoba
September 8, 2004

In Attendance

TAC Members

Keith Grady (Infrastructure Canada)
Sheldon McLeod (Infrastructure Canada)

Jake Buhler (Cooks Creek Conservation District)

Peggy Bainard-Acheson (Public Works and Government Services Canada)
Chris Colp (Public Works and Government Services Canada)

Bruce Webb (Manitoba Conservation)
Jim Petsnit (Manitoba Conservation)
Larry Strachan (Manitoba Conservation)
Trent Hreno (Manitoba Conservation)

Maurice Sydor (Environment Canada)
Terry Youman (Environment Canada)
Rolly Wickstrom (Environment Canada)
Barry Briscoe (Environment Canada)

David Jopling (Manitoba Intergovernmental Affairs)

Katherine Cumming (Parks Canada)

Greg Brooks (Natural Resources Canada)

Beverly Rouire (Manitoba Agriculture, Food and Rural Initiatives)

Dan McNaughton (Canadian Environmental Assessment Agency)
Kristine Farmer (Canadian Environmental Assessment Agency)
Gerry Tessier (Canadian Environmental Assessment Agency)

Jim Popplow (Manitoba Health)

Sandra Owens (Health Canada)
Rick Graboercky (Health Canada)

Catherine Cook (Winnipeg Regional Health Authority)
William Libich (Winnipeg Regional Health Authority)
Steve Wopnford (Winnipeg Regional Health Authority)

Beth Thomson (Department of Fisheries and Oceans)

Ernie Ammitt (Manitoba Industry, Economic Development and Mines)
Chuck Jones (Manitoba Industry, Economic Development and Mines)

Alan Turner (Transport Canada)
Kelly Hunnie (Transport Canada)

Joseph Romeo (Manitoba Transportation and Government Services)
Brian Beyak (Manitoba Transportation and Government Services)
Larry Steins (Manitoba Transportation and Government Services)

Rick Handlon (Pitblado)
Bryan Schwartz (Pitblado)
Melanie Bueckert (Pitblado)

Manitoba Floodway Expansion Authority

Doug McNeil
Jim Thomson
Doug Peterson
Brian Peter
Norm Meier
Gene Piasta
Ruth Eden
Tara Liske
Ronuk Modha

Environmental Assessment Study Team

George Rempel
John Osler
Dave Morgan
Roger Rempel
Andrew McLaren

Don Harron
Brett McGurk
Dave MacMillian (KGS)

Question and Answer Period

Environment Canada

Is there difficulty with the hydraulic capacity of the Inlet Structure?

Response – The 1997 flood revealed that there was head loss and reduction of discharge capacity of the Floodway Channel due to constrictions at the inlet. In order to address this, two segments (notches) were taken out of the Floodway Channel on the east embankment. To further improve the capacity at the inlet, a third notch will be added east of Highway 59. Cumulatively, the three notches will allow the inlet to handle 95% of the design flows. For additional information see Figure 4.3-2 and Section 4.3.3.4. in the EIS.

Will the ability of the Inlet Control Structure to accommodate greater flows provide added protection to individuals who reside on St. Mary's Road and Greenview Road?

Response – There will only be a minor improvement for the individuals who reside in these areas.

Is the premise that the road system becomes part of the dyking system where the West Dyke ends?

Response – The West Dyke will be lengthened approximately 12 miles and will follow the drainage divide. The provincial roads will form part of the dyking system where the West Dyke ends.

Will there be a buffer zone in front of the West Dyke?

Response – South facing portions of the West Dike will be armorered where necessary.

Will there be an increase in bank slope and deck elevations?

Response – All bridges and the deck elevations will be raised. The current channel side slopes are 6 to 1, except at the bridge structures where the side slopes are 9 to 1. The Expanded Floodway will have side slopes of 6 to 1 throughout.

Is it possible to reuse the existing bridge decks?

Response - CN has expressed an interest in using the girders for their operations when construction of the Project is complete. However, liability will continue to rest with the original user (MFEA) and the issue, therefore, needs to be further explored before a decision can be made on reuse. Where recycling is possible, the materials will be used.

It indicates in the EIS that TSS levels would be within the natural variability in the Red River during construction. Were annual averages or seasonal averages used to determine TSS levels?

Response – Annual averages were not used; variations within each relevant month were employed. We do not expect to see a measurable difference in TSS levels from removing vegetation in the Floodway Channel during excavation.

Will herbicides be used to assist in revegetating the Floodway Channel?

Response – Herbicides will have to be used when trying to revegetate the Floodway Channel with natural grasses. The most environmentally friendly herbicides will be employed.

There was not a lot of information in the EIS on maintenance of the Floodway Channel? Who is responsible for such maintenance?

Response – There is a small section in the EIS on maintenance in the Project Description (Section 4.14). Maintenance of the Floodway and the West Dyke is MFEA's responsibility.

Is further work going to be conducted on the Inlet Structure? Will stop logs need to be put in place?

Response - A dam safety analysis was conducted and it was determined that the Inlet Structure is structurally sound, but additional safety elements and redundancy need to be built into the structure. No stop logs will be put in place at the Inlet Structure.

Will the desilting program at the Inlet Structure be reinstated?

Response – This is part of maintenance with the Project, and MFEA would be responsible for such activities.

Natural Resources Canada

In the erosion and sedimentation section, under construction Scheme A, why would there be zero risk of sediment loading in year one of construction?

Response – In construction Scheme A construction would start upstream and continued downstream and, therefore, existing vegetation would catch the sediment. In construction Scheme B, there would be more sediment loading because construction would commence downstream and continue upstream where no established vegetation would be able to catch the sediment.

Canadian Environmental Assessment Agency

Why was there a reduction in the amount of land required for the Project (i.e., change from 1000 acres to 500 acres)?

Response - It was first thought that 1000 acres were needed to spoil the excavated materials. However, since the Floodway Channel will be largely widened and bridge height increased for those structures crossing the floodway, there was a reduction in the amount of excavation required. Therefore, the majority of the excavated material will be able to fit within the existing ROW.

Other than the vegetation fieldwork, is there any other information that will be included in the supplemental filing? When will the supplemental filing be available?

Response - In addition to the vegetation field study, other topics including documentation of Round 4 public involvement activities and the definition of emergency summer operation will be included in the supplemental filing. It is expected that the supplemental filing will be included in the information provided to the TAC in response to comments received after October 12, 2004. The intention is to Provide the TAC with one complete package of materials, as opposed individual packages of information as studies are completed.

Action item: All Federal Responsible Authorities would like a list of what information will be included in the supplemental filing.

When the definition of summer emergency operation is formalized, will the effects of summer operation be included in the supplemental filing? We are concerned about the effects of summer operation on fish migration through the Floodway Channel.

Response - Summer operation is considered part of the existing environment and is not linked to the proposed expansion project, therefore, it did not need to be considered in effects assessment and will not be included in the supplemental filing.

Will the West Dyke height be increased?

Response - The West Dyke will be raised to increase the freeboard. The additional freeboard will provide additional protection from wave action damage.

Health Canada

The presentation noted that there is ongoing work with Peguis and other First Nations – What is status on this issue?

Response – Three First Nations have been contacted, to date: Peguis, Brokenhead, and Roseau River. Brokenhead was contacted and had no issues with respect to the Project. However, they were interested in economic development opportunities associated with the Project. With respect to Roseau River, despite repeated attempts to contact the community since January 2004, no communication has been received. We are assuming that they do not have any interest in the Project and are not impacted by the Project. Peguis First Nation has demonstrated the most interest in the Project out of the three First Nations contacted. MFEA has initiated direct meetings with Peguis, the next opportunity being September 16, 2004, to improve understanding of its concerns with the Project. MFEA has also met with the Manitoba Métis Federation (MMF). Doug Peterson has been working with their Resource Manager to establish a process to meet with members of the MMF. The possible format could be two to three open houses in and around Winnipeg focused on interested Métis stakeholders. In addition to the above, a Key Person Interview Program with Peguis First Nation members was established to support the Socio-Economic component of the EIS.

Will there be further interviews with members of Peguis?

Response – In addition to the interview program that was completed prior to the submission of the EIS, two more interviews will be conducted in the near future with resource harvesters who were not available at the time.

Will the supplemental filing include the status on consultation with Aboriginals?

Response - The supplemental filing will include an update on the status of Aboriginal consultation.

Are there opportunities for Aboriginals to be involved in employment with Project?

Response - MMF and the Assembly of Manitoba Chiefs are actively involved in discussions pertaining to employment related to the Project. Peguis is currently developing a list of the skilled labourers in their community and will provide the list to MFEA. MFEA is committed to employment equity and providing opportunities for Aboriginals to become involved in employment associated with the Project.

The EIS concluded that the effects of the Project are insignificant and minor. Is it possible to mitigate the minor effects?

Response - Steps have already been taken in the Project design to reduce the potential impacts of the Project. For example, due to public concern about groundwater quality, the extent of channel deepening has been reduced. Also, in certain circumstances it is difficult to mitigate such effects. For example, dewatering at bridge piers is necessary so construction can take place safely; however, this could have a temporary effect on the water level - such an effect is unavoidable.

Is compensation available to those who experience Project-related flooding?

Response – The goal is to mitigate the effects of artificial flooding. However, if individuals experience Project-related flooding, they would be able to apply for compensation. In the event the Project must be

operated above natural water levels, compensation for upstream flooding will be awarded in accordance with the Red River Floodway Act. To the extent that flood mitigation was not fully effective during a flood event, MFEA is committed to ensuring that flood compensation will be provided to those adversely affected by incremental flooding caused by the Project.

Transport Canada

Will raising the West Dyke impact the rail lines?

Response – MFEA is in the midst of providing information directly to Mr. Bob Err.

Will the Lac Du Bonnet rail line be disconnected prior to Project construction commencing?

Response - The Lac Du Bonnet rail line was removed a few years ago.

Infrastructure Canada

Slide 28 states that "...encouragement by MFEA and Manitoba to consider investment in rural flood protection, particularly north of the Winnipeg" – Why is focus placed on north of the Floodway Outlet?

Response – It became apparent through the public involvement process that residents north of the floodway felt that they were not receiving equitable flood protection. They commented that while residents south of the floodway inlet have received financial compensation and monies to flood proof their homes, residents north of the floodway have not received the same level of treatment.

When the definition of summer emergency operation is formalized, will the effects of summer operation be included in the supplemental filing?

Response - Summer operation is considered part of the existing environment and, therefore, it did not need to be considered in effects assessment and will not be included in the supplemental filing.

1.3.2.2 Rural Municipalities

Confirmation Letter

InterGroup
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September 7, 2004

SAMPLE LETTER

Dear <NAME>:

RE: ENVIRONMENTAL IMPACT STATEMENT SEMINAR – CONFIRMATION

This letter confirms that a representative(s) from the <MUNICIPALITY> will be attending the Rural Municipalities CAO Floodway Expansion Project Preliminary Engineering Studies and Environmental Impact Statement Seminar on **Monday, September 13, 2004**, from **1:00 p.m. to 4:30 p.m.** The seminar will be held in Dugald, Manitoba, at the **Dugald Community Club** (543 Holland Street).

In addition to CAO's, if you feel that select councillors need to attend the session, we encourage you to invite them to the seminar. This seminar is part of the Round 4 Public Involvement for the proposed Floodway Expansion Project. The purpose of the seminar is to provide an overview of the engineering and environmental assessment status to date, and to provide a roadmap on the EIS to help facilitate where to find topic specific information in the EIS documents. It will also be an opportunity to discuss initial comments and/or concerns about the reports.

The EIS documents are located electronically at:
http://www.gov.mb.ca/conservation/envapprovals/registries/redriverfloodway/eis/toc.html, and a copy of the EIS Executive Summary will be mailed to your municipality office in the near future.

If you have any questions about the seminar, please contact Brett McGurk at (204) 942-0654. We look forward to seeing you at the seminar.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk, MNRM
Research Analyst

Draft Meeting Notes Letter

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October 20, 2004

SAMPLE LETTER

Dear <NAME>:

RE: DRAFT MEETING NOTES FROM THE SEPTEMBER 13, 2004, SEMINAR IN DUGALD REGARDING THE PROPOSED RED RIVER FLOODWAY EXPANSION PROJECT

Please find enclosed for your review and comment draft meeting notes from the September 13, 2004, seminar in Dugald, Manitoba regarding the proposed Red River Floodway Expansion Project. Please provide any comments you might have by October 28, 2004. I can be reached at (204) 942-0654 or by e-mail at bmcgurk@intergroup.ca.

Once the meeting notes have been finalized, they will be posted on the Environmental Assessment Team's web site (www.floodwayeia.com) and included in the supplemental filing. The Environmental Assessment Team's web site contains information on the Project and is updated regularly.

If you have any questions or comments about the Project or the public involvement process, beyond any meeting note changes, please do not hesitate to call Denis De Pape or John Osler of InterGroup Consultants, Ltd. at (204) 942-0654.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk
Research Analyst

Enclosure

Final Meeting Notes Letter

InterGroup
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October 29, 2004

SAMPLE LETTER

Dear <NAME>:

RE: FINAL MEETING NOTES ON THE PROPOSED FLOODWAY EXPANSION PROJECT

Please find enclosed the finalized notes from the seminar held on September 13, 2004, in Dugald, Manitoba regarding the proposed Red River Floodway Expansion Project. The final version of the notes has been revised to reflect any comments that were received during the review process, and will be included in the supplemental filing and posted on the Environmental Assessment Team's web site (www.floodwayeia.com). The Environmental Assessment Team's web site contains information on the Project and is updated regularly.

If you have any questions or comments about the Project or the public involvement process, please do not hesitate to call Denis De Pape or John Osler of InterGroup Consultants, Ltd. at (204) 942-0654.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk
Research Analyst

Enclosure

Invitation List

MS JANET NYLEN
Rural Municipality of Springfield

MR. JEROME MAUWS
Rural Municipality of East St. Paul

MR. ROBERT POIRIER
Rural Municipality of St. Clements

MR. DAN POERSCH
Rural Municipality of Tache

MR. BOB MACCALLUM
City of Winnipeg

MR. SCOTT SPICER
Rural Municipality of St. Andrews

MR. YVES SABOURIN
Rural Municipality of Ritchot

MR. TOM RAINE
Rural Municipality of Macdonald

MS MIDGE ANDERSON
Town of Morris

MR. ERNIE BUHLER
Rural Municipality of Morris

MR. JOHN LIVINGSTONE
City of Selkirk

MR. EARL STEVENSON
Peguis First Nation

Sign in Sheet

RURAL MUNICIPALITIES & CITY OF WINNIPEG

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Monday, September 13, 2004 @ 1:00 p.m.
Dugald Community Centre

Name (Please Print)	Rural Municipality/Organization
John Osler	TetrES/InterGroup.
Brett [illegible]	TetrES InterGroup
Dale Stewart	DFS
Randy Boisa	City of Selkirk
Rick Carson	KGS Group
Dave Donachy	RM of Springfield
Doug McNeil	MFEA
Bob [illegible]	Ritchot
Doug Dobrowolski	RM Macdonald,
Keith Grady	INFC.
Tom Raine	R.M. of Macdonald
Dave Grabowsky	" "

RURAL MUNICIPALITIES & CITY OF WINNIPEG

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Monday, September 13, 2004 @ 1:00 p.m.
Dugald Community Centre

Name (Please Print)	Rural Municipality/Organization
Yves Sabourin	R.M. of Ritchot
Valerie Rutherford	R.M. of Ritchot
DAN POERSCH	R.M. of TACHÉ
~~Doug Peterson~~	~~KFEA~~
[illegible]	MFEA
[illegible]	MFEA
John [illegible]	R M of Springfield
[illegible]	Taché
Doug Peterson	MFEA

Seminar Notes

Manitoba Floodway Expansion Project – Round 4 Council Representatives Seminar - EIA

Meeting Highlights

Council Representatives Seminar
Dugald Community Club – Dugald, Manitoba
September 13, 2004

In Attendance

Moderator
D. Stewart

For City of Selkirk
R. Borsa

For RM of Springfield
D. Donaghy
J. Holland

For RM of Ritchot
B. Wiliman
Y. Sabourin
V. Rutherford

For RM of Macdonald
D. Dobrowolski
T. Raine
D. Grabowsky

For Infrastructure Canada
K. Grady

For RM of Tache
D. Poersch

For Environmental Assessment Team
J. Osler – TetrES/InterGroup
D. Morgan – TetrES/InterGroup
B. McGurk – TetrES/InterGroup

For KGS Group
R. Carson

For Manitoba Floodway Expansion Authority
D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President - Transportation
D. Peterson – Manager of Environmental Services
T. Lyski – Engineer in Training

Purpose of Seminar

The Seminar was requested by the Environmental Assessment Team and MFEA for the Floodway Expansion Project to:

- Review the status of the EIA
- Facilitate where to find topic specific information within the EIS documents
- Discuss initial comments and/or concerns about the reports

The meeting was one of a series of sessions being held with various segments of the public in areas affected by the proposed Floodway Expansion Project as part of Round 4 public involvement.

Meeting Process

MFEA representatives presented information on:

- The need for the Project
- Floodway expansion benefits

Members of the Environmental Assessment Study Team then presented information about:

- Status of EIA
- Environmental Assessment approach
- Public involvement process, including how the public has affected the Project
- Project description
- Summary of Environmental Assessment findings
- Where to find topic specific information within the documents
- Monitoring and follow-up
- Next steps in the process

Throughout and following the presentations, discussion took place in which:

- Attendees asked questions and offered perspectives on what had been presented
- Where appropriate, representatives of the Environmental Assessment Team and Manitoba Floodway Expansion Authority answered questions and assisted attendees in finding information within the EIS documents.

The following are highlights of the seminar and are intended to capture the key points that were raised and presented. They are not presented in the sequence in which they were raised at the meeting, nor are they a detailed or verbatim transcription of what was said.

Questions, Key Perspectives and Issues Identified by Council Representatives

Rural Municipality of Ritchot

There is little information in the EIS documents with respect to whether the inlet lip berm will be lowered to allow water to enter into the floodway at a lower level. It is the perception within the RM of Ritchot that the inlet lip holds back approximately 8 feet of water prior to water entering into floodway.

Response - The inlet lip berm will not be changed as part of the Floodway Expansion Project. It was determined in a study conducted by KGS in 1995 for the City of Winnipeg, that removing the inlet berm would provide very little benefit to individuals who reside immediately upstream of the inlet.

Action item: John Osler will provide Valerie Rutherford with additional information on the inlet lip.

With an expanded floodway, will residents in Ritchot be affected by backwater flooding via the Seine river diversion structure?

Response - This is concern shared by people residing in Tache, Springfield, and Ritchot will be discussed on Wednesday, September 15, 2004, at the Centre Jubinville in Lorette, Manitoba. It has been determined that residents in these areas are better off today than in 1997 with a repeat of the 1997 flood and will be better off with the Expanded Floodway than the current situation with respect to flooding.

It is unacceptable to base emergency summer operation of the floodway on a 5-day forecast. Furthermore, the summer operation needs to be included in the effects assessment.

Response - Summer operation is part of the existing environmental and, therefore, it was not assessed in the effects assessment.

With respect to Slide 51, it is important to comment that residents upstream of the inlet also experience erosion. The RM of Ritchot feels that the operation of the floodway during emergency summer operation exacerbates the level of erosion near the inlet.

Will the RM of Ritchot have representation on the committee responsible for operation of the floodway?

Response - MFEA is responsible for the design, construction and maintenance of the floodway; Manitoba Water Stewardship is the operator of the floodway and is also responsible for chairing the Floodway

Operation Advisory Committee. We advise you to contact Water Stewardship to further discuss your representation on the committee.

Will there be any mitigation conducted on the low flow channel if it impacts groundwater in the Grande Pointe area?

Response - A mitigation fund has been set up for any unanticipated effects as a result of the Project. However, current information indicates that modifications to the low flow channel should not affect groundwater quality or quantity.

Rural Municipality of Tache

The RM of Tache would like the opportunity to lengthen the review time for the EIS since they were not supplied with a copy.

Response - The RM of Tache will have to bring their concerns to Mr. Bruce Webb, Manitoba Conservation. It is important to note that the copies sent to the RMs were courtesy copies; MFEA was not required to distribute such copies as part of the environmental review process. Copies of the EIS are located in public registries throughout Manitoba for the public to access.

Action item: Doug Peterson will send a copy of the EIS to the RMs of Macdonald and Tache.

Rural Municipality of Macdonald

When will the final design of the West Dyke extension be completed?

Response - The final design of the West Dyke can be expected to begin in November 2004. Once the final design is complete, MFEA will hold a meeting with residents in the RM of Macdonald.

City of Selkirk

In the June 2004 meeting with Council, it was noted that the City of Selkirk would receive revised water elevation maps. When can Council expect to see the maps?

Action item: Randy Borsa and Doug McNeil will discuss after how to provide the City of Selkirk with the requested information.

People residing in Selkirk feel that floodway operation has an effect on ice jamming north of the floodway that causes subsequent backwater flooding. What did the EIS conclude on this matter?

Response - The information on ice jamming is located in Section 5.7 of the EIS. Due to concerns expressed at public involvement activities in Selkirk regarding the impact of the floodway on ice jamming, further studies were conducted. The conclusion was that the Project is not expected to have any effect on the frequency and/or severity of ice jamming at and downstream of Selkirk.

Selkirk was promised that they would be funded for dyking and a flood pumping station. What is the status on this issue?

Response - MFEA was not mandated to provide funding for the above projects.

Rural Municipality of Springfield

The municipality has not heard anything regarding Round 4 public involvement. When and where will the public involvement activities be taking place?

Response - MFEA representatives will be available at public information booths at the following locations:

- *Saturday, September 18 – St. Norbert Farmers' Market (3514 Pembina Highway), Winnipeg, Manitoba*
- *Saturday, September 25 – Selkirk Town Plaza – (366 Main Street), Selkirk, Manitoba*
- *Sunday, September 26 – St. Vital Centre, Winnipeg, Manitoba*

In addition to the above, public open houses will take place at the following locations:

- *Monday, September 27 – Lorette Parish Hall (1282 Dawson Road) – 5:00 to 8:00 pm, Lorette, Manitoba*
- *Wednesday, September 29 – Henderson Highway Legion Hall (3600 Devries) – 5:00 to 8:00pm, East St. Paul, Manitoba*
- *Saturday, October 2 – Engineering Building, University of Manitoba – 9:00 to 4:00 pm.*

It is important to note that the format for this round of open houses will be different than previous rounds. At the open houses there will be no formal question and answer session, but subject area specialists will be at relevant storyboards to answer questions. Separate meetings will also be taking place with stakeholders and discussions will continue with interested First Nations such as Peguis.

Is there any place on the Internet where one can obtain information on dates, times and locations of the public involvement activities?

Response - Both MFEA (www.floodwayauthority.mb.ca) and the EA Study Team (*www.floodwayeia.com)* have active websites where this information will be updated shortly.

To date, the RM of Springfield has not heard anything about its participant funding. What is the status on the funding?

Response - The Minister of Conservation will advise those who will receive funding. A decision is being made shortly on this matter.

Slide 24 is confusing because while the effects assessment did not include the existing environment, the cumulative effects assessment had to consider the existing environment (i.e., existing floodway). The RM is concerned about intrusion of floodway water into the aquifer caused by the existing floodway when it was first built.

Response – MFEA will mitigate against adverse effects caused by the Project. If it was determined that the Floodway Expansion increased the amount of water entering into the aquifer, that additional amount of water would need to be mitigated against. MFEA does not have the responsibility to rectify the effects of the existing floodway, such as the possible intrusion of floodway water into the aquifer.

In order for the RM to be granted additional land for residential purposes, further studies on groundwater quality and quantity need to be conducted. Where in the EIS can information on groundwater be located?

Response - Information on groundwater is located in Section 5.4 of the EIS.

The presentation indicates that a cutoff wall could be used to reduce the amount of water intrusion from the floodway into the aquifer. Why is there no commitment to construct a sub-surface cutoff wall?

Response – No commitment has been made to build the cutoff wall because if it is determined that widening the floodway channel will not create an entry point for floodway water to enter into the aquifer, than the subsurface cutoff wall would not be necessary.

It has been indicated that there will be no deepening of the floodway channel; however, the EIS shows areas of possible deepening starting at the inlet.

Response - In the EIS documents and at the public involvement events it was communicated that the ultimate goal would be to have no floodway channel deepening. However, a promise was not made that there would be no channel deepening. There will be some areas in the low flow channel where there will be channel deepening to ensure that there is a continuous slope of the low flow channel.

The RM of Springfield and Tache have concerns about possible recreational opportunities associated with the proposed Floodway Expansion Project. Specifically, the RMs are concerned about the provision of services such as fire and ambulance as a result of recreational activities taking place in the floodway.

Response - In March 2004, MFEA issued a call for expressions of interest to Manitobans to explore possible recreational opportunities associated with the Project. Submissions included hiking, jogging and biking trails, cultural and historic initiatives, and downhill & nordic ski facilities, to name a few. MFEA will be meeting with those organizations whose proposals were selected for further consideration. MFEA will consult with RMs potentially affected from any recreational opportunity before determining what activities would be permitted.

The EIS indicates that native grasses will be used to revegetate the floodway channel. The RM of Springfield is concerned about possible increase in fire frequency if grasses within the floodway channel are not cut on a frequent basis.

Response – The revegetation plan will be included in the supplemental filing. What is currently known is that the grasses within the floodway channel will be cut on a frequent basis so the hydraulic capacity of the floodway will not be compromised.

At previous rounds of public involvement for the Project open houses were the forum to discuss detailed aspects of the Project; however, during this round of public involvement open houses appear not to be the forum to discuss specific issues about the Project. Why was there a change to the open house format?

The purpose of Round 4 PIP is to facilitate where individuals can find information relevant to them in the EIS documents, and to explain how we arrived at our conclusions. Therefore it was felt that the open houses format with subject specialists available to answer specific questions was more appropriate. Furthermore, if anyone has any additional questions with respect to the documents, we encourage them to contact members of the Environmental Assessment Team.

1.3.2.3 Stakeholders

Confirmation Letter

InterGroup
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e-mail: intergroup@intergroup.ca

September 8, 2004

SAMPLE LETTER

Dear <NAME>:

RE: ENVIRONMENTAL IMPACT STATEMENT SEMINAR – CONFIRMATION

This letter confirms that a representative(s) from <ORGANIZATION> will be attending the Stakeholders and Funded CEC Participants Floodway Expansion Project Preliminary Engineering Studies and Environmental Impact Statement Seminar on **Tuesday, September 14, 2004**, from **1:00 p.m. to 4:30 p.m.** The seminar will be held in Winnipeg, at the **Winnipeg Winter Club** (200 River Avenue).

This seminar is part of the Round 4 Public Involvement for the proposed Floodway Expansion Project. The purpose of the seminar is to provide an overview of the engineering and environmental assessment status to date, and to provide a roadmap on the EIS to help facilitate where to find topic specific information in the EIS documents. It will also be an opportunity to discuss initial comments and/or concerns about the reports.

The EIS documents are located electronically at:
http://www.gov.mb.ca/conservation/envapprovals/registries/redriverfloodway/eis/toc.html, and a copy of the EIS Executive Summary will be mailed to your organization in the near future.

If you have any questions about the seminar, please contact Brett McGurk at (204) 942-0654. We look forward to seeing you at the seminar.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk, MNRM
Research Analyst

Draft Meeting Notes Letter

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October 20, 2004

SAMPLE LETTER

Dear <NAME>:

RE: DRAFT MEETING NOTES FROM THE SEPTEMBER 14, 2004, STAKEHOLDER SEMINAR IN WINNIPEG REGARDING THE PROPOSED RED RIVER FLOODWAY EXPANSION PROJECT

Please find enclosed for your review and comment draft meeting notes from the September 14, 2004, seminar in Winnipeg, Manitoba regarding the proposed Red River Floodway Expansion Project. Please provide any comments you might have by October 28, 2004. I can be reached at (204) 942-0654 or by e-mail at bmcgurk@intergroup.ca.

Once the meeting notes have been finalized, they will be posted on the Environmental Assessment Team's web site (www.floodwayeia.com) and included in the supplemental filing. The Environmental Assessment Team's web site contains information on the Project and is updated regularly.

If you have any questions or comments about the Project or the public involvement process, beyond any meeting note changes, please do not hesitate to call Denis De Pape or John Osler of InterGroup Consultants, Ltd. at (204) 942-0654.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk
Research Analyst
Enclosure

Final Meeting Notes Letter

InterGroup
CONSULTANTS

Suite 604-283 Portage Avenue
Winnipeg, Manitoba
R3B 2B5
tel: (204) 942-0654
fax: (204) 943-3922
e-mail: intergroup@intergroup.ca

October 29, 2004

SAMPLE LETTER

Dear <NAME>:

RE: FINAL MEETING NOTES ON THE PROPOSED FLOODWAY EXPANSION PROJECT

Please find enclosed the finalized notes from the seminar held on September 14, 2004, in Winnipeg, Manitoba regarding the proposed Red River Floodway Expansion Project. The final version of the notes has been revised to reflect any comments that were received during the review process, and will be included in the supplemental filing and posted on the Environmental Assessment Team's web site (www.floodwayeia.com). The Environmental Assessment Team's web site contains information on the Project and is updated regularly.

If you have any questions or comments about the Project or the public involvement process, please do not hesitate to call Denis De Pape or John Osler of InterGroup Consultants, Ltd. at (204) 942-0654.

Yours truly,
INTERGROUP CONSULTANTS LTD.

Brett McGurk
Research Analyst

Enclosure

Invitation List

MR. JACK JONASSON
Coalition for Flood Protection North of the Floodway

MR. DON PEARSON
Selkirk and District Planning Board

MR. JIM STINSON
Selkirk, MB

MR. ANDY SZUKIEWICZ
Bird's Hill Park

DR. ROB STEWART
North Ritchot Action Committee

MR. ROBERT DUERKSEN
768 Association Inc.

MR. FRANK WOYTOWICH
Red River Valley Group

MR. BOB STARR
Ritchot Concerned Citizen's Committee Inc.

MR. MARK MYROWICH
International Erosion Control Association

MR. DENNIS CUNNINGHAM
International Institute of Sustainable Development

MR. DON ALEXANDER
Pembina Valley Conservation District

MR. HAROLD TAYLOR
Red River Basin Commission

MR. DON BELL
MS BONNIE BELL
North Turnbull Drive Group

MR. JOHN SINCLAIR
MR. MIKE OLCZYK
Natural Resources Institute
University of Manitoba

MS ELIZABETH FLEMING
Provincial Council of Women of Manitoba

MR. DAVID DANYLUK
Save our Seine

MS GAILE WHELAN-ENNS
Manitoba Wildlands

MS LORNA HENDERICKSON
Rivers West Coalition

MR. JAKE BUHLER
Cooks Creek Conservation District

Sign in Sheet

STAKEHOLDERS AND FUNDED PARTICIPANTS

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Tuesday, September 14, 2004 @ 1:00 p.m.
Winnipeg Winter Club – Fireplace Room

Name (Please Print)	Organization
Brett McGurk	Tetres/IntraGroup
John Osler	Tetres/IntraGroup
Don Stewart	DPS Consulting
Jim Stinson	self
Jan Bohle	C.E.D.
Lorna Hendrickson	Rivis West
Don Norquay	Tetres/IntraGroup
Dave Hosford	MFEA
Rick Carson	KGS
Doug Peterson	MFEA
Doug McNeil	MFEA
Jim Thomson	MFEA
Andy Szukiewicz	Birds Hill Park
Keith Grady	INFC.

STAKEHOLDERS AND FUNDED PARTICIPANTS

ENVIRONMENTAL IMPACT STATEMENT SEMINAR

REGARDING

THE PROPOSED FLOODWAY EXPANSION PROJECT

Tuesday, September 14, 2004 @ 1:00 p.m.
Winnipeg Winter Club – Fireplace Room

Name (Please Print)	Organization
MIKE OLCZYK	RED RIVER BASIN COMMISSION
ELIZABETH FLEMING	PCWM
Leonne Saunders	PCWM
MARK Myrowich	IECA M.P.
SANDRA McKNIGHT	PCWM.
Ronda Nadeau	MFEA
Brian Hart	Manitoba Wildlands

Seminar Notes

Manitoba Floodway Expansion Project – Round 4 Stakeholders and Funded Participants Seminar - EIA

Meeting Highlights

Stakeholders and Funded Participants Seminar
Winnipeg Winter Club – Winnipeg, Manitoba
September 14, 2004

In Attendance

Moderator
D. Stewart

Resident of Selkirk
J. Stinson

For Cooks Creek Conservation District
J. Buhler

For Rivers West Coalition
L. Henderickson

For Birds Hill Park
A. Szukiewicz

For Infrastructure Canada
K. Grady

For Red River Basin Commission
M. Olczyk

For Provincial Council of Women of Manitoba
E. Fleming
L. Saunders
S. McKnight

For International Erosion Control Association
M. Myrowich

For Manitoba Wildlands
B. Hart (arrived at 2:30 pm)

For Environmental Assessment Team
J. Osler – TetrES/InterGroup
D. Morgan – TetrES/InterGroup
B. McGurk – TetrES/InterGroup

For KGS Group
R. Carson

For Manitoba Floodway Expansion Authority
D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Peterson – Manager of Environmental Services
R. Modha – Communications Manager
D. Hurford – Community and Government Relations

Purpose of Seminar

The seminar was requested by the Environmental Assessment Team and MFEA for the Floodway Expansion Project to:

- Review the status of the EIA
- Facilitate where to find topic specific information within the EIS documents
- Discuss initial comments and/or concerns about the reports

The meeting was one of a series of sessions being held with various segments of the public in areas affected by the proposed Floodway Expansion Project as part of Round 4 public involvement.

Meeting Process

MFEA representatives presented information on:

- The need for the Project
- Floodway expansion benefits

Members of the Environmental Assessment Study Team then presented information about:

- Status of EIA
- Environmental Assessment approach
- Public involvement process, including how the public has affected the Project
- Project description
- Summary of Environmental Assessment findings
- Where to find topic specific information within the documents
- Monitoring and follow-up
- Next steps in the process

Throughout and following the presentations, discussion took place in which:

- Attendees asked questions and offered perspectives on what had been presented
- Where appropriate, representatives of the Environmental Assessment Team and Manitoba Floodway Expansion Authority answered questions and assisted attendees in finding information within the EIS documents.

The following are highlights of the seminar and are intended to capture the key points that were raised and presented. They are not presented in the sequence in which they were raised at the meeting, nor are they a detailed or verbatim transcription of what was said.

Questions, Key Perspectives and Issues Identified by Council Representatives

Provincial Council of Women of Manitoba

The mayor of Winnipeg commented that there would be an effort to eliminate standing water in the city to reduce the amount of mosquito breeding habitat. Will this issue also be addressed by the project proponent through drainage?

Response – The drainage issue that MFEA looked at was in relation to drainage drop structures. A total of five drainage drop structures will be replaced, and improvements will be made within the ROW to accommodate increased design flows and future growth of local drainage systems.

Will the Project impact the City of Winnipeg aqueducts?

Response – The Branch aqueduct pipes will be realigned as a result of the Project. During construction one aqueduct will remain operational at all times. Further information on changes to the aqueduct can be located in Appendix D of the Engineering Reports.

Resident of Selkirk

What does slide 8 depict?

Response – Slide 8 shows the area flooded with a 700-year flood event with the existing floodway. With an expanded floodway, 99 per cent of the blue area (i.e., flooded area) would be eliminated.

Why in slide 34 does it note that all the original bridges will remain in service during construction, except for PTH 44? PTH 44 is an important transportation routes for the community, especially for emergency vehicles. It is important that the PTH 44 bridge remains in operation during construction.

Response – No final decision has been made with respect to PTH 44 as of yet. If the new bridge could be located offline, than the original bridge would remain in service during construction. If the bridge needed to be located in its present location, than a detour or some alternate route would be necessary.

Will a decision on PTH 44 be made prior to the CEC hearing?

Response – The plan is to provide some indication about what will be happening with PTH 44 prior to the hearings.

I was informed that the EIS documents would be located at the public libraries throughout Manitoba. The Selkirk Public Library, for example, does not have the Engineering Reports. Why is a complete set of the documents not available at the Selkirk Public Library?

Response - Originally the plan was to have all documents in the Public registry throughout Manitoba; however, the large volume of documents did not allow for having complete sets of documents (i.e., EIS and engineering reports) at all locations. A decision was made to place only the EIS at the libraries, with the complete set of Engineering Reports at the public registry at 123 Main Street.

Action Item: MFEA will arrange for a CD-ROM containing the pre-design engineering reports or paper copies to be provided to the Selkirk Public Library.

Where in the documents are the known springs that could be a pathway to allow floodway water to enter into the aquifer.

Response – Appendix M of the Engineering Reports identifies the locations of the springs.

Birds Hill Park

Is it possible to move Duff Roblin Provincial Park to a more suitable location (e.g., Floodway Inlet or Floodway Outlet)? Birds Hill Park would like to develop working group with MFEA to discuss this issue.

Response – MFEA cannot unilaterally decide to move Duff Roblin Provincial Park; these discussions need to take place with the appropriate provincial departments. However, we encourage Birds Hill Park to discuss recreational opportunities within the floodway channel with Lorna Henderickson's organization, Rivers West.

International Erosion Control Association (IECA)

Why is the water color of the floodway different than the water quality of the Red River in Slide 33?

Response – There are a few possible reasons why the water color of the Red River and floodway are different:

1. *The floodway water does not contain water from the Assiniboine River, which has different sediment and, therefore, causes the water colour to be different.*
2. *The flow in the Floodway is low in the Floodway and is composed of a large percentage of inflow from local drainage structures, which release flow from local tributaries into the Floodway. These tributaries have only a small concentration of sediment and water will appear clearer due to this influence.*

At the June 22, 2004, meeting members of the IECA commented that they would like to see the HEC 6 calculations. Where can the calculations be located within the EIS documents?

Response – The calculations are located within the Engineering Reports addressing channel design.

Where was the photograph in Slide 37 taken?

Response – The photograph is from a test excavation last summer near Grande Pointe. The objective was to try to determine how fast and effective excavation can take place with current machinery.

It was mentioned that $6 million would be spent on erosion control at the floodway inlet and outlet. Would the money be used solely to protect the above structures from eroding?

Response – The $6 million would be spent on erosion control for the channel during construction.

What methods will be used to protect the low flow channel during construction?

Response – Where necessary, there will be infilling with soil (type to be determined in final design), followed by geotextile overlay and then riprap.

Will there always be water within the low flow channel?

Response – There will be a base flow of about 3 cfs in the low flow channel.

The organization was disappointed that they did not get their question pertaining to the HEC 6 calculations answered fully at the session.

Response to Round 4 Questions:

Response to V. Rutherford:

From KGS – Acres – UMA

Entrance Plug at Floodway

The original design of the Floodway incorporated a weir at the channel entrance to serve several purposes:

- Minimize use of the Floodway during summer so as to also minimize the frequency of submergence of the channel vegetation that could lead to its eradication and resulting exposure of the channel bed to unpredictable erosion damage.
- Minimize the risk of entrance of large volumes of river ice into the Floodway during the spring prior to passage of the ice down-river through Winnipeg. The ice jamming potential at bridges or at the Floodway Outlet, where the channel narrows to about one sixth of the surface width of the Floodway Channel upstream, was feared as an uncertainty. It was recognized as a possible cause of channel blockage that could cause unpredictable rises in water level, and risk to the bridges.

The weir is about 200 m wide, has a crest elevation of approximately El 228.6 m (750 ft) and is about 2 m in height above the invert of the Floodway Channel downstream.

The same issues exist today as they did during the original planning in the 1960's. It is possible that some means of prevention of these problems could be devised at a cost to the project, if there were significant benefits to be achieved by eliminating the entrance weir. Figure 1 shows the rating curve of flow through the Floodway as a function of the water level at the Floodway entrance. It also demonstrates how the expanded Floodway would modify this, and further, how it would be changed if the entrance weir were removed in its entirety. This figure demonstrates two points:

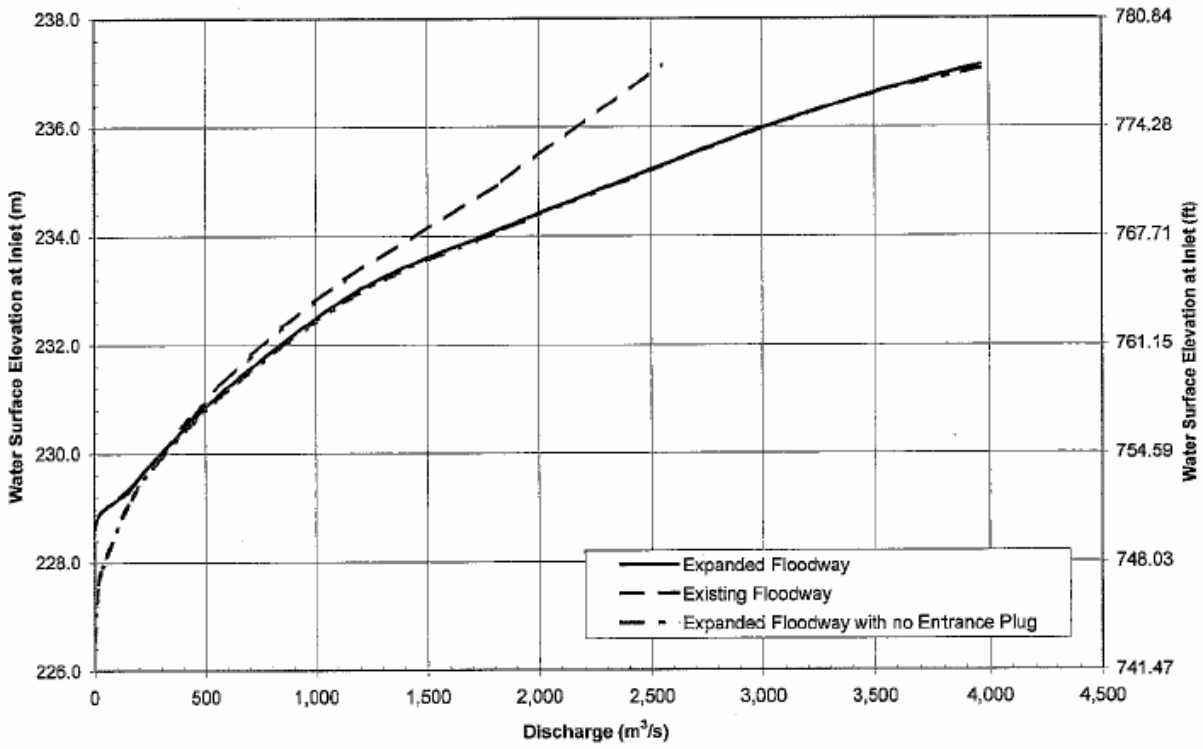
- The improvement in flood passage without the entrance weir at upstream water levels that are approaching or exceed the top of the riverbanks at the Inlet would be virtually nil.
- The largest increase in flow that could be provided is approximately 120 m^3/s (4,200 cfs), and would be at a water level of approximately 228.6 m (750 ft).

Combination of the modified Floodway rating curve (Figure 1 – no weir) with the known hydraulic characteristics of the Red River shows the following:

- With a water level at El 228.6 m (750 ft) and assuming the weir is in place, the river flow would typically be about 1100 m^3/s (40,000 cfs), and would be at an incipient condition of overflowing the crest of the entrance weir.
- If a similar river flow were to occur and the weir did not exist, the drawdown effect of water entering the Floodway would be approximately 35 cm (14 inches) at the entrance to the Floodway, and would be a similar reduction in water level through most of Winnipeg.
- The reduction in water level would reduce to approximately 18 cm (7 inches) at St. Adolphe, and to 7 cm (3 inches) at Ste. Agathe. This is the largest improvement that could be expected.

Page 2

Figure 1 – Rating Curves of Floodway Channel at Floodway Entrance



- At flows that cause the river level to exceed El 230 m (754.5 ft), the elimination of the weir would have no measurable effect. This would be at river flows of about 1 600 m^3/s (56,000 cfs), or greater.
- Similarly, at flows that would cause the river to reach only El 226.5 m (743 ft), the benefit would be zero, as no flow would enter the Floodway either with or without the entrance weir.

These reductions are all at a stage that is well below bank-full stage in the Red River, and the maximum reduction in water level of 35 cm (14 inches) would occur at a water level of about 4 m (12 ft) below the top of bank. Given the small water level reduction, and the fact that that reduction is achieved at a level that is well below bank-full stage upstream, it has no benefit and does not warrant the cost of removing the weir or replacing it with a costly structure to hold back ice while allowing flow into the floodway channel at less than 750 ASL. Just removing the plug will add exposure of the Floodway to the risks cited above.

Page 3

Seminar Notes Tracker – Round 4

Status of Seminar Notes - Round Four

Date of Seminar	Seminar	Note taker	Internal Review			MFEA Review			Attendee Review - 1st draft				Post on intranet	Final version sent to attendees	Post on floodway EIA website
			date sent	date rec.	changes made	date sent	date rec.	changes made	date sent for review	Notes Sent - contact person of each Org.	date rec comments. - including phone calls	changes made			
08-Sep-04	TAC Seminar	Brett - IG	Sep. 24	Sep. 27	yes	Sep. 29	Oct. 6	yes	N/A	TAC members	N/A	N/A	yes	Sep. 29	Yes
13-Sep-04	RM Seminar	Brett - IG	Oct. 1	Oct. 8	yes	Oct. 13	Oct. 29	yes	Oct. 20	City of Selkirk		N/A	yes	Nov. 8	Yes
									"	RM of Springfield		N/A	"	"	"
									"	RM of Ritchot		N/A	"	"	"
									"	RM of Macdonald		N/A	"	"	"
										RM of Tache		N/A	"	"	"
									"	Infrastructure Canada		N/A	"	"	"
14-Sep-04	Stakeholders Seminar	Brett - IG	Oct. 13	Oct. 18	yes	Oct. 13	Oct. 29	yes	Oct. 20	Resident of Selkirk		N/A	yes	Nov. 8	Yes
									"	Cooks Creek Conservation District		N/A	"	"	"
									"	Rivers West Coalition		N/A	"	"	"
									"	Birds Hill Park		N/A	"	"	"
									"	Infrastructure Canada		N/A	"	"	"
									"	Red River Basin Commission		N/A	"	"	"
									"	International Erosion Control Association	Nov. 4	yes	"	"	"
									"	Manitoba Wildlands		N/A	"	"	"
									"	Provincial Council of Women of Manitoba		N/A	"	"	"

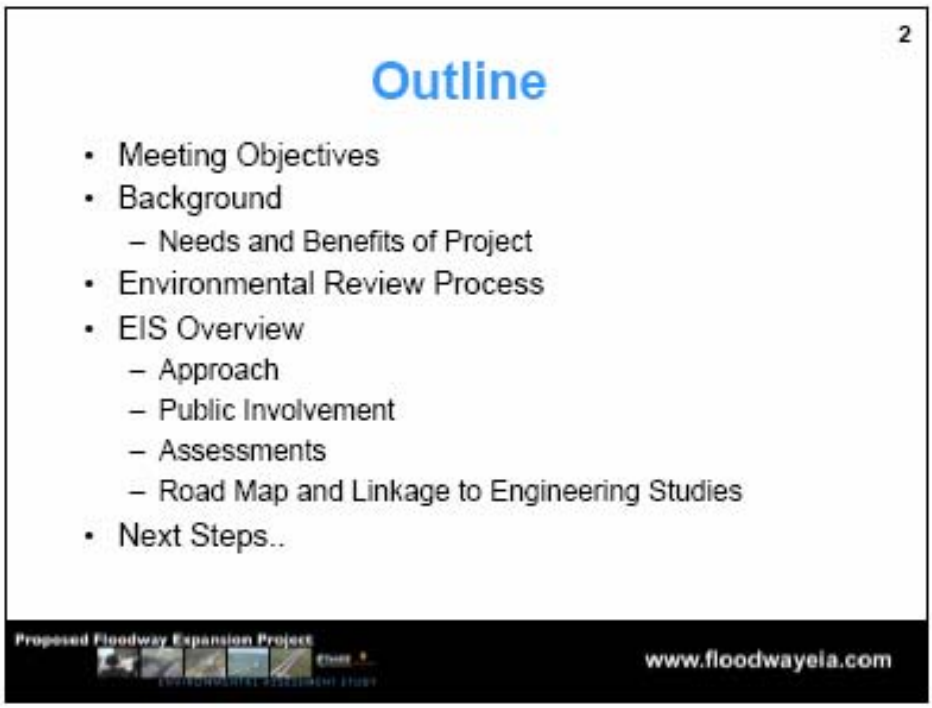
Action Items Tracker – Round 4

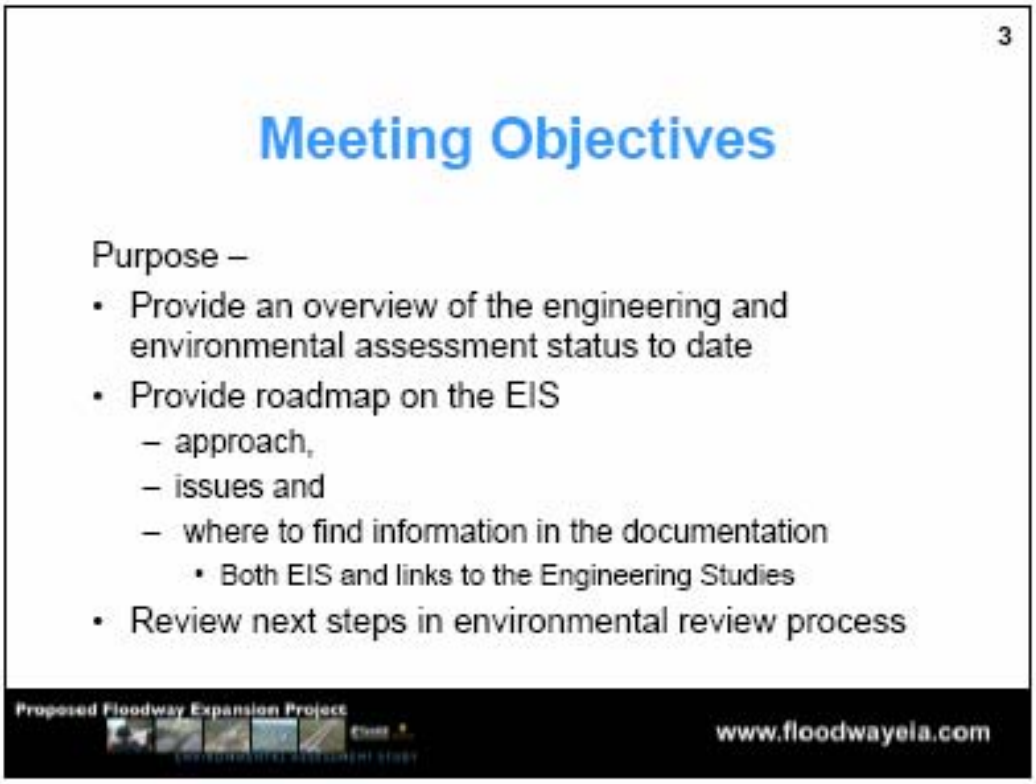
Action Items from Seminars - Round Four

Date of Seminar	Seminar	Note Taker	Action Item Request	Who is Responsible	Action Item Completed
08-Sep-04	TAC Seminar	Brett - IG	Federal Responsible Authorities would like a list of the topics that will be included in the supplemental filing	MFEA	Completed
13-Sep-04	RM Seminar	Brett - IG	John Osler will provide Valerie Rutherford with information on the inlet lip	EA Team	Completed
			Doug Peterson will send a copy of the EIS to the RMs of Macdonald and Tache	MFEA	Completed
			Randy Borsa and Doug McNeil will discuss how to provide the City of Selkirk with revised water elevation maps	MFEA	Completed
14-Sep-04	Stakeholders Seminar	Brett - IG	MFEA will arrange for a CD-ROM containing the pre-design engineering reports or paper copies to be provided to the Selkirk Public Library	MFEA	Completed

1.3.2.4 Environmental Impact Statement Seminars

Generic Presentation




3
Meeting Objectives
Purpose –
• Provide an overview of the engineering and environmental assessment status to date
• Provide roadmap on the EIS
– approach,
– issues and
– where to find information in the documentation
• Both EIS and links to the Engineering Studies
• Review next steps in environmental review process
Proposed Floodway Expansion Project
www.floodwayeia.com


Need for the Project
4

5

Project Need

- Existing Floodway opened in 1968 after catastrophic 1950 Flood damages
  - To date, used more then twenty times
  - Avoided flood damages in excess of $8 Billion
  - Avoided environmental impacts not estimated
- Floodway Expansion a major expansion of existing floodway protection system designed to divert flood waters around Winnipeg.

Proposed Floodway Expansion Project
www.floodwayeia.com

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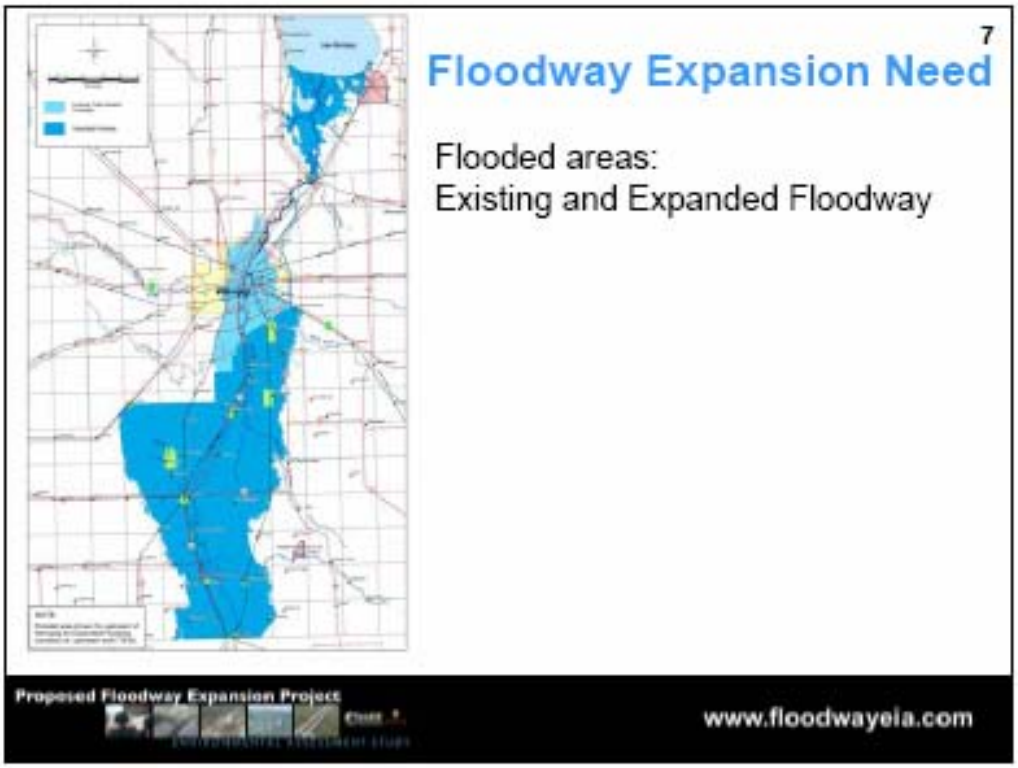
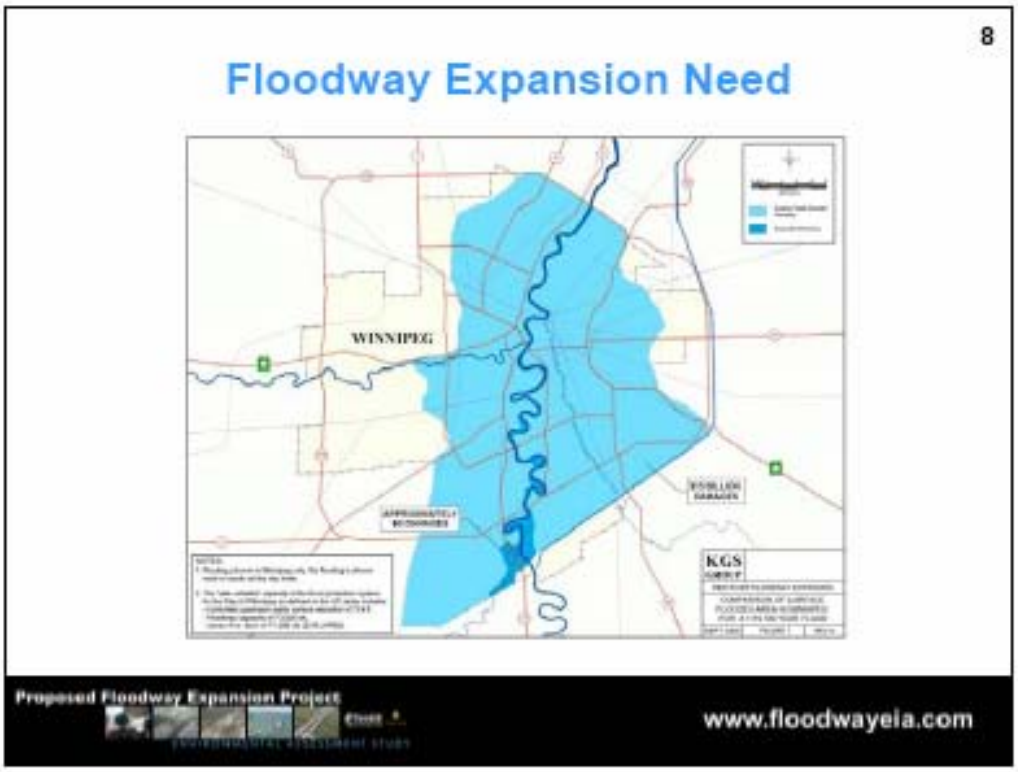
Project Need..

- 1997 Flood almost exceeded existing Floodway capacity.
- Floodway Expansion will provide protection to a 1 in 700 year flood event
- Associated economic benefits to all Manitobans and Canadians from enhanced protection expected to yield net benefits of over $900 million (2001 $CDN).
- Design and environmental assessment has provided opportunities for contribution from public

Proposed Floodway Expansion Project
www.floodwayeia.com


7
Floodway Expansion Need
Flooded areas:
Existing and Expanded Floodway
Proposed Floodway Expansion Project
www.floodwayeia.com


8
Floodway Expansion Need
WINNIPEG
KGS
Proposed Floodway Expansion Project
www.floodwayeia.com


Benefits of the Project
9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Floodway Expansion Benefits
Floodway Expansion generates sizeable benefits in:
• flood protection
• construction employment
• recreational opportunities, and;
• infrastructure improvements.
Proposed Floodway Expansion Project
www.floodwayeia.com

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Floodway Expansion Benefits

Flood Protection

- Project raises level of flood protection for approximately 500,000 residents of Winnipeg and significantly reduces potential damage to property.
  - greater than $10 Billion for 1 in 500 year event
  - as much as $17 Billion for a 1 in 700 year event (1999 $CDN)
- West Dyke raises level of protection for RM of Macdonald residents north of the Dyke.
- Protecting Winnipeg during a flood enables the hub of Manitoba's economy to continue to function. This benefits many Manitobans, including residents who live in the surrounding municipalities and work in Winnipeg.

Proposed Floodway Expansion Project

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Floodway Expansion Benefits

Construction Employment

- Will be the largest construction project in Southern Manitoba
  - providing four years of construction employment
  - employment to residents of Winnipeg and surrounding communities.
  - Training and special measures to be adopted to facilitate employment of aboriginal people.

Proposed Floodway Expansion Project

www.floodwayeia.com

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Floodway Expansion Benefits

Recreational Opportunities

- Process in place to enhance non-wet recreational opportunities on Floodway right of way and in floodway channel.
- Residents of Winnipeg and surrounding communities could benefit from accessing these new opportunities.

Proposed Floodway Expansion Project

www.floodwayeia.com

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Floodway Expansion Benefits

Infrastructure Improvements

- 6 highway bridges crossing the floodway and
- five drainage drop structures in the floodway.

- Will benefit residents of areas surrounding Winnipeg who travel across the bridges and whose drainage enters the floodway.

Proposed Floodway Expansion Project

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Floodway Expansion Benefits

Environmental Benefits

- Floodway Expansion will help protect the environment downstream of Winnipeg during large flood events by minimizing likelihood of overland flooding and associated pollutant release within Winnipeg

Protection of Critical Infrastructure

- Protection of key health centres in Winnipeg
- Water treatment and supply facilities
- Emergency Response Coordination Centres

Proposed Floodway Expansion Project

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Floodway Expansion Benefits..

Reuse of Excavated Earth

- opportunities will be made for reuse of earth excavated during construction

Proposed Floodway Expansion Project

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EIA Status

- EIS submitted to regulators August 3, 2004
- Regulatory Review process started
  - Public and TAC comments by October 12 ,2004
- Some Supplemental filings
  - e.g. Vegetation Baseline Survey
- Round 4 Public Consultation
- Other MFEA-related activities
  - Definition of "Emergency" for summer operation
  - Compensation comparison
  - Recreational Development Process

Proposed Floodway Expansion Project
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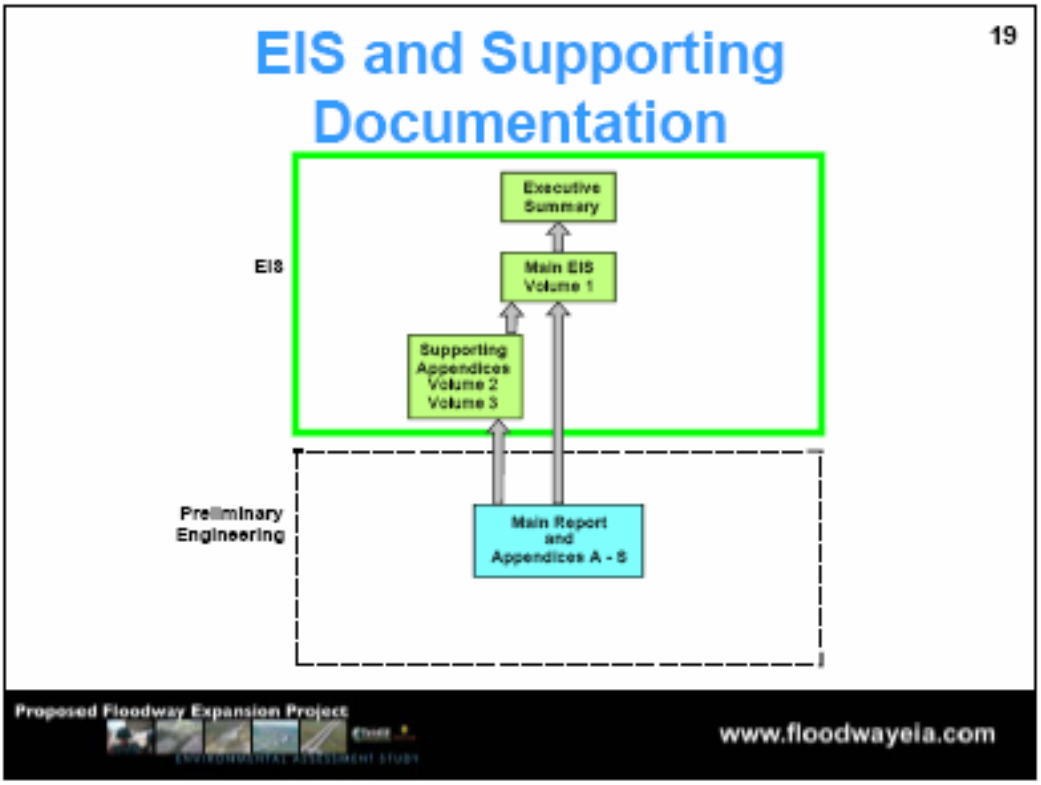
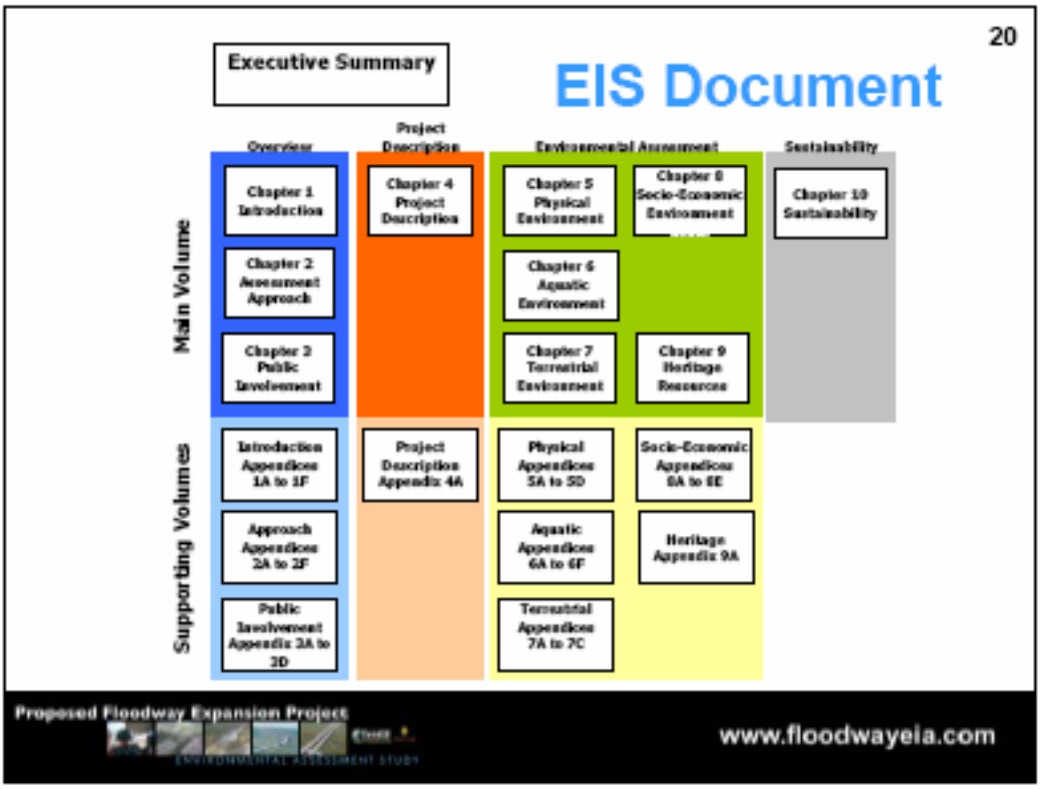

19
EIS and Supporting Documentation
EIS
Executive Summary
Main EIS Volume 1
Supporting Appendices Volume 2 Volume 3
Preliminary Engineering
Main Report and Appendices A - S
Proposed Floodway Expansion Project
www.floodwayeia.com


20
Executive Summary
EIS Document
Overview
Project Description
Environmental Assessment
Sustainability
Main Volume
Chapter 1 Introduction
Chapter 2 Assessment Approach
Chapter 3 Public Involvement
Chapter 4 Project Description
Chapter 5 Physical Environment
Chapter 6 Aquatic Environment
Chapter 7 Terrestrial Environment
Chapter 8 Socio-Economic Environment
Chapter 9 Heritage Resources
Chapter 10 Sustainability
Supporting Volumes
Introduction Appendices 1A to 1F
Approach Appendices 2A to 2F
Public Involvement Appendix 3A to 3D
Project Description Appendix 4A
Physical Appendices 5A to 5D
Aquatic Appendices 6A to 6F
Terrestrial Appendices 7A to 7C
Socio-Economic Appendices 8A to 8E
Heritage Appendix 9A
Proposed Floodway Expansion Project
www.floodwayeia.com

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Regulatory Review Process

- Before Project can be built, both federal and provincial regulatory requirements will need to be met
- July 28, 2003 – Environment Act Proposal Form (EAPF) submitted
- August 2003 – Draft Guidelines released
- February 5, 2004 – Final Guidelines released after public comment
- Manitoba Minister of Conservation has determined that there will be public hearings by the Clean Environment Commission.
- Federal responsible authorities will prepare a Screening Report that will be made available for public review and comment before any final CEAA determination is made.

Proposed Floodway Expansion Project

www.floodwayeia.com

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Approach to EIS Environmental Components

- For each of Chapters 5 through 9:
  - **Approach and methodology:** address scope issues and includes categories of assessment, sources of effects, overview of methods of approach;
  - **Existing Environment:** review of current and evolving future environment as affected by Existing Floodway.
  - **Effects and Mitigation:** Positive and adverse effects likely to results after consideration of proposed mitigation measures.
  - **Residual Effects and Significance:** nature and extent of residual effects after full implementation of proposed mitigation and rationale whether adverse residual effects are significant.
  - **Monitoring and Follow-up:** proposed monitoring and follow-up activities should Project proceed.

Proposed Floodway Expansion Project

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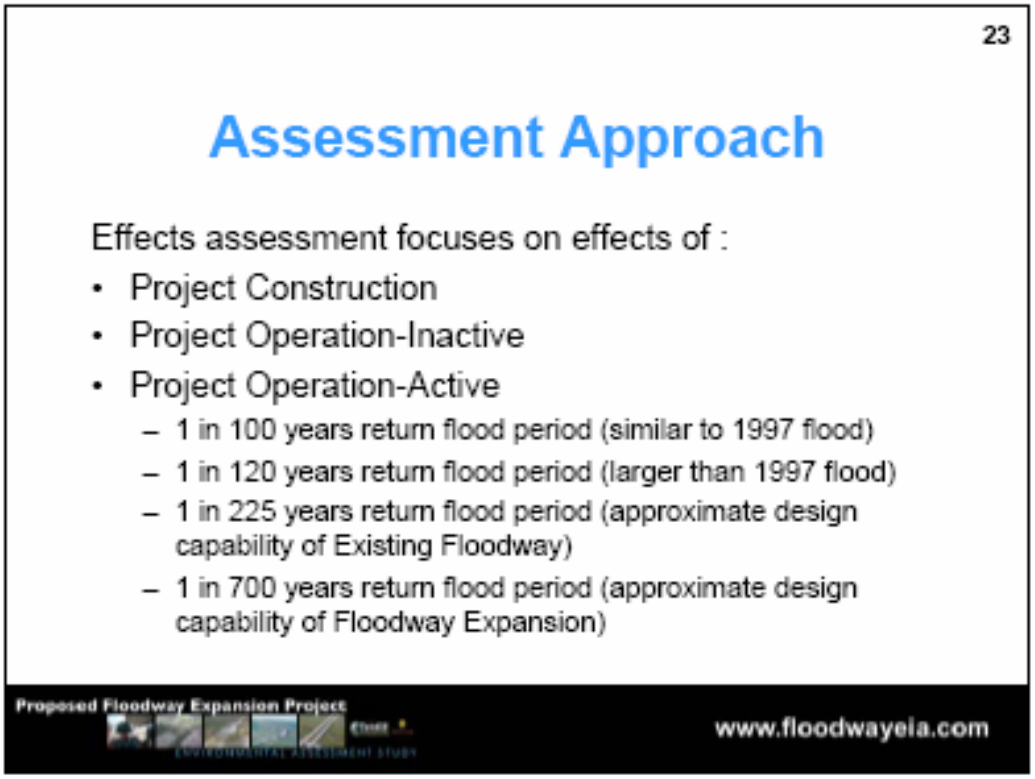
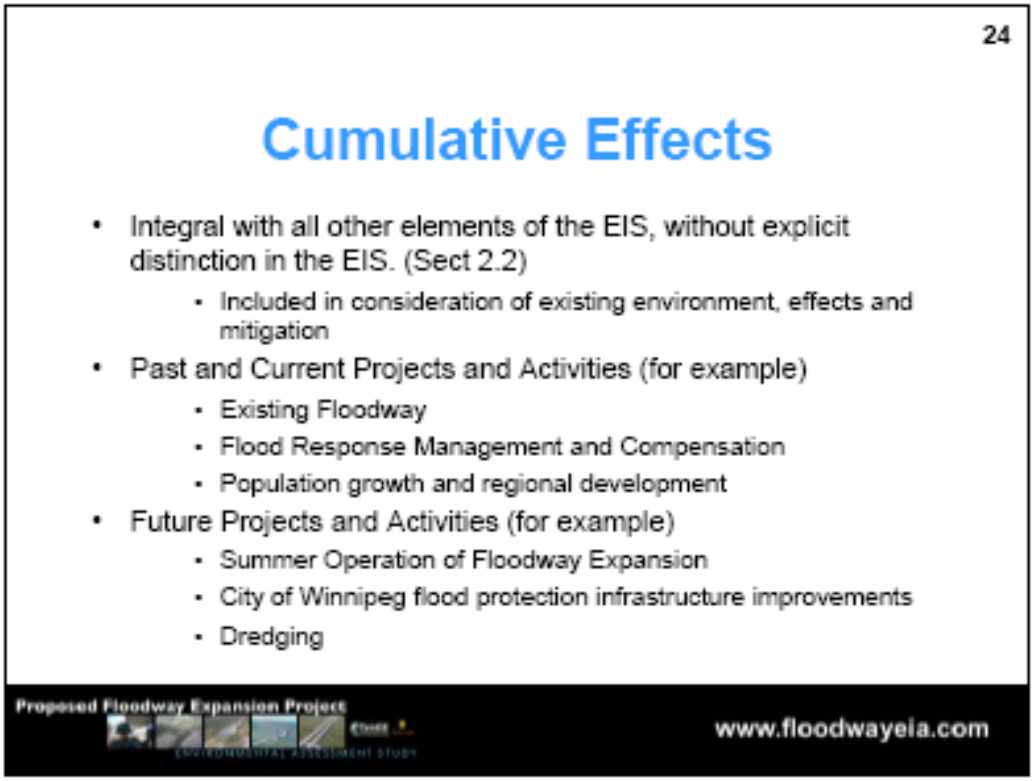

23
Assessment Approach
Effects assessment focuses on effects of :
• Project Construction
• Project Operation-Inactive
• Project Operation-Active
– 1 in 100 years return flood period (similar to 1997 flood)
– 1 in 120 years return flood period (larger than 1997 flood)
– 1 in 225 years return flood period (approximate design capability of Existing Floodway)
– 1 in 700 years return flood period (approximate design capability of Floodway Expansion)
Proposed Floodway Expansion Project
www.floodwayeia.com


24
Cumulative Effects
• Integral with all other elements of the EIS, without explicit distinction in the EIS. (Sect 2.2)
• Included in consideration of existing environment, effects and mitigation
• Past and Current Projects and Activities (for example)
• Existing Floodway
• Flood Response Management and Compensation
• Population growth and regional development
• Future Projects and Activities (for example)
• Summer Operation of Floodway Expansion
• City of Winnipeg flood protection infrastructure improvements
• Dredging
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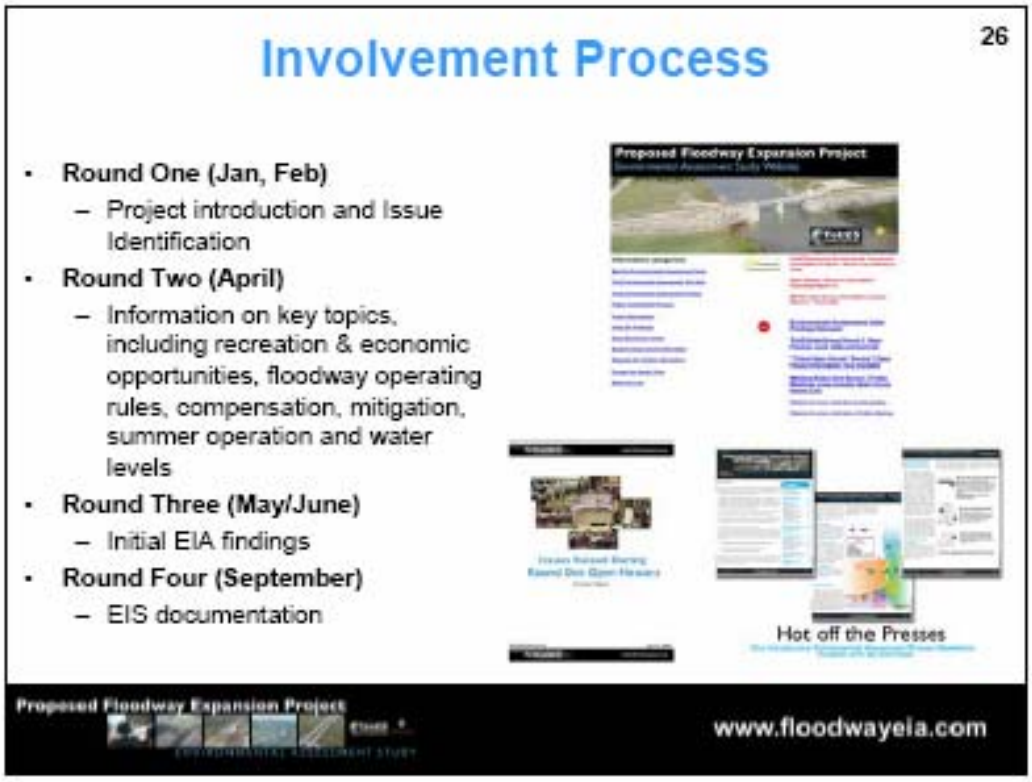
Public Consultation


26
Involvement Process
Round One (Jan, Feb)
Project introduction and Issue Identification
Round Two (April)
Information on key topics, including recreation & economic opportunities, floodway operating rules, compensation, mitigation, summer operation and water levels
Round Three (May/June)
Initial EIA findings
Round Four (September)
EIS documentation
Hot off the Presses
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How Public has Affected the Project

Notable changes in project design and environmental assessment process include:

- Groundwater protection
- Mitigation fund
- PTH 15
- Land acquisition
- Recreation opportunities
- Springhill Ski Facility
- Re-use of excavated earth
- Involvement in design

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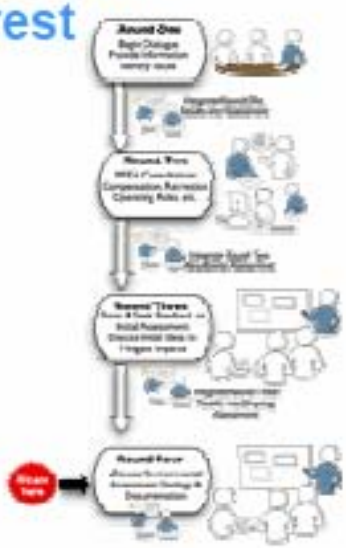
Other Responses to Public Interest

- Additional analysis and studies, including surface water intrusion into groundwater and effects on ice jams downstream of the Floodway(in EIS)
- Encouragement by MFEA of Canada and Manitoba to consider investment in rural flood protection, particularly north of Winnipeg (not in EIS)
- Development of a 3-D virtual reality floodway simulation (not in EIS)



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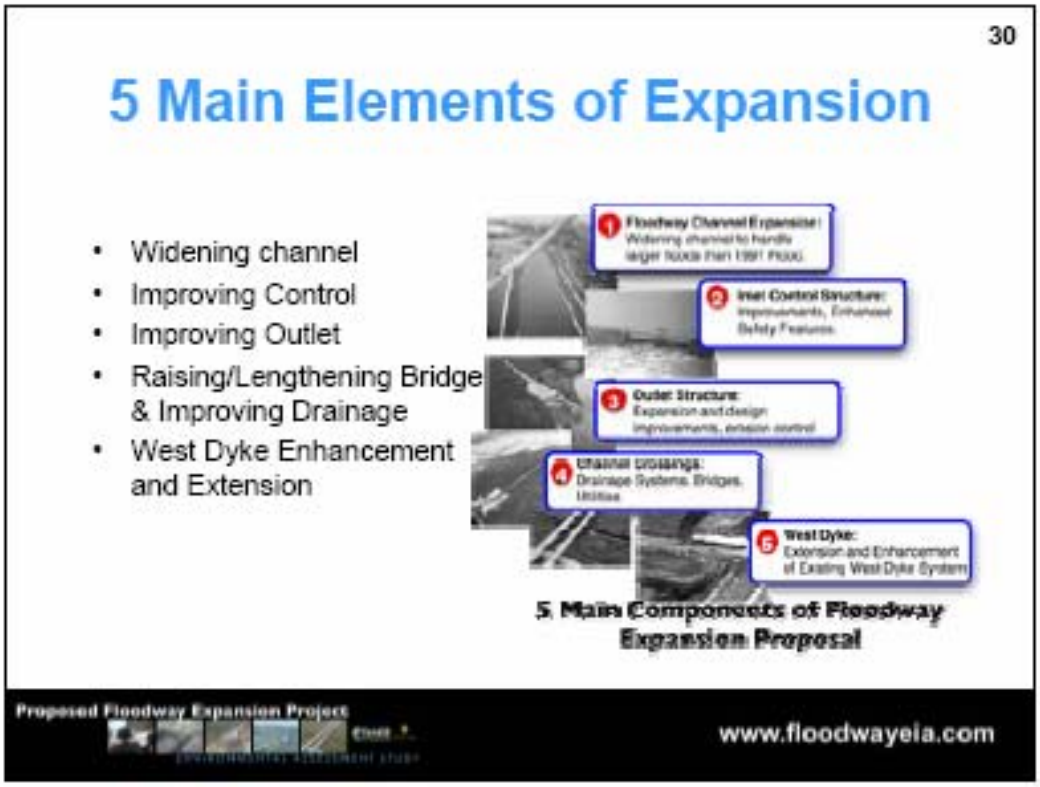
Project Description


30
5 Main Elements of Expansion
• Widening channel
• Improving Control
• Improving Outlet
• Raising/Lengthening Bridge & Improving Drainage
• West Dyke Enhancement and Extension
5 Main Components of Floodway Expansion Proposal
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Floodway Channel

- Expansion by deepening effectively eliminated.
  - Expansion by widening.
- Avoidance of deepening responds to concerns re: groundwater impacts
- Design goal is to ensure expanded Floodway Channel is no deeper than existing channel
- Overall excavation is reduced, less land requirements and less disposal piles

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Inlet Control Structure

- Inlet Structure tested and meets current design standards for design safety. Structure will withstand extreme floods
- Improvements include:
  - Enhanced erosion protection
  - Enhanced fire suppression systems
  - Installation of additional backup safety features

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Outlet Structure Expansion

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- Increased width and other features to reduce velocities and dissipate energy in flows entering Red River
- Erosion protection - improving existing rip rap and adding new rip rap along west bank of Red River
- Proposed new protection extends 1 kilometre beyond existing erosion protection

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Channel Crossings

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- Highway Bridges
  - All 6 to be replaced. New spans raised and lengthened.
  - Original bridges remain in service during construction (except possibly PTH 44)
- Agricultural Drainage Drop Structures
  - 5 to be replaced
  - Improvements made within Floodway Right of Way to accommodate increased design flows and future growth of local drainage system

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West Dyke Extension and Enhancement

- West Dyke will be raised to increase freeboard
- Freeboard extended between 2 to 6 feet
  - Offers additional protection from wave action damage
- Dyke will be lengthened approximately 12 miles

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Land Acquisition

- Current amount needed for expanded Floodway Channel reduced from more than 1000 acres to under 500 acres

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Construction Sequence

- Construction to occur in at least four segments to minimize time spent in any given location
- Construction sequence will start at upstream end of Floodway Channel (near control structure) and progress downstream to Floodway Outlet

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Ongoing Project Development

- Preliminary engineering design completed July 2004
- Ongoing work (surveying and EA Studies)
- Detailed design process (started July 2004)
- Anticipated construction start (Summer, 2005)
- Anticipated construction completion (March, 2009)

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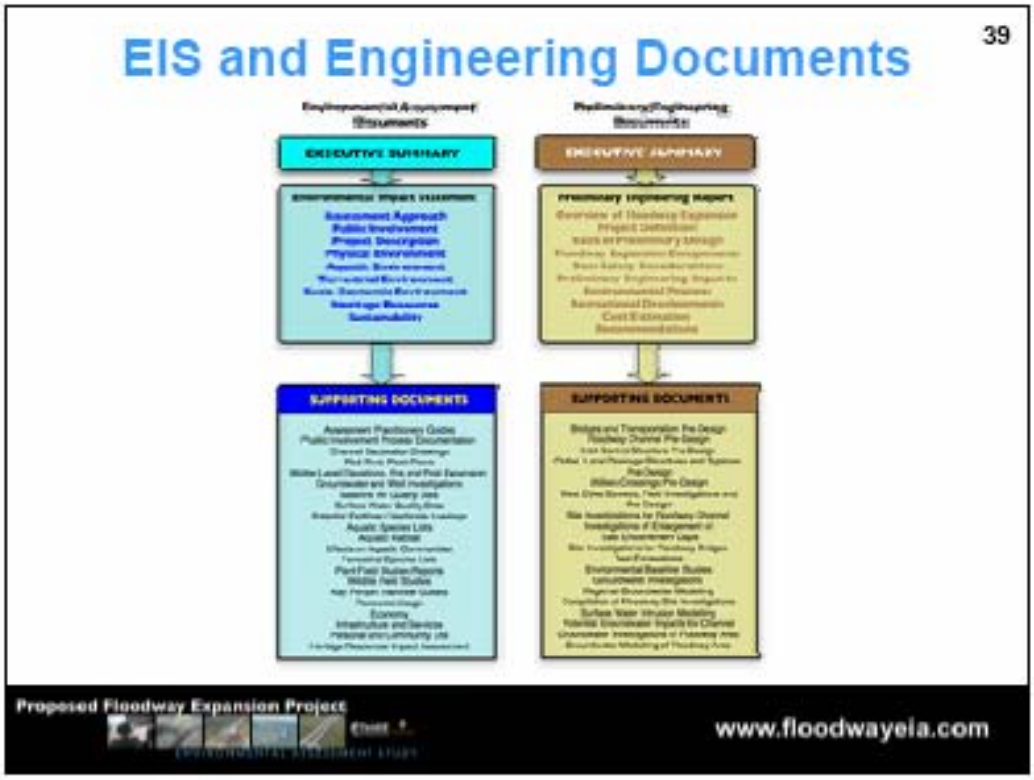
39
EIS and Engineering Documents
EXECUTIVE SUMMARY
SUPPORTING DOCUMENTS
EXECUTIVE SUMMARY
SUPPORTING DOCUMENTS
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Environmental Assessment: Summary of Findings
40

41

Environmental Assessment Conclusion:

Project expected to create no significant residual adverse effects on biophysical environment or related socio-economic environment.

- Project design and/or mitigation activities will be implemented to avoid potential significant adverse effects

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EIA Study Area

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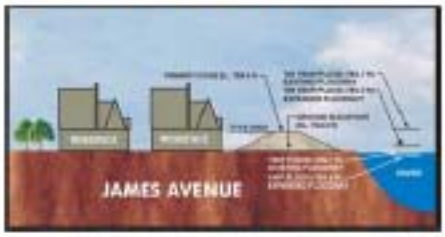
Physical Environment

- Water Regime
- Groundwater
- Erosion and Sedimentation
- Drainage
- Ice Processes
- Climate, Air Quality and Noise
- Physiography, Geology and Soils



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Water Regime

Issues Considered	Location in EIS
•Existing operation in Spring and Summer •Effect of Project on Water Levels •Upstream (Morris) •Winnipeg •Downstream (to Netley)	**Executive Summary** Page 14-15 **Main Volume** Sections 4.1,4.2, 5.3, 8.3, 8.4,8.5,8.6 **Supporting Volumes** Appendix 5A,5B **Engineering Documents** Main Report, Appendix B,L,H

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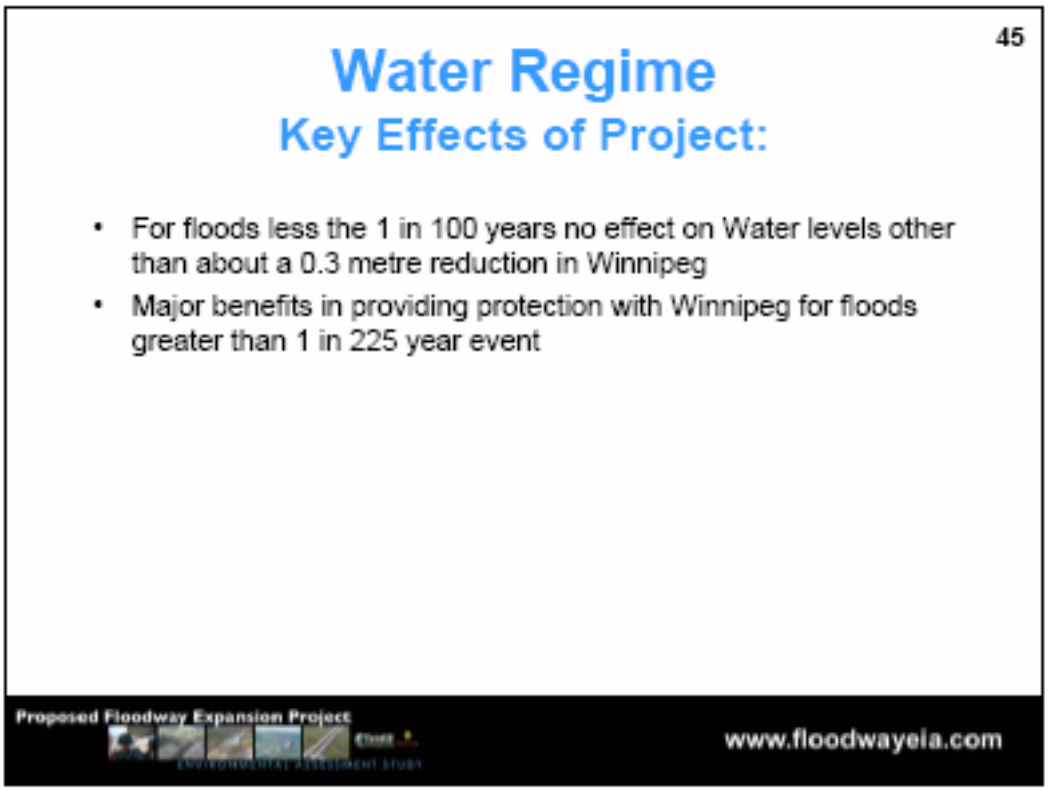
45
Water Regime
Key Effects of Project:
• For floods less the 1 in 100 years no effect on Water levels other than about a 0.3 metre reduction in Winnipeg
• Major benefits in providing protection with Winnipeg for floods greater than 1 in 225 year event
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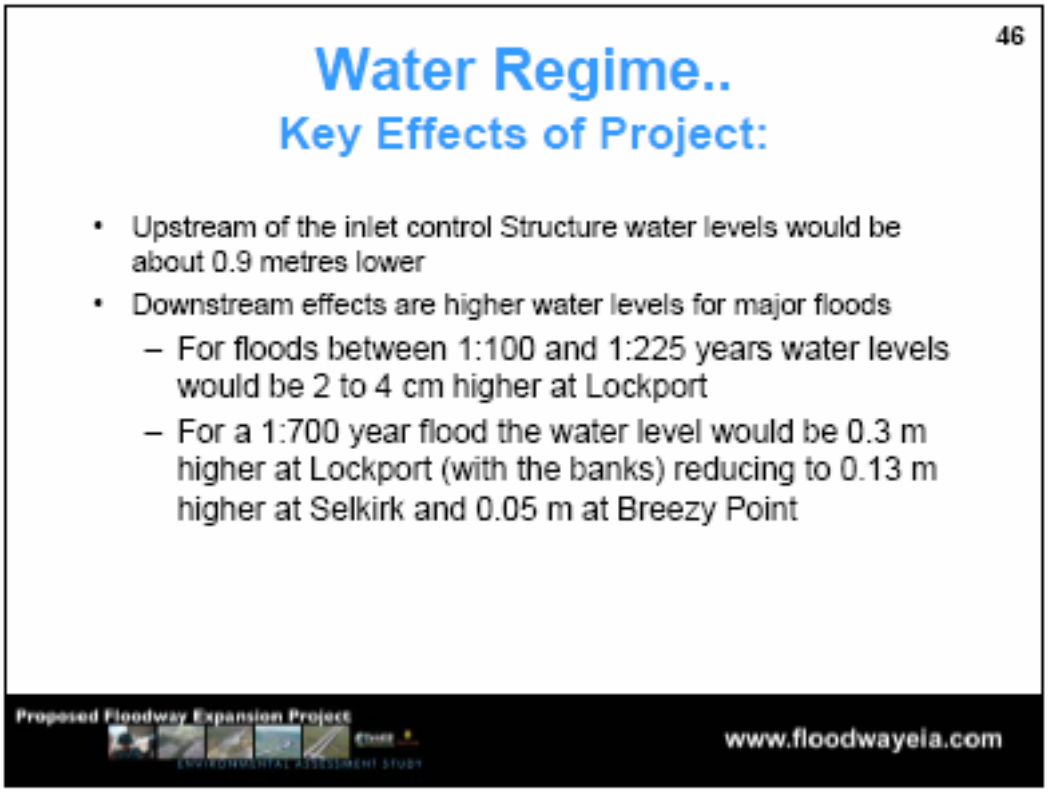
46
Water Regime..
Key Effects of Project:
• Upstream of the inlet control Structure water levels would be about 0.9 metres lower
• Downstream effects are higher water levels for major floods
– For floods between 1:100 and 1:225 years water levels would be 2 to 4 cm higher at Lockport
– For a 1:700 year flood the water level would be 0.3 m higher at Lockport (with the banks) reducing to 0.13 m higher at Selkirk and 0.05 m at Breezy Point
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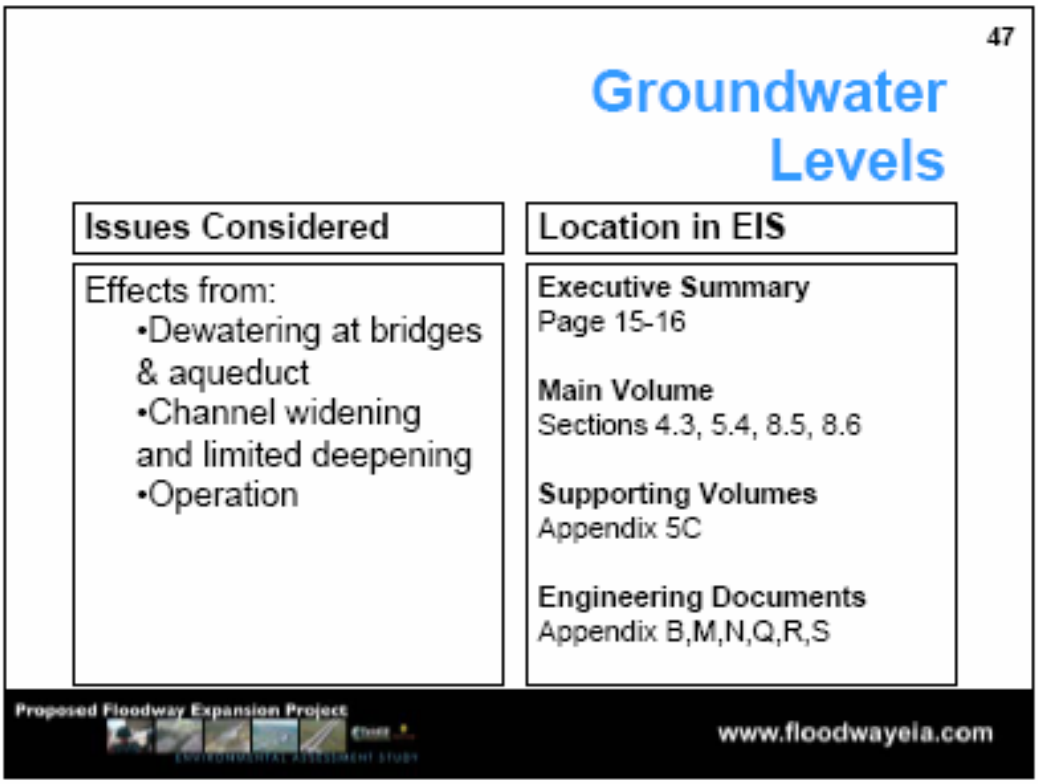
47
Groundwater Levels
Issues Considered
Location in EIS
Effects from:
•Dewatering at bridges & aqueduct
•Channel widening and limited deepening
•Operation
Executive Summary
Page 15-16
Main Volume
Sections 4.3, 5.4, 8.5, 8.6
Supporting Volumes
Appendix 5C
Engineering Documents
Appendix B,M,N,Q,R,S
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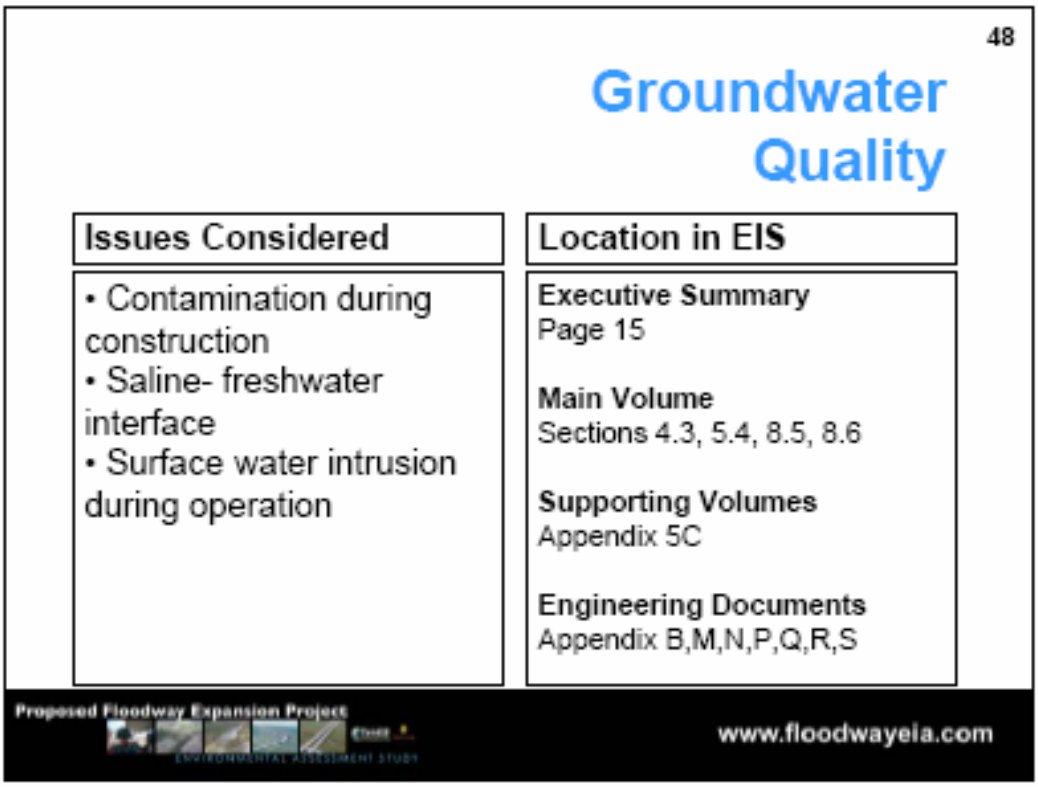
48
Groundwater Quality
Issues Considered
Location in EIS
• Contamination during construction
• Saline- freshwater interface
• Surface water intrusion during operation
Executive Summary
Page 15
Main Volume
Sections 4.3, 5.4, 8.5, 8.6
Supporting Volumes
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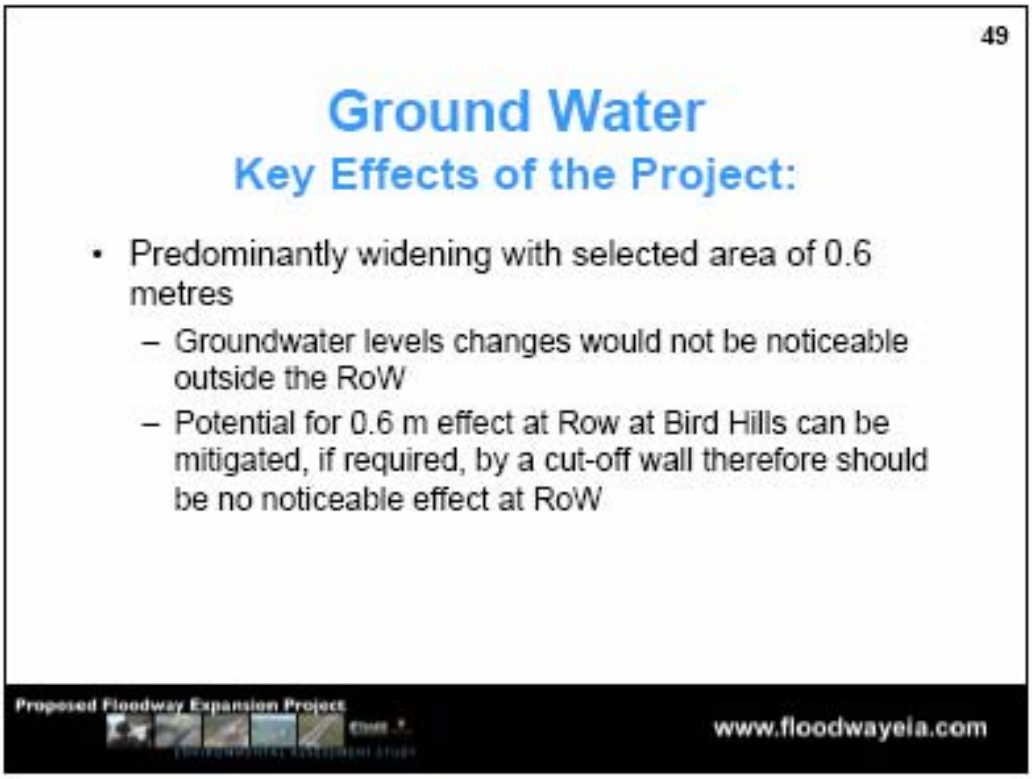
49
Ground Water
Key Effects of the Project:
• Predominantly widening with selected area of 0.6 metres
– Groundwater levels changes would not be noticeable outside the RoW
– Potential for 0.6 m effect at Row at Bird Hills can be mitigated, if required, by a cut-off wall therefore should be no noticeable effect at RoW
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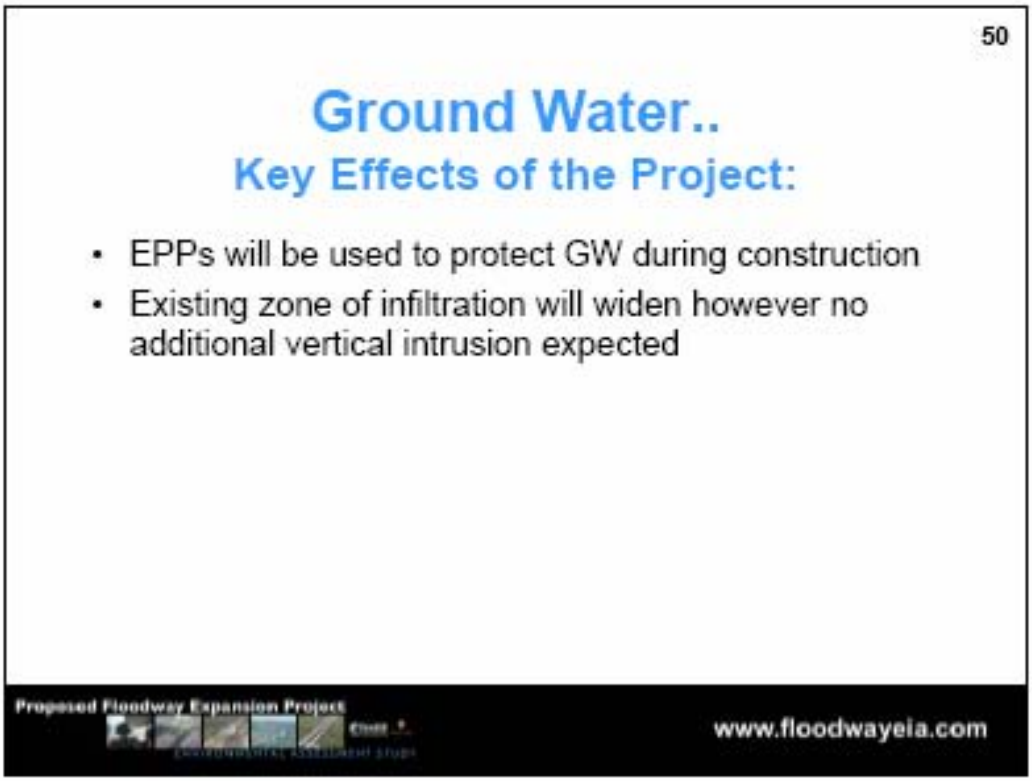
50
Ground Water..
Key Effects of the Project:
• EPPs will be used to protect GW during construction
• Existing zone of infiltration will widen however no additional vertical intrusion expected
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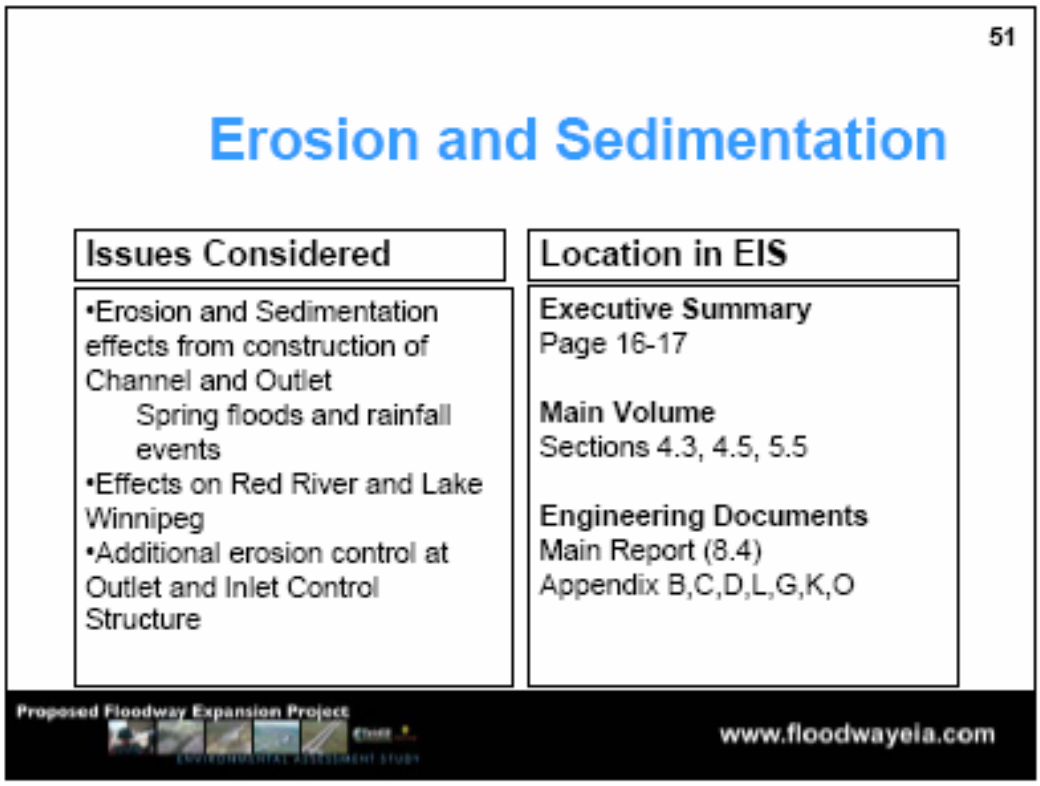
51
Erosion and Sedimentation
Issues Considered
•Erosion and Sedimentation effects from construction of Channel and Outlet
Spring floods and rainfall events
•Effects on Red River and Lake Winnipeg
•Additional erosion control at Outlet and Inlet Control Structure
Location in EIS
Executive Summary
Page 16-17
Main Volume
Sections 4.3, 4.5, 5.5
Engineering Documents
Main Report (8.4)
Appendix B,C,D,L,G,K,O
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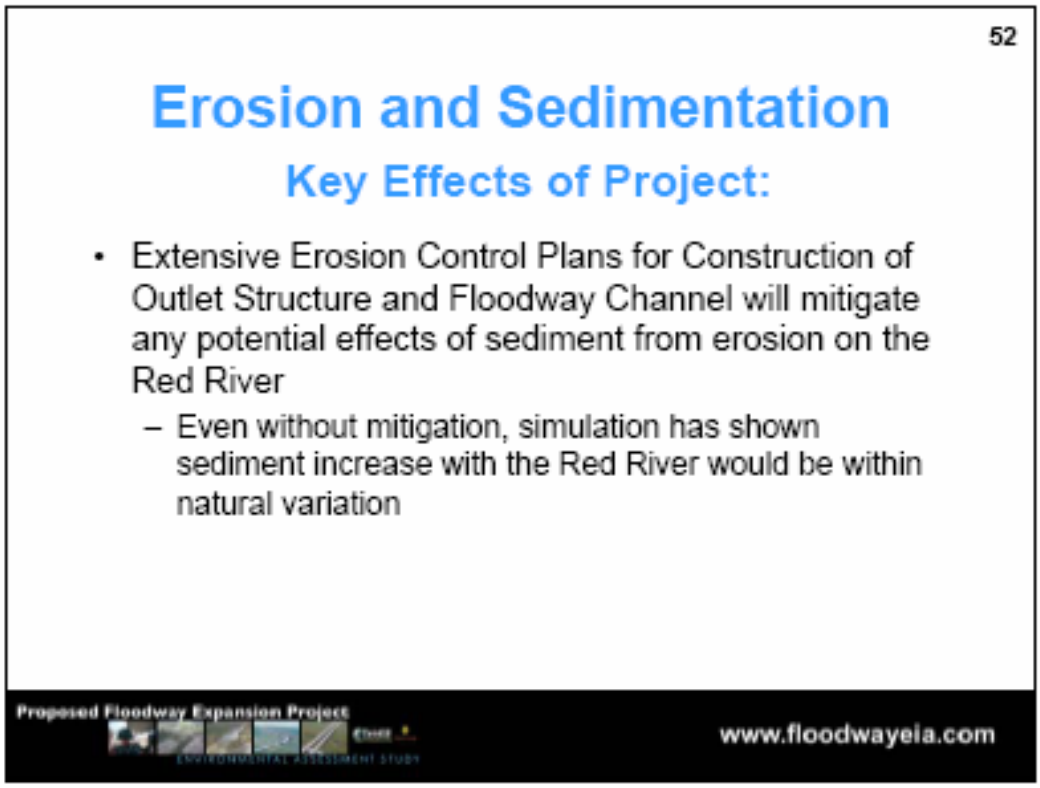
52
Erosion and Sedimentation
Key Effects of Project:
• Extensive Erosion Control Plans for Construction of Outlet Structure and Floodway Channel will mitigate any potential effects of sediment from erosion on the Red River
– Even without mitigation, simulation has shown sediment increase with the Red River would be within natural variation
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Erosion and Sedimentation..

Key Effects of Project:

- Improved erosion control is being provide in the low flow channel and the upstream and downstream embankments of the Inlet Control Structure as well as 1 km downstream of the Outlet Control Structure

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Drainage

Issues Considered	Location in EIS
•Summary of replacement and improvement made to drainage structures within Floodway Right-of-way •Modification of Drains through and Adjacent to West Dyke •Modification to Seine River Syphon	**Executive Summary** Page 17 **Main Volume** Sections 4.9, 5.6, 8.5 **Engineering Documents** Main Report (6.8,6.9) Appendix D

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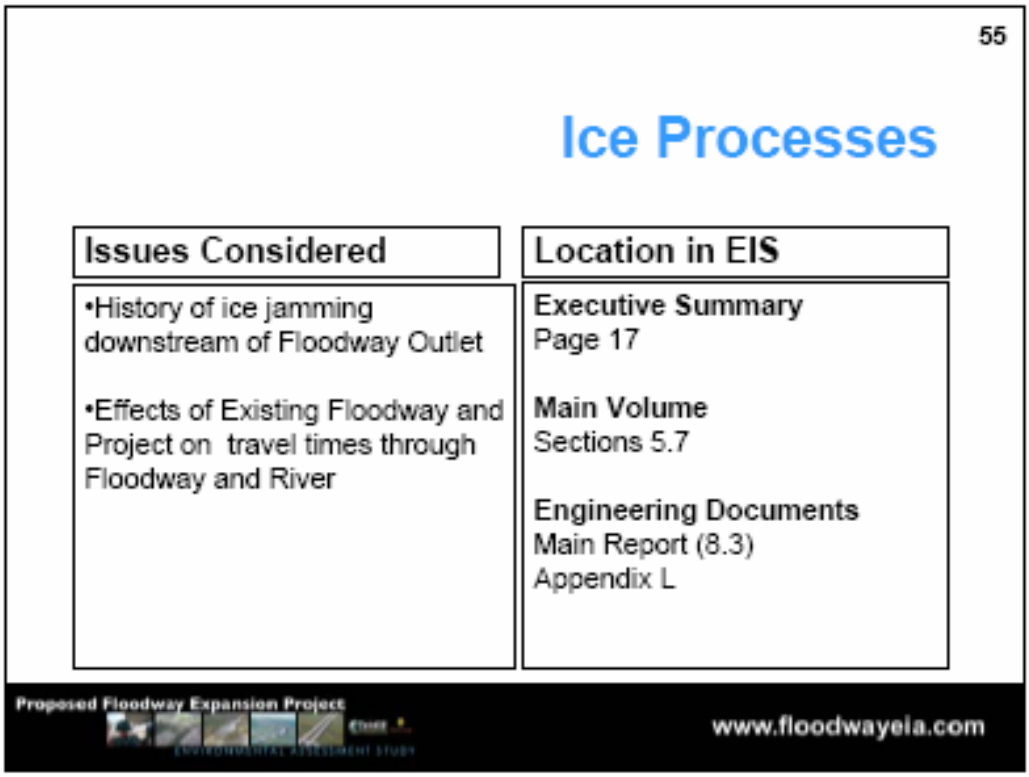
55
Ice Processes
Issues Considered
•History of ice jamming downstream of Floodway Outlet
•Effects of Existing Floodway and Project on travel times through Floodway and River
Location in EIS
Executive Summary
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Sections 5.7
Engineering Documents
Main Report (8.3)
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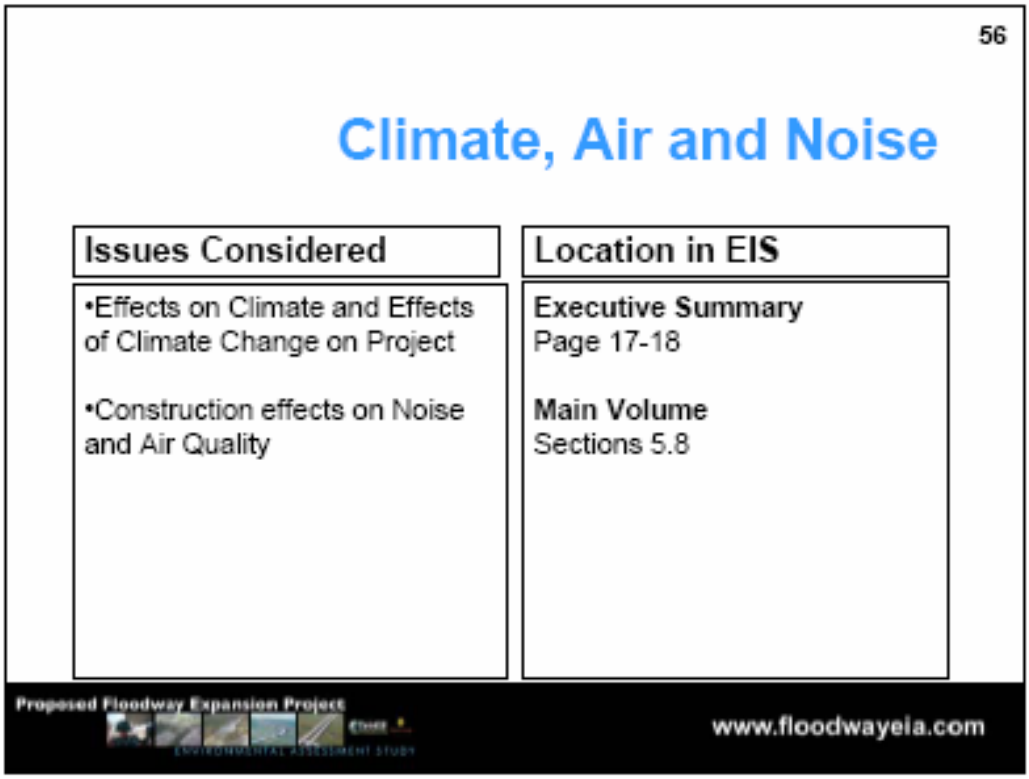
56
Climate, Air and Noise
Issues Considered
•Effects on Climate and Effects of Climate Change on Project
•Construction effects on Noise and Air Quality
Location in EIS
Executive Summary
Page 17-18
Main Volume
Sections 5.8
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Physiography, Geology & Soils

Issues Considered	Location in EIS
•Changes to physiography: foot print, spoil berms etc •Effects on Gypsum Rosette collection.	**Executive Summary** Page 18 **Main Volume** Sections 4.3,5.9 **Supporting Volumes** Appendix 4A **Engineering Documents** Main Report, Appendix B

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Aquatic & Terrestrial Environment

- Surface Water Quality
- Aquatic Habitat
- Lower Trophic Level and Aquatic Invertebrates
- Fish and Clam Populations
- Terrestrial Vegetation
- Wildlife, Wildlife Habitat and Communities
- Species at Risk
- Manitoba Protected Area Initiative

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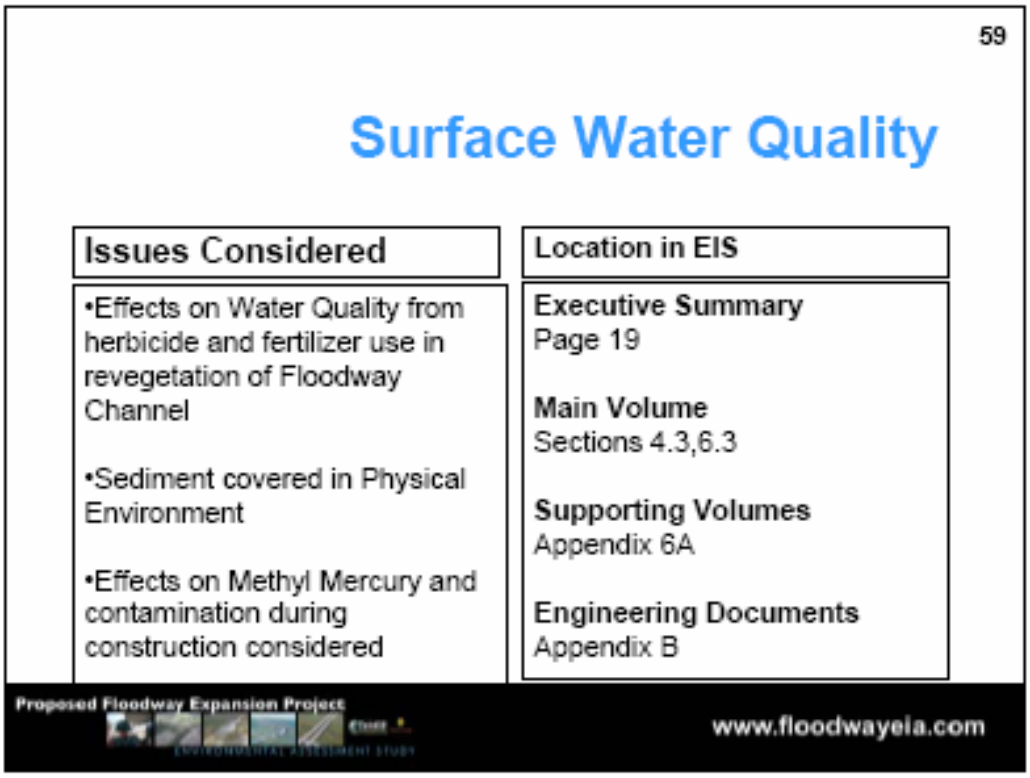
59
Surface Water Quality
Issues Considered
•Effects on Water Quality from herbicide and fertilizer use in revegetation of Floodway Channel
•Sediment covered in Physical Environment
•Effects on Methyl Mercury and contamination during construction considered
Location in EIS
Executive Summary
Page 19
Main Volume
Sections 4.3,6.3
Supporting Volumes
Appendix 6A
Engineering Documents
Appendix B
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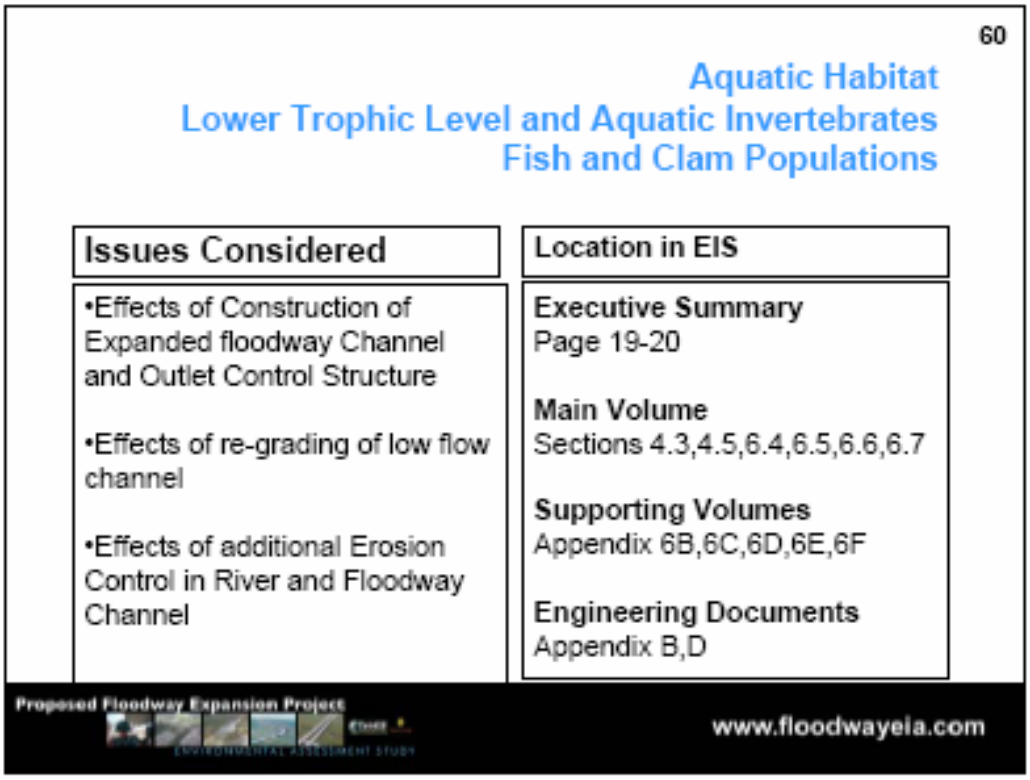
60
Aquatic Habitat
Lower Trophic Level and Aquatic Invertebrates
Fish and Clam Populations
Issues Considered
•Effects of Construction of Expanded floodway Channel and Outlet Control Structure
•Effects of re-grading of low flow channel
•Effects of additional Erosion Control in River and Floodway Channel
Location in EIS
Executive Summary
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Main Volume
Sections 4.3,4.5,6.4,6.5,6.6,6.7
Supporting Volumes
Appendix 6B,6C,6D,6E,6F
Engineering Documents
Appendix B,D
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Aquatic Environment

Key Effects of Project:

- Current over-wintering of fish, which results in fish kills in the Existing Floodway Channel will be discouraged by proposed low flow channel design
- Erosion control in some area of Red River may results in alteration of Fish Habitat
  - It is anticipated that DFO will require habitat compensation

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Terrestrial Vegetation
Wildlife, Wild Life Habitat and Communities
Species at Risk
Manitoba Protected Area Initiative

Issues Considered	Location in EIS
•Effects of construction on Floodway Channel, West Dyke and Outlet Control Structure •Effects re-vegetation and maintenance of the Floodway Channel	**Executive Summary** Page 21 **Main Volume** Sections 4.3,4.5,4.11 7.3,7.4,7.5,7.6 **Supporting Volumes** Appendix 7A,7B,7C **Engineering Documents** Appendix B,D,F

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Terrestrial Environment

Key Effects of Project:

- Channel Construction will cause short term disruption, however the re-vegetation plan will result in a more diverse and flood-tolerant plant community that generally improves habitat in the long term
- Clearing of willows for construction and maintenance will occur from September to April
  - i.e outside breeding bird nesting season
- No species at risk or their habitat were encountered during site investigation in 2004 or from other information collected

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Socio-Economic Environment

- Resource Use
- Economy
- Infrastructure and Services
- Personal, Family and Community Life
- Heritage Resources

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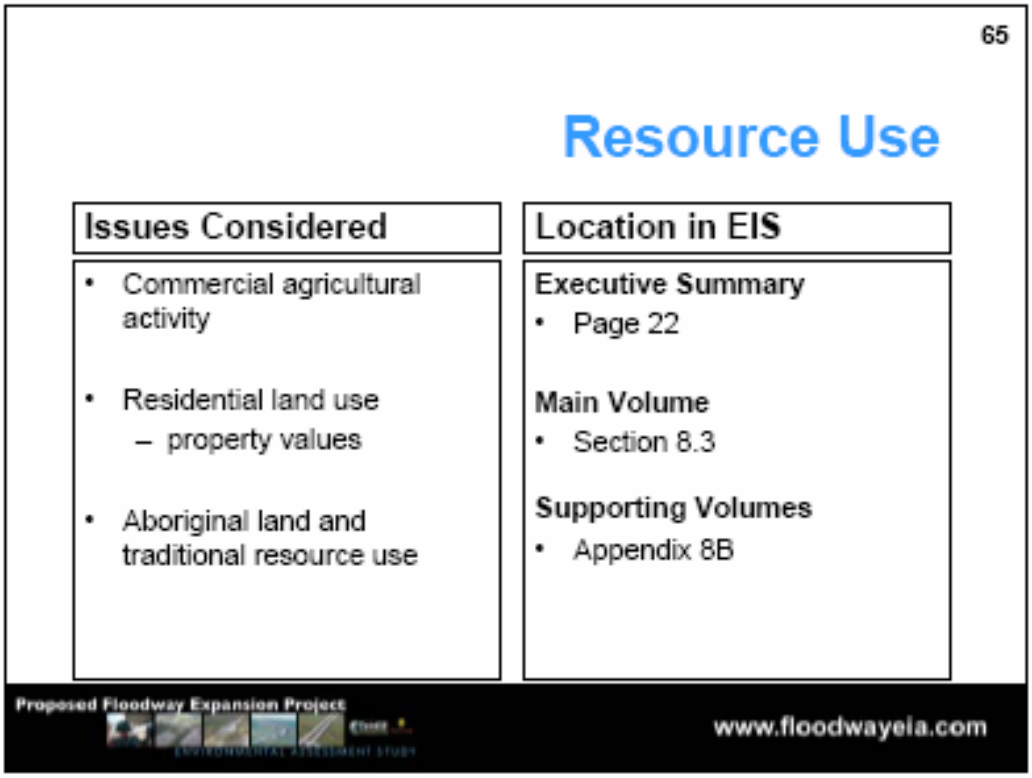
65
Resource Use
Issues Considered
Location in EIS
• Commercial agricultural activity
• Residential land use
– property values
• Aboriginal land and traditional resource use
Executive Summary
• Page 22
Main Volume
• Section 8.3
Supporting Volumes
• Appendix 8B
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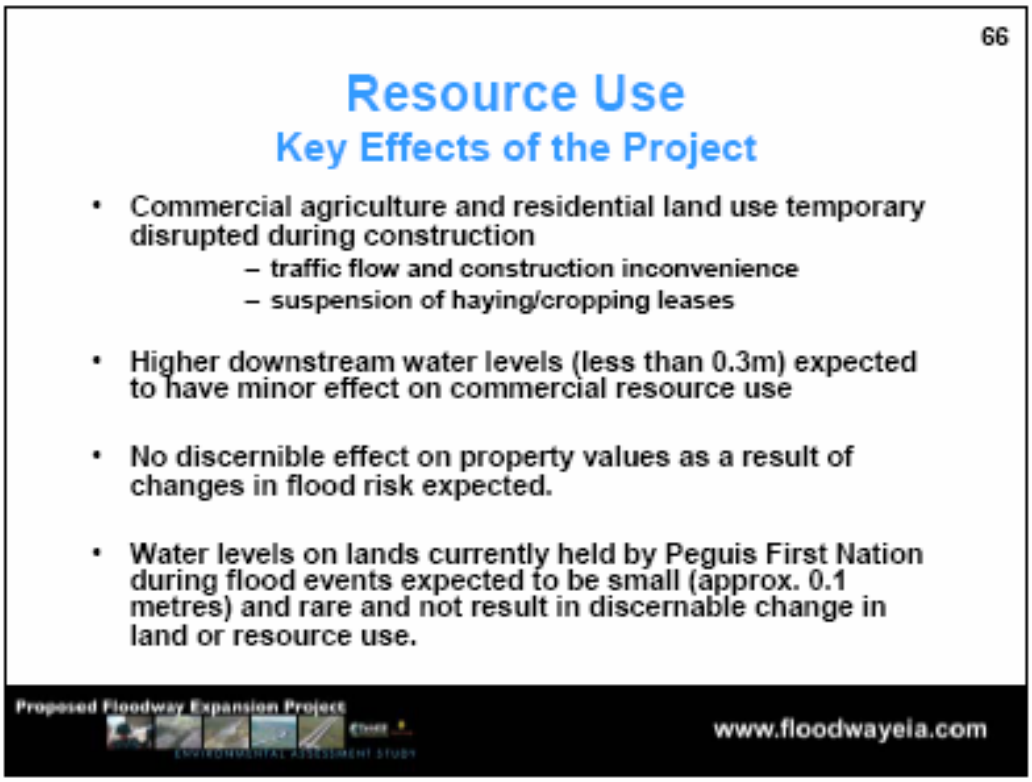
66
Resource Use
Key Effects of the Project
• Commercial agriculture and residential land use temporary disrupted during construction
– traffic flow and construction inconvenience
– suspension of haying/cropping leases
• Higher downstream water levels (less than 0.3m) expected to have minor effect on commercial resource use
• No discernible effect on property values as a result of changes in flood risk expected.
• Water levels on lands currently held by Peguis First Nation during flood events expected to be small (approx. 0.1 metres) and rare and not result in discernable change in land or resource use.
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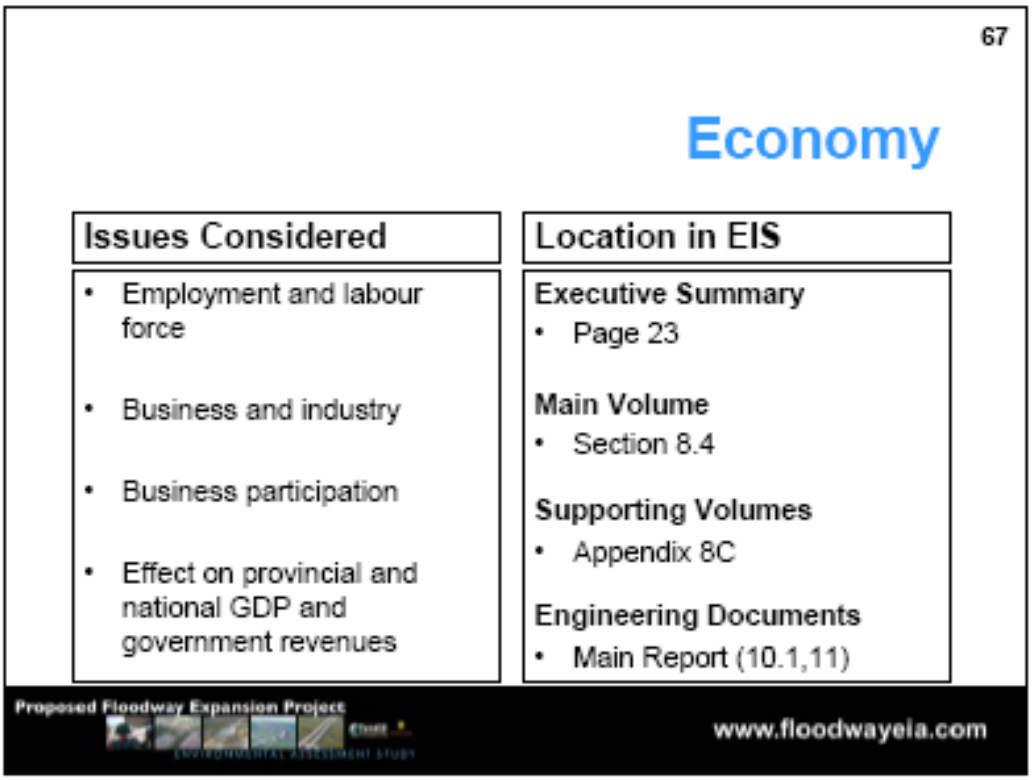
67
Economy
Issues Considered
Location in EIS
• Employment and labour force
• Business and industry
• Business participation
• Effect on provincial and national GDP and government revenues
Executive Summary
• Page 23
Main Volume
• Section 8.4
Supporting Volumes
• Appendix 8C
Engineering Documents
• Main Report (10.1,11)
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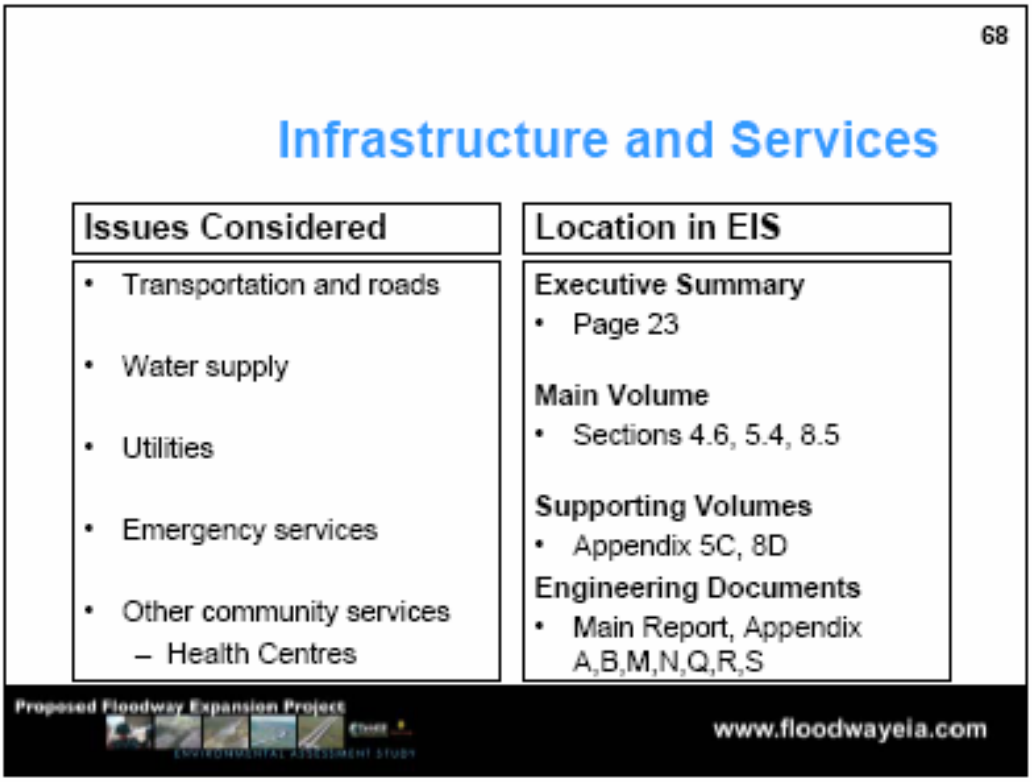
68
Infrastructure and Services
Issues Considered
Location in EIS
• Transportation and roads
• Water supply
• Utilities
• Emergency services
• Other community services
– Health Centres
Executive Summary
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Engineering Documents
• Main Report, Appendix A,B,M,N,Q,R,S
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Infrastructure & Services

Key Effects of the Project

Transportation – increased traffic on alternative routes and increased travel times during construction are expected to be minor and positive residual effects during operation phase expected to be minor.

- Police, Fire and Emergency Services

Water supply - potential adverse effects due to construction dewatering are short term and not discernible following mitigation. Any potential effects due to channel deepening during operation phase will be mitigated.

Construction phase unlikely to interrupt utility services

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Personal Family & Community Life

Issues Considered	Location in EIS
• Population and demographics • Recreation and travel • Aesthetics • Health status and issues • Way of life • Culture and spirituality • Community cohesion and organization	**Executive Summary** • Page 24 **Main Volume** • Sections 4.3,5.3,5.4, 8.3,8.5,8.6 **Supporting Volumes** • Appendix 8E **Engineering Documents** • Main Report, Appendix A

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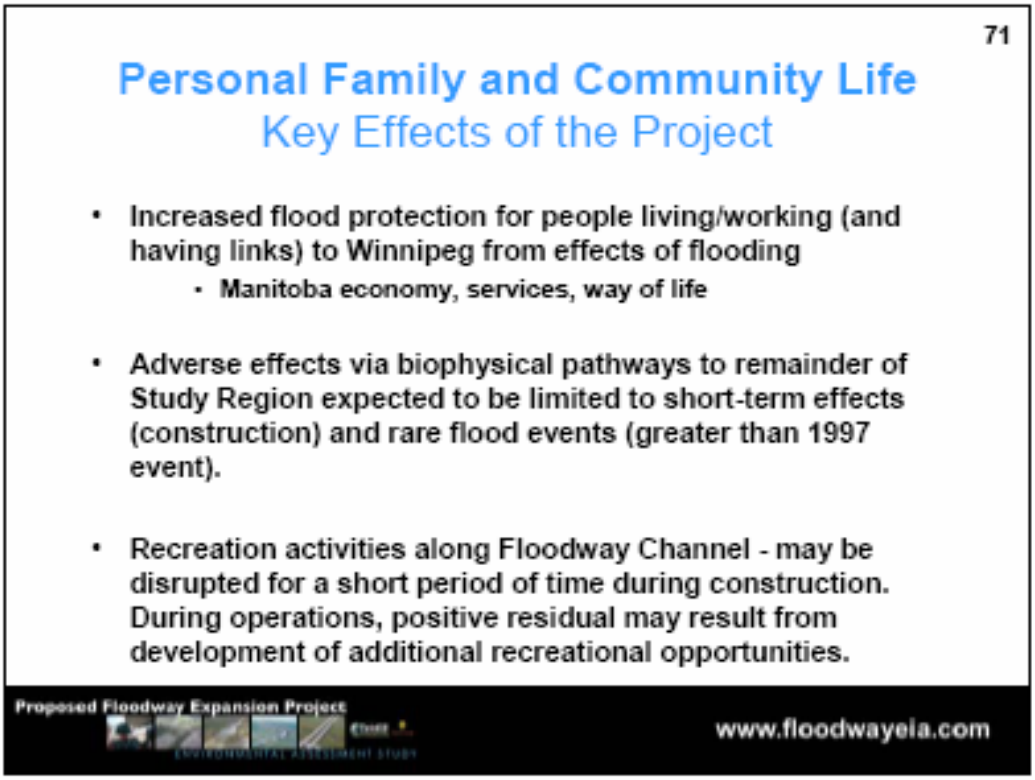
71
Personal Family and Community Life
Key Effects of the Project
• Increased flood protection for people living/working (and having links) to Winnipeg from effects of flooding
• Manitoba economy, services, way of life
• Adverse effects via biophysical pathways to remainder of Study Region expected to be limited to short-term effects (construction) and rare flood events (greater than 1997 event).
• Recreation activities along Floodway Channel - may be disrupted for a short period of time during construction. During operations, positive residual may result from development of additional recreational opportunities.
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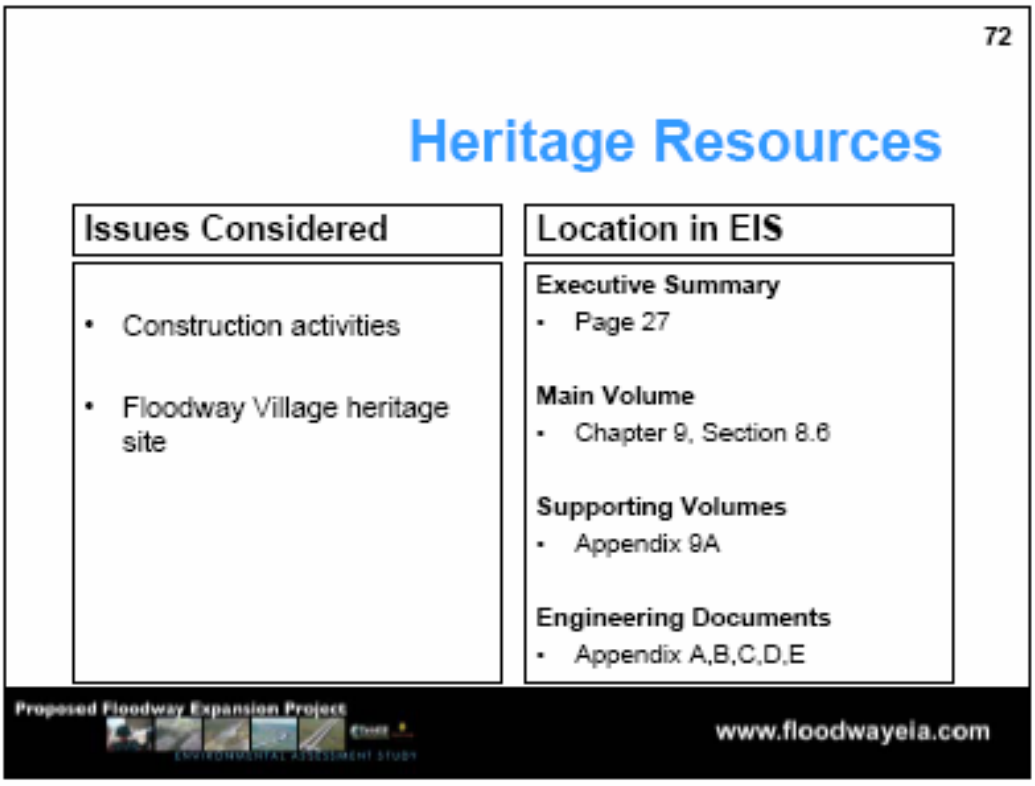
72
Heritage Resources
Issues Considered
• Construction activities
• Floodway Village heritage site
Location in EIS
Executive Summary
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Main Volume
• Chapter 9, Section 8.6
Supporting Volumes
• Appendix 9A
Engineering Documents
• Appendix A,B,C,D,E
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Going Forward..

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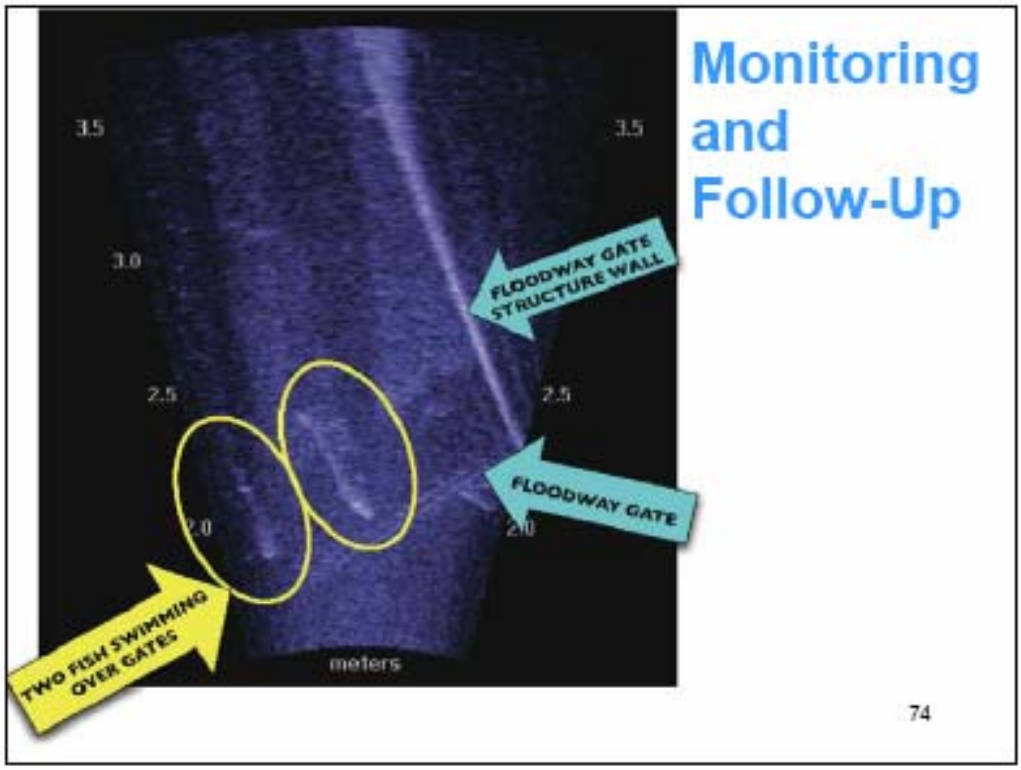

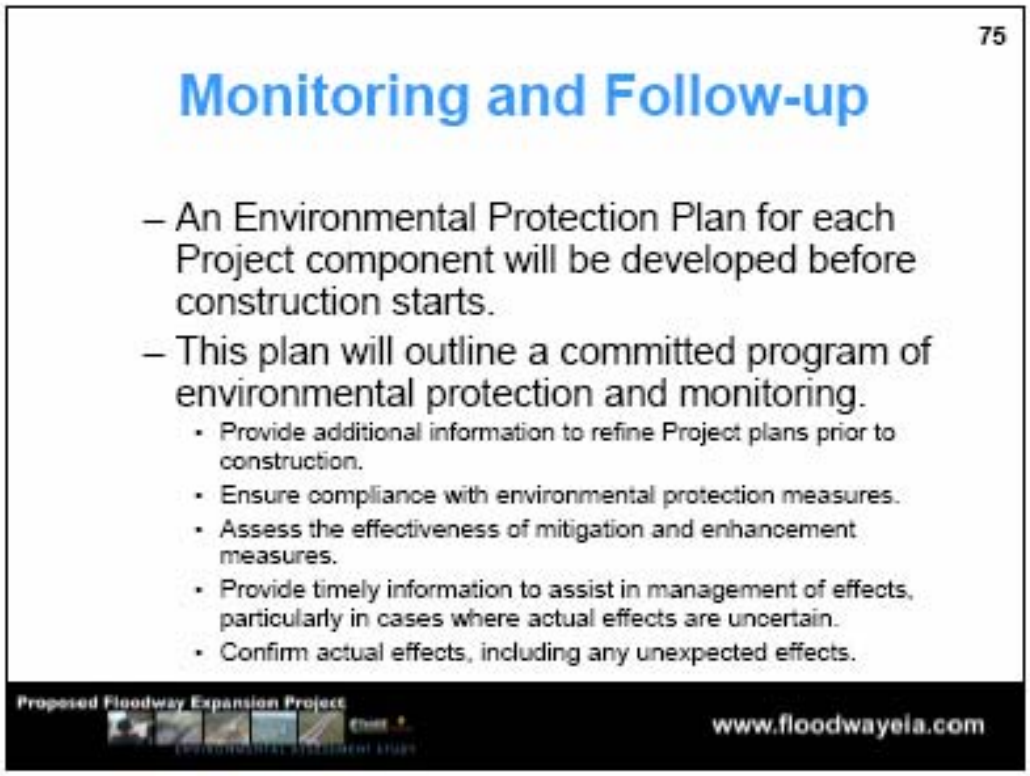
75
Monitoring and Follow-up
– An Environmental Protection Plan for each Project component will be developed before construction starts.
– This plan will outline a committed program of environmental protection and monitoring.
• Provide additional information to refine Project plans prior to construction.
• Ensure compliance with environmental protection measures.
• Assess the effectiveness of mitigation and enhancement measures.
• Provide timely information to assist in management of effects, particularly in cases where actual effects are uncertain.
• Confirm actual effects, including any unexpected effects.
Proposed Floodway Expansion Project
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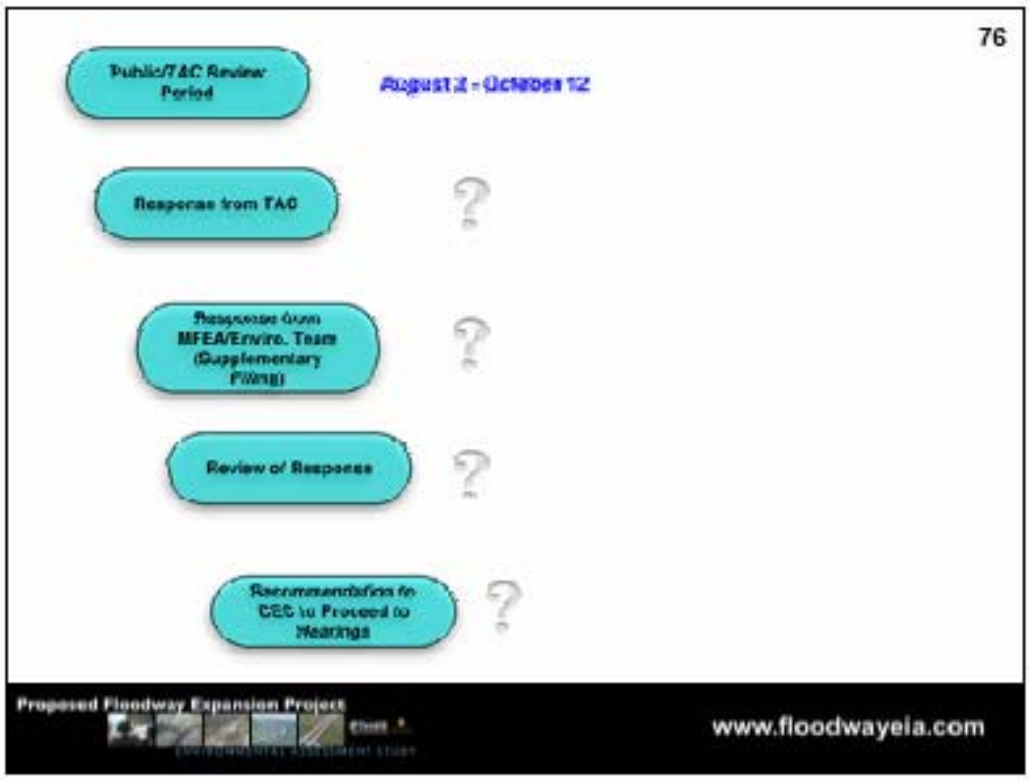
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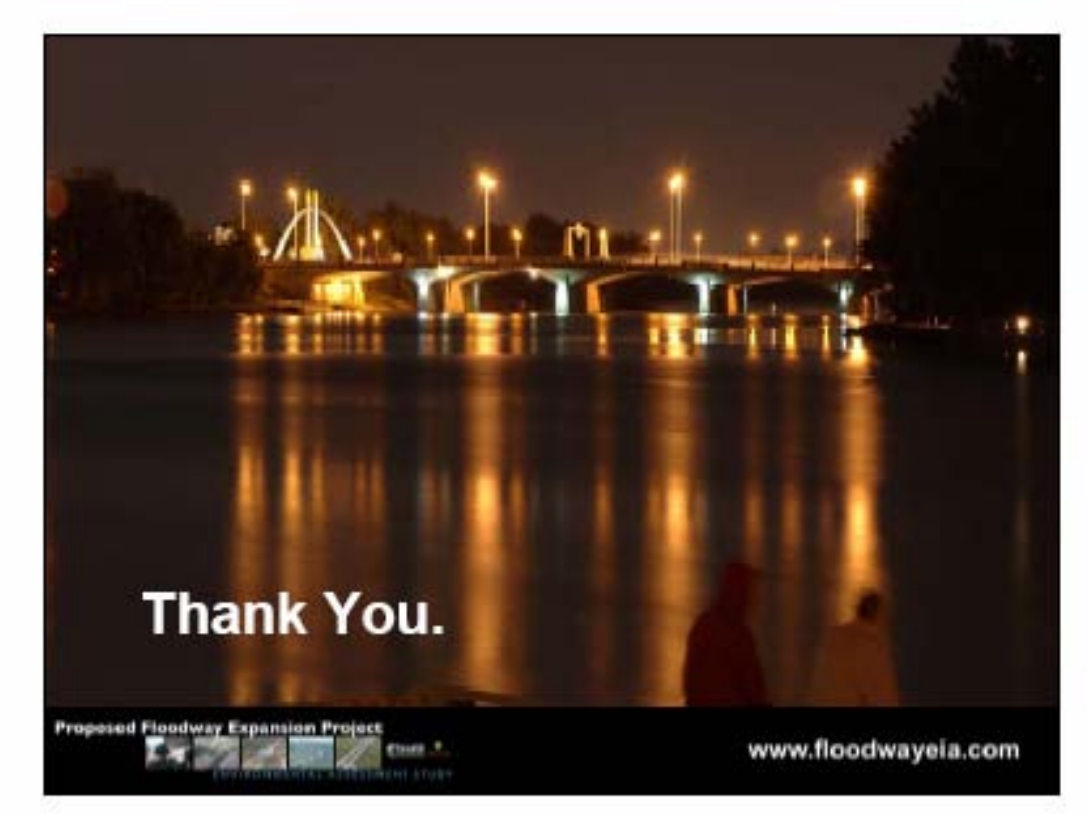
Public/T&C Review Period
August 2 - October 12
Response from TAC
Response from MFEA/Enviro. Team (Supplementary Filing)
Review of Response
Recommendation to CEC to Proceed to Hearings
Proposed Floodway Expansion Project
www.floodwayeia.com



1.3.3 Newsletters

Newsletters were prepared by the Environmental Assessment Study Team and MFEA for Round 4 public involvement. The Environmental Assessment Study Team and MFEA's newsletters were available at the public involvement events held during Round 4 public involvement. Furthermore, MFEA's newsletter was mailed out to 29,600 residents throughout the Red River Valley. A list of postal codes and the number of newsletters mailed in various locations is as follows:

Table 1.3-3
MFEA Newsletter Distribution

Town/Community	Postal Code	Newsletters Distributed
Aubigny RPO	R0G 0C0	53
Brunkild PO	R0G 0E0	62
Dugald PO	R0E 0K0	1,625
East Selkirk PO	R0E 0M0	688
Emerson PO	R0A 0L0	319
Lorette PO	R0A 0Y0	1,142
Macdonald PO	R0H 0S0	34
Morris PO	R0G 1K0	716
Niverville PO	R0A 1E0	772
Oakbank RPO	R0E 1J0	1,009
Peguis RPO	R0C 3J0	370
Roseau River PO	R0A 1P0	57
Sanford	R0G 2J0	280
Selkirk Stn Main	R1A 1T0	3,882
Selkirk Stn Main	R1A 1T0	2,675
St. Adolphe Stn Main	R5A 1A0	617
St. Jean Baptiste PO	R0G 2B0	182
St. Pierre Joylys PO	R0A 1V0	475
Ste. Agathe PO	R0G 1Y0	118
Winnipeg LCD T	R2G 1L0	2,580
Winnipeg LCD Q	R3N 0G0	1,204
Winnipeg Stn St. Vital	R2M 0A0	8,154
Winnipeg Stn St. Vital	R2M 0A0	2,586
TOTAL		29,600

Environmental Assessment Status Update Newsletter (August 2004)

Environmental Assessment Status Update August, 2004

Proposed Floodway Expansion Project

ENVIRONMENTAL IMPACT ASSESSMENT STUDY

Introduction

The Manitoba Floodway Expansion Authority (MFEA) has submitted documentation for the proposed Red River Floodway Expansion Project with federal and provincial regulators. This newsletter and other activities associated with ongoing public consultation and involvement are intended to help inform the public about this submission.

The Red River Floodway Expansion Project (the Floodway Expansion or the Project) involves a major expansion of the Existing Floodway protection system designed to divert flood waters around the City of Winnipeg. The Project will expand the existing flood diversion hydraulic capacity, generally by widening the Floodway Channel and modifying associated bridges and other infrastructure.

Funding for the Project's development is being provided by both Manitoba and Canada. The proposed Floodway Expansion Project will increase flood protection for people, mainly in the City of Winnipeg, against very infrequent catastrophic events. While the risk of these events occurring is low, their consequences are substantial. The Floodway Expansion will increase Winnipeg's reliable security against floods up to a magnitude of 1 in 700 years. An estimated 450,000 residents would otherwise be flooded during such events. This increased level of protection from the Floodway Expansion will provide economic benefits to all Manitobans and Canadians, whose value is estimated to be over $900 million ($CDN-2001). The Environmental Impact Statement for the Floodway Expansion project was developed from January to July 2004 in accordance with the EIS Guidelines issued in February 2004 by provincial and federal regulators. During this time, three rounds of public consultation related to the Project and the EIS took place, including the most recent round in May and June to review and discuss the initial EIS findings.

Above: *Environmental Assessment Local Study Region.*

Above: *The Floodway Channel in operation during Spring flooding in 2004.*

The Floodway Expansion EIS was submitted in early August for public and regulatory review. Preliminary engineering design for the Project was also submitted to the public registry as reference material to the EIS. Before any construction activities can be undertaken, provincial and federal regulatory approvals are needed. The licensing process includes public and regulatory review of the EIS, supplementary filing of deficiencies identified in the review and Clean Environment Commission hearings.

Further information on the Project and the conclusions from the EIS are summarized in the Executive Summary and described in Volume 1 of the EIS. An overview of the submission documents, including preliminary engineering design, is provided in this newsletter.

August, 2004 For further information, please visit www.floodwayeia.com 1

Proposed Floodway Expansion Project

ENVIRONMENTAL IMPACT ASSESSMENT STUDY

August, 2004 Update

Environmental Impact Documents Available Now

The EIS report can be viewed at Manitoba Conservation's public registries at the following locations:

- Conservation and Environment Library, Main Floor, 123 Main St., Winnipeg
- St. James-Assiniboia Public Library, 1910 Portage Ave., Winnipeg
- Legislative Library, 200 Vaughan St., Winnipeg
- Manitoba Eco-Network, 2nd Floor, 70 Albert St., Winnipeg
- Selkirk and St. Andrews Regional Library, 303 Main St., Selkirk
- Jake Epp Public Library, 255 Elmdale St., Steinbach

As well, the EIS report has been distributed to the Rural Municipalities of Selkirk, East St. Paul, Springfield, Ritchot and St. Clements.

A complete set of preliminary engineering design reports can be viewed at the Conservation and Environment Library, Main Floor, 123 Main St., Winnipeg.

The entire EIS submission can be seen on Manitoba Conservations' public registry website at: www.gov.mb.ca/conservation/envapprovals/registries .

The preliminary engineering design reports can be seen on the MFEA website (www.floodwayauthority.mb.ca).

Environmental Assessment and Engineering Documentation

On August 3, 2004, MFEA submitted to Manitoba Conservation the Proposed Floodway Expansion Project Environmental Impact Statement. This report describes the anticipated effects of the Project on the physical and biological environment, as well as on people and identifies methods to reduce adverse effects and improve positive effects. In addition to considering existing projects like the Existing Floodway, cumulative effects also considered potential effects of the Project in combination with other existing and planned projects. An Executive Summary of the EIS was included in the report. This Executive Summary highlights results of the Environmental Impact Assessment for the Proposed Red River Floodway Expansion Project. Further detail is available in the Environmental Impact Statement (EIS) for the Project and supporting appendices:

- Volume 1 Proposed Red River Floodway Expansion Project – Environmental Impact Statement
- Volume 2 Technical Appendices
- Volume 3 Public Consultation and Involvement Appendix

Continued next page..

Proposed Floodway Expansion Project

ENVIRONMENTAL IMPACT ASSESSMENT STUDY

August, 2004 Update

Filing of Environmental and Engineering Documents

On August 3, 2004, MFEA submitted the Proposed Floodway Expansion Project Environmental Impact Assessment to Manitoba Conservation. Along with the EIS, MFEA submitted the preliminary engineering design report to Manitoba Conservation for distribution to the Main Public Registry at 123 Main Street. This report contains the documentation of the work undertaken to date on the engineering design of the Project and supported the assessment of potential environmental effects contained in the EIS. The engineering documentation consists of the main report volume that highlights the findings and preliminary designs for each of the Project components and detailed descriptions of the work undertaken contained in the appendices volumes.

An overview of the reports submitted to Manitoba Conservation is provided in the graphic below.

Proposed Floodway Expansion Project

ENVIRONMENTAL IMPACT ASSESSMENT STUDY

August, 2004 Update

The Next Steps in the Process..

The next steps in the Floodway Expansion Project include:

- The Manitoba Government has placed the EIS submission on the public registry for an initial 60 day public review period. Persons who wish to provide comments on the EIS should contact Manitoba Conservation in writing no later than October 12, 2004. Comments can be submitted in writing to Mr. Bruce Webb at Manitoba Conservation, Suite 160, 123 Main St. Winnipeg Manitoba R3C 1A5 (tel: (204) 945-7021); or by email at bwebb@gov.mb.ca.

- The Manitoba Floodway Expansion Authority (MFEA) will hold a fourth round of consultations in September with municipal officials, aboriginal organizations, regulators, and other key stakeholders and the public.

- Following consideration of all submissions, Manitoba Conservation will provide comments, questions and deficiencies to MFEA. MFEA will file necessary supplemental information requested by Manitoba Conservation.
- Following submission of this additional information, the Clean Environment Commission will hold public hearings. The timing and format for the CEC public process is expected to be known in the coming months. Terms of reference for this hearing have been provided to the CEC by the Minister of Conservation (see CEC website at www.cecmanitoba.ca).

- After the Hearings, the CEC will provide a report to the Minister of Conservation. The federal Screening Report will also be provided for public comment during this interval. Both Ministers will then make licensing determinations.
- Licensing authorizations are anticipated in the late Spring of 2005. Pending environmental approval, construction is targeted to begin in the Summer of 2005.

How To Contact Us..

Further information about the proposed Floodway Expansion Project can be found at the following websites:

- Environmental Impact Assessment website: www.floodwayeia.com
- Manitoba Floodway Expansion Authority website: www.floodwayauthority.mb.ca
- Manitoba Conservation public registry website: www.gov.mb.ca/conservation/envapprovals/registries/redriverfloodway

For further information about the Environmental Impact Assessment, and to provide concerns related to the Environmental Impact Assessment or Project, please contact John Osler of the Environmental Assessment Study Team at 204-942-0654.

Manitoba Floodway Expansion Authority Newsletter (Fall 2004) French Version (also published)

Manitoba Floodway Expansion Authority

More capacity. More opportunities. - FALL 2004

Message from CEO – "We are Listening..."

In 1997, the Red River Floodway came within inches of its limit during the Flood of the Century. The Red River Floodway Expansion project will increase the capacity of the floodway and improve flood protection.

Over the past 8 months, the Manitoba Floodway Expansion Authority has been listening to Manitobans about this important project. Throughout our public consultation process, we have asked for your ideas, invited your questions and encouraged your participation.

Since January, 2004, the authority has sponsored 13 open houses and has consulted extensively with local municipal governments.

We have invited grassroots organizations to provide input on a wide variety of issues, from groundwater quality and drainage to recreation and economic opportunities. The result is an improved project design that is sensitive to local concerns and protects the environment.

As the project proceeds, we will continue to consult with you and provide the most up-to-date information available about this historic project, including another round of public consultation this fall. To assist us, we have established a website at www.floodwayauthority.mb.ca and a toll-free line for rural residents at 1-866-356-6355.

This newsletter provides you with a list of the most frequently asked questions we have received from the public. We hope that these questions and answers will provide a greater understanding of the project.

Thank you for your ongoing interest and input into one of the most important infrastructure projects in Manitoba's history.

Ernie Gilroy
CEO

Improvements To Floodway Project Announced

Groundwater Protected, Drainage Improved, Land Acquisition Requirements Reduced, and Bridges to be Replaced

Since the beginning of the public consultation process, the authority has heard a number of concerns from residents regarding a variety of issues including groundwater protection, drainage, land acquisition and transportation. To address these concerns, the authority has announced significant improvements to the project:

- **Protecting Our Groundwater** – The authority has scaled back plans to deepen the floodway channel from up to six feet to no more than two feet.
- **Improving Drainage Capacity** – The authority will maintain or increase drainage capacity for all rural drainage structures on the floodway and associated drainage channels within the floodway right of way.
- **Reducing Land Acquisition Requirements** – The authority has scaled back plans to acquire land for channel widening from 1,000 additional acres (405 hectares) to a maximum of 500 acres (202 hectares).
- **Improving Transportation Links** – A four lane crossing is being planned for PTH 15 to meet increased traffic flows in the future. The following six highway bridges that cross the floodway will also be replaced with upgraded structures as part of the expansion:
  - St. Mary's Road, PR 200
  - PTH 59 south
  - Trans Canada Highway East
  - PTH 15
  - PTH 59 north
  - PTH 44

Manitoba Floodway Expansion Authority 200–155 Carlton Street Winnipeg MB R3C 3H8 204-945-4900
Toll-free: 1-866-356-6355 www.floodwayauthority.mb.ca

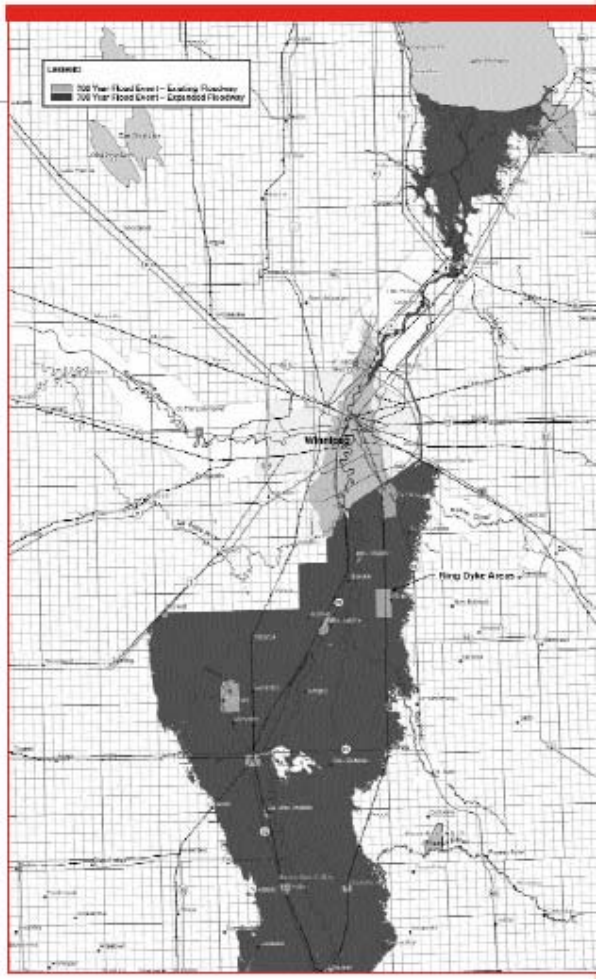
Frequently Asked Questions

1. Why are we expanding the floodway?

The floodway is an important part of Manitoba's economic infrastructure. It was built between 1962 and 1968 at a cost of $63 million. Since that time, the floodway has saved Manitobans more than $8 billion in flood losses, not to mention the environmental and social devastation that would have occurred.

In 1997, the Red River Floodway came within inches of its limit during the Flood of the Century. In the aftermath, residents rightfully called for an increased level of flood protection.

Although significant, the 1997 flood was dwarfed by the flood of 1826, which was 40 per cent larger - Manitoba's largest recorded flood. It is estimated that a repeat of that 1826 flood today would cause $5 billion in damage and an even larger 1 in 700 year flood would cause in excess of $10 billion in damages to the Manitoba economy. The new, expanded floodway will provide protection against a 1 in 700 year flood and would protect 450,000 Manitoba residents who otherwise would be flooded during a 700 year flood.



Without an expanded floodway, many areas within Winnipeg and approximately 450,000 residents would be flooded in the event of a 700 year flood event

2. After the floodway is expanded, how high would the water be at my house if the 1997 flood rates were repeated?

An expanded floodway would significantly increase the level of flood protection for Winnipeg and a number of communities in southern Manitoba. The vast majority of residents of the Red River Basin would see lower water levels and increased flood protection with a repeat of the 1997 flood. Water levels south of Ste. Agathe would not be affected by the floodway expansion. North of Winnipeg, on a stretch of the Red River from Lockport to Breezy Point, peak water levels would increase on average of 150 millimetres (six inches) but would not cause any additional flooding. Residents in this area would continue to be better protected during a 1 in 700 year flood because water levels would still be considerably lower than without the major flood protection works.

3. How will this project affect me?

The expansion project will improve the quality of life for all Manitobans and will have a long-lasting benefit for the province. It will provide increased flood security, create thousands of direct and indirect jobs, protect the environment and provide residents with an opportunity to help shape the future of their communities. For young people, the construction of the expanded floodway will provide employment and training opportunites, not to mention improve flood protection of their future home, business or place of work.

In particular, this project will affect you, your friends or family, if you or they:

- live or work close to the Red River or floodway
- work in the construction or engineering industry
- own a business that has been or could be disrupted by a major flood
- are trying to attract investment or establish a business in Manitoba
- use the floodway for recreation purposes

4. What does the floodway expansion project include?

Work on the floodway expansion project includes:

- pre-design and engineering work
- channel widening
- reconstructed outlet control structure north of Winnipeg
- improvements to current inlet structure south of Winnipeg
- upgrading a dozen bridge crossings
- expansion of the west dike south of Winnipeg

Since 2003, Canada and Manitoba have announced $240 million to begin work on the project. The federal government has recognized the Red River Floodway as a national infrastructure priority.

5. Have flood protection alternatives to the floodway expansion been considered, in particular pumping stations along the Red River and water retention south of Winnipeg?

Yes. The International Joint Commission studied a number of different options for flood protection in the Red River Basin, including water retention south of Winnipeg and flood pumping stations. After reviewing all the facts and options, the expansion of the current floodway was chosen by the federal and provincial governments as the most cost-effective and viable flood protection option.

6. What benefits can rural Manitobans expect from this project?

The expanded floodway will protect against a 1 in 700 year flood which, if occurred today, would result in excess of $10 billion in damages to Manitoba's economy. Furthermore, in the event of another Flood of the Century, many rural communities would have increased levels of flood protection to complement the $110 million invested in rural flood protection measures by Canada and Manitoba since the 1997 Flood of the Century.

The authority is committed to ensuring that the floodway expansion project addresses local concerns. For example, in addition to improving flood protection, the authority is committed to the following rural priorities:

- ensuring rural residents have a voice as the project proceeds
- protecting groundwater supplies
- mitigating riverbank erosion
- improving drainage along the floodway right of way
- reducing land acquisition
- providing local employment and training opportunities resulting from construction
- improving local transportation infrastructure, such as bridges
- providing opportunities for the reuse of excavated earth
- providing local recreation and economic development opportunities

Modifications to transmission lines

Construction of the West Dike

Rail & highway bridge upgrades

7. How will floodway expansion protect the environment in the event of a major flood?

Without the expansion, it is estimated that an 1826 level flood would result in the overland flooding of one-third of Winnipeg, including basement flooding resulting from sewer backup. In addition, hospitals, police stations, fire stations, water pumping stations, sewage treatment plants, Winnipeg's central business district and other commercial, manufacturing, and industrial operations within the city limits would be damaged. As a result, pollutants would be discharged causing significant pollution and environmental damage. Eventually, these pollutants would find their way into the Red River and Lake Winnipeg.

An expanded floodway will ensure that the public is protected from this threat.

8. What is the environmental licensing process for the project?

The principles of environmental stewardship and sustainable development are top priorities for the authority. Public involvement is a critical component of the environmental assessment process for the proposed floodway expansion. The authority has initiated an independent environmental review. For more information, please visit www.floodwayeia.com. Before construction can proceed on the project, several environmental requirements must be met including:

- preparing an independent environmental impact assessment (submitted August, 2004);
- receiving a license under the provincial Environment Act; and
- receiving federal environmental authorization;

Under the *Canada-Manitoba Agreement on Environmental Assessment Co-operation*, Canada and Manitoba have agreed that both governments will participate in a co-operative review of the proposed project. This process will include the Manitoba Clean Environment Commission public hearings.

Wherever possible, the authority is committed to working toward engineering solutions to any environmental concerns.

Public Open House meeting in Selkirk.

9. How will deepening the floodway affect groundwater supply and quality?

The public consultation process demonstrated that local residents, municipalities and agriculture producers were very concerned about any negative affects that deepening the channel may have on their groundwater supplies.

As a result, initial plans to deepen the floodway channel by up to two metres (six feet) have been dramatically scaled back. The authority will now deepen the floodway by no more than 0.6 metres (two feet), if at all. The goal is to ensure the expanded floodway is no deeper than the existing channel.

The decision to scale back plans to deepen the channel will secure local groundwater supplies. The authority will also establish a environmental mitigation fund to mitigate any isolated groundwater effects that may arise.

10. Will the Red River handle increased water flows and velocities near the floodway outlet north of Winnipeg?

Yes. Hydraulic studies have confirmed that the Red River channel can handle the flow from the expanded floodway plus the existing flow in the Red River.

Project improvements will help reduce erosion in the vicinity of the floodway outlet.

A new, wider outlet structure which incorporates leading-edge technology to reduce water velocities and dissipate waves re-entering the Red River during major floods will be constructed at the current location. In addition, side walls will be constructed in the outlet channel to prevent erosion. On the west bank of the Red River immediately north of the floodway outlet, approximately 1 kilometre (0.6 miles) of riprap or other erosion control will be applied to mitigate any additional erosion during floodway operation.

11. What is being planned for the highway and railway bridges that cross the floodway channel?

The following six highway bridge crossings will be replaced and upgraded as part of the floodway expansion project:

- St. Mary's Road, PR 200
- PTH 59 south
- Trans Canada Highway East
- PTH 15
- PTH 59 north
- PTH 44

Replacement of these bridges will ensure that the structures will be above the water level in the event of a 1 in 700 year flood.

The authority is committed to ensuring minimal traffic disruptions during bridge construction at all locations. Existing bridges will remain operational at five bridge crossings on St. Mary's Road, PTH 59 south, Trans Canada Highway #1 (East), PTH 15 and PTH 59 north. Plans to ensure minimal disruption are underway for PTH 44.

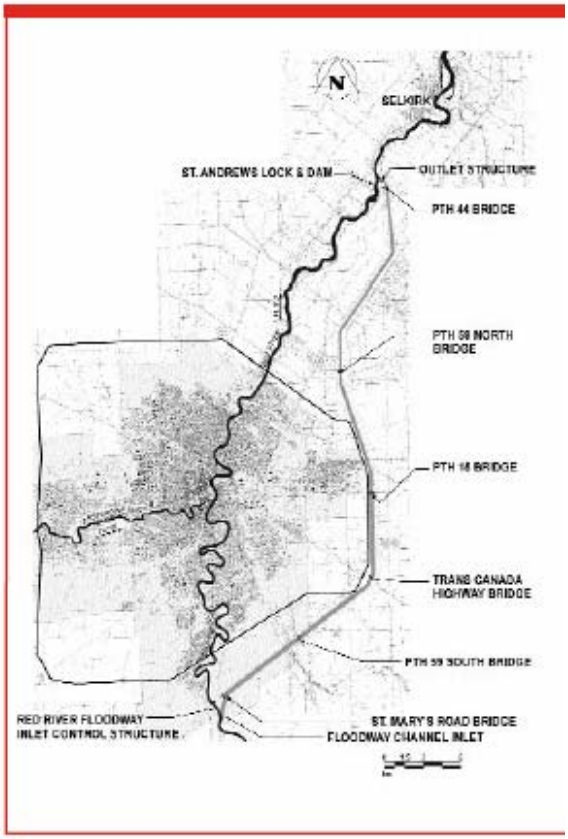
In addition, planning for the PTH 15 bridge will incorporate a design for a four-lane crossing to meet increased traffic flows in the future.

The authority is currently working with railway operators on the phased construction of the various railway bridges that cross the floodway channel.

12. Will the floodway authority need to buy land to complete the floodway expansion?

The authority's goal is to minimize the need to acquire land to complete the project. Initial design estimates suggested that 1,000 additional acres (405 hectares) of land would be required to complete channel widening. That estimate has been dramatically reduced to a maximum of 500 acres (202 hectares). The authority will make efforts to reduce land requirements even further in the months ahead.

The authority anticipates acquiring additional land for the expansion of the west dike south of Winnipeg. The amount of land required will be determined once the design is finalized. The authority will continue to work closely with municipal governments, local residents and agricultural producers on this matter. As well, there will likely be some minor land requirements for the bridge replacements and associated rail and roadway improvements.



Twelve bridge crossings, including the replacement & upgrade of six highway bridges, will occur as part of the expansion project.

13. By raising the west dike, do you plan to raise water levels south of Winnipeg during a major flood event?

No. The west dike is being raised up to 2 metres (6.5 feet) to provide increased flood protection in the event of wind or rain during a flood event. This safety zone is referred to as "freeboard." Water levels south of the city, during a major flood, will be maintained according to the current operating rules of the floodway.

14. What will be the impact on existing drainage structures connected to the floodway?

In response to input received from municipal governments and agricultural producers during the public consultation process, the authority will ensure current drainage capacity is maintained or increased for all structures on the floodway and associated channels within the floodway right of way. Replacements and improvements include drop structures at the Centreline Drain, North Bibeau Drain, Cooks Creek Diversion, Springfield Road Drain, Skholny Drain, Ashfield Drain, Country Villa Estates Drain and the Kildare trunk-Transcona sewer outlet drop structure.

"I am pleased with the consultative process that MFEA has undertaken to keep us informed of this project,"
George Sokal, Chairman of the Cooks Creek Conservation District.

In addition to these initiatives, the authority plans to construct a new gated culvert through the west dike, southwest of Labarriere Park, to improve drainage in the region to the La Salle River.

A new gate chamber will also be constructed on the Seine River overflow pipes to allow the pipes to be closed to prevent backwater flooding from the floodway to the community of Grande Pointe.

15. What does the Master Floodway Agreement mean to workers and taxpayers?

To maximize local employment opportunities, the authority will establish a master floodway agreement to provide cost certainty for taxpayers, ensure no strike/no lockout provisions, establish local hiring provisions, include effective job training measures and ensure that the project is completed on schedule.

Workers on the floodway project will not be required to join a union, and all union and non-union contractors will be eligible to bid on floodway work.

To ensure the construction industry's participation, the authority is consulting with representatives from the industry to provide expertise and guidance as the process moves forward.

16. How will the floodway expansion project increase recreational and economic development opportunities?

The authority has a mandate to maximize recreation and economic opportunities associated with the floodway expansion project. In March, the authority invited Manitobans to submit their ideas. The authority received approximately 50 suggestions including hiking, biking and jogging trails, snowmobile and ski trails, horseback riding, tourism promotion, cultural, historic and environmental initiatives.

As a result of the public feedback, the authority will produce an *Opportunity Report* that summarizes the various ideas the authority received from local residents and stakeholder groups regarding recreation and economic opportunities. This report will identify next steps and will be available to the public, municipal governments, independent environmental review team, and federal and provincial governments.

Through the public consultation and expression of interest process, the authority also received a number of proposals and suggestions about the future use of earth excavated during construction. In light of this interest, the authority is considering initiating a separate process for public access to the excavated material. No excavated earth will be available until construction begins.

17. Will dredging the Red River north of Winnipeg have any positive impact on flood protection?

No. Studies have shown that the cost of dredging sections of the Red River would provide no benefit to water levels north of the outlet during a flood event. However, in response to public interest, the authority has raised the issue with the federal government regarding future plans to dredge in the area.

18. Does the floodway cause ice jams north of Winnipeg?

No. The formation of ice jams pre-date the floodway – they are a historic reality in the area near Selkirk. This year, many residents in the Selkirk area were flooded because of ice jamming. Unfortunately, this would have occurred regardless of the floodway operation. However, in response to public concerns, the authority has commissioned a study on the ice jam issue which should be completed this summer.

Manitoba Floodway Expansion Authority
200 – 155 Carlton Street Winnipeg MB R3C 3H8
204-945-4900 Toll-free: 1-866-356-6355
www.floodwayauthority.mb.ca

Canada Manitoba

Public Open Houses

Learn about the Floodway Expansion's Environmental Impact Statement (EIS)

Since January 2004, the Manitoba Floodway Expansion Authority (MFEA) has been listening to Manitobans about the proposed Red River Floodway expansion project. Your input has helped shape and improve the floodway project. Last month, MFEA submitted an Environmental Impact Statement (EIS) to Manitoba Conservation for review. A fourth round of public consultation has been scheduled so you can learn more about the project's EIA.

MFEA representatives will be available at public information booths at the following locations:

St. Norbert	Saturday, September 18	Farmers Market 3514 Pembina Highway
Selkirk	Saturday, September 25	Selkirk Town Plaza 366 Main Street
Winnipeg	Sunday, September 26	St. Vital Centre

In addition, Public Open Houses will take place at the following locations:

Lorette	Monday, September 27 5:00 - 8:00 p.m.	Lorette Parish Hall 1282 Dawson Road
East St. Paul	Wednesday, September 29 5:00 - 8:00 p.m.	Henderson Highway Legion Hall 3600 Devries
Winnipeg	Saturday, October 2 9:00 a.m. - 4:00 p.m.	Engineering Building University of Manitoba

For more information, please visit our website at www.floodwayauthority.mb.ca or contact us at:

Manitoba Floodway Expansion Authority
200 – 155 Carlton Street
Winnipeg, MB R3C 3H8
Toll free: 1-800-356-6355
Winnipeg: 945-4900

1.3.4 Open Houses

To promote Public Open Houses in Lorette and East St. Paul, portable signage was used to inform the public about the events. These signs were set up approximately one week prior to the open houses in locations with high public visibility. For the Public Open House at the University of Manitoba, boulevard signs were posted on the campus on the day of the event to direct the public to the location of the open house.

Table 1.3-4
Public Open House Sessions

Date and Time	Location	Number of People in Attendance ("Signed-in")
September 27, 2004 5:00 p.m. to 8:00 p.m.	Lorette Parish Hall 1282 Dawson Road Lorette, Manitoba	47
September 29, 2004 5:00 p.m. to 8:00 p.m.	Henderson Highway Legion Hall 3600 Devries East St. Paul, Manitoba	70
October 2, 2004 9:00 AM to 4:00 PM	Engineering Building Hydraulics Laboratory (Outlet Model)* University of Manitoba 15 Gillson Street Winnipeg, Manitoba	49

*The Public Open House at the University of Manitoba included a display, and demonstration of the Outlet Control Structure Model. The purpose of the Model was to refine the preliminary engineering designs.

The issues raised at the aforementioned Public Open House sessions are as follows:

- Groundwater
  - Surface water may seep into groundwater wells.
  - Groundwater levels may drop near Oasis Road.
  - A mitigation program needs to be developed for the potential impact on groundwater wells, located north of 59N bridge, at the turn in the Floodway.
- Land
  - Anticipated fill will be placed on the existing berms to increase crest elevations.

- Nuisance
  - Construction of the 59N bridge may cause noise.
  - The use of motorcycles and snowmobiles, along and in the Floodway may cause noise.
- Seine River Siphon
  - Low flow in the Floodway may have an effect on siphon operations.
- Recreation
  - Retaining water in the Floodway may create recreational opportunities.
  - A greenway, such as the example in Grand Forks, North Dakota, may be beneficial for the Floodway.
- Drainage
  - The capacity of existing drainage property structures may not be adequate to handle a flood greater in volume than a 1 in 100-year flood event.
- Transportation
  - The expansion may require the realignment of road(s) located east of the Floodway Inlet Control Structure.
  - The cutoff design of Oasis Road is not finalized.
- Erosion
  - Erosion on the West Bank away from the outlet control may increase with the expansion.
- Open House Process
  - A formal "Question & Answer" period was not part of the Round 4 Open House sessions.
- Hydraulics
  - The use of the Red River Flood Gates to control summer flooding may have an impact on market gardeners.
  - Flood protection enhancement plans for Winnipeg are not being addressed.
- Emergency Preparedness
  - An emergency access plan for the Floodway needs to be developed for construction activities and post-construction operations of the Expanded Floodway.

1.3.4.1 Public Open House – Questions

Some people around Lorette say that high water from the Seine River this year was because the syphon caused the water to back up.

Response: High water in and around Lorette is not due to the syphon, there is an overflow at the syphon and upstream east of the new PTH 59 alignment.

Does the expansion require the syphon to be moved?

Response: No, the construction will avoid disturbing the syphon.

Does the Grande Pointe diversion have an effect on flooding in Lorette?

Response: No, the diversion does not have effects as far as Lorette.

Can you explain the fishery issue with the low flow channel?

Response: The low flow channel has eroded in places and resulted in "ponds" where fish that enter the channel try to over winter. The survival rate of these fish is not great. So the low flow channel provides habitat, albeit poor habitat. The plan is to fill in and protect the eroded spots and prevent water from accumulating. This is considered a harmful alteration, disturbance, and destruction of fish habitat. We will be compensating by providing habitat improvements elsewhere.

What is the purpose of the low flow channel?

Response: To carry incidental waters away without harming the vegetation on the main channel bed and causing erosion problems.

Are new gates going to be added to the inlet control structure?

Response: No, there will be fire suppression and other minor safety upgrades and additional erosion protection. A dam safety analysis was completed and no changes were required.

Ile des Chenes has never flooded. The storyboard showing basin flooding for a 1:700 year flood event indicates shows otherwise.

Response: That has never been recorded. If it did then Ile des Chenes is predicted to be flooded the same as with the existing or expanded floodway.

Why was the Ste. Agathe dam option not considered?

Response: There were various dam options along the Red and tributaries considered. The floodway expansion was chosen and that is the project being assessed.

Why not build the floodway northwest to Lake Manitoba that is the way water naturally flows?

Response: The Assinboine River flows from the West into the Red River. Such a floodway would have a greater distance, over 50 miles and have a greater amount of excavation. That would be a more costly project.

The board shows that the floodway and west dyke are holding water back and flooding the areas south of Winnipeg. You should pay to flood us.

Response: The floodway and west dyke redirect water around Winnipeg but does not back water up except under major floods. In these cases when water is raised above the state of nature the compensation legislation has been passed in the legislature that does pay the affected parties for damages.

The trash racks cause blockage and flooding.

Response: Blockages of the trash rack does back up water that then overflows into the floodway. We are looking at different systems to help prevent that.

Will the overflow structures change those structures?

Response: No, there are not plans to change those.

The overflow culverts at the Seine River syphon will allow waters from the floodway flow back into Grande Pointe. Are there controls planned for these?

Response: Don't know off hand, leave your name and we will get back to you. He indicated that he left his name and question at the front desk.

Traps on culverts on Prairie Grove drain would help; will continue to work with the MFEA to get whatever help they can (RM of Springfield). Appreciate that they are able to work with MFEA and that discussions are getting somewhere.

How will it affect my well?

Response: Details of a specific location are not available tonight; further information to be provided.

Is there a well log for my well?

Response: Manitoba Water Stewardship maintains data of well logs as submitted by drillers. Referred to Groundwater Section of Manitoba Water Stewardship for followup.

What is being done to protect Selkirk?

Response: That is not part of this project, but Selkirk has engaged Wardrop Engineering to study their situation.

An individual has been told that approval of a community well was being held due to concerns about the floodway.

Response (from Steve Topping): No the application for a new subdivision is being held pending a hydrogeological study on groundwater capacity.

The outlet structure is holding water back and preventing floodwaters from leaving the floodway. It should be removed.

Response: The outlet is being designed to convey the full capacity of the channel in a controlled manner.

The river needs to be dredged to allow proper flow into the lake.

Response: The need for dredging was investigated and found not to be related to the floodway or river flow.

RM of Macdonald would be looking for information on ice jams, bank stability, dredging, groundwater, and compensation.

Response: These items have been included in the EIS and if there were additional questions, they could submit them for a response either directly or through the Approvals Branch. An offer was made to provide a hard copy of storyboards.

Increasing capacity of outlet structure is good but it should be removed. The channel could be deepened to get the water out faster.

Response: The outlet structure allows for energy from elevation drop between channel and river to be released and erosion prevented. Others were concerned about erosion. Deepening the channel to reduce head could cause groundwater concerns.

1.3.4.2 Public Open House – Lorette Parish Hall

Sign in Sheet

Proposed Floodway Expansion Project Open House

Lorette, Manitoba
September 27, 2004

Name (Please PRINT)	Address (including postal code)	Email Address (optional)
Monique Dalton	Box 1 Grp 30 RR1 Dufresne, MB R0A 0J0	—
Bob Bodnaruk	2935 McGregor Farm Rd Springfield Mb R2E 1E8	bbod@mts.net
STEVE BORISKEWICH	Box 165 DUGALD .	
Bob Gallagher	Box 45 RR2 Lorette	bgallagh@mts.net
DENIS AUDETTE	BOX 20 GRP. 50 RR. 2 LORETTE	CAUDETTE@MTS.NET
R. RUMANCIK	Box 334 Lorette MB R0A 0Y0	rumancik@mts.net
Corinne + John Mahaffy	157 Cahon Park Lorette	
Sylvia Beaucage-Pena	584 River Dr. Lorette	
ERIN BRISCOE	54 BRIARCLIFF BAY WPG	
Ron P. FERland	674 RIVER DR.	
Adele ROHULYCH	598 RIVER DR, LORETTE R0A 0Y0.	
M+B GUENETTE	12 Chamberland St	
Constant Cook	675 River Dr. Lorette	
Jeff Beaucage	234 Carson Park	Lorette
[illegible]	Lorette, Man	
[illegible]	Lorette MB	
[illegible]	Box 64 RR2 Lorette.	jim.hardy@bethania.ca

Proposed Floodway Expansion Project Open House
Lorette, Manitoba
September 27, 2004

Name (Please PRINT)	Address (including postal code)	Email Address (optional)
Koop Bob	Box 44 Landmark Road	355 4484
Julie Chappella	Box 160 Landmark	355-4100
John Liska	Box 92 Ile Des	Chenes
Ron Lemieux	517 Lorette	878 4644
Don Giesbrecht	16 Danielle Dr Lorette	878-3962
Ray D'Avignon	3400 St Mary's	256-3764
Albert Leday	3444 St Mary's Rd	255-4930
[illegible]	3454 St Mary's	2557369
John [illegible]	Box 126 RR5 [illegible]	-
[illegible]	GRP 20, Box 23, Lorette	255-7796
[illegible]	Box 11 Grp 20 Lorette	2574686
Gilbert Hacault	Box 474, Lorette	GHAC @ CWL.CA
[illegible]	Box 606 RR1 Dugald	
[illegible] White	Box 23 Lorette	[illegible]@mts.net
E. H. Warren	Grande Pointe	253-6991
Leo Dubois	636 Dawson R.	8782717
Lionel Dupuis	Ile Des Chênes	878 2810
C & B Fox-Decent	Lorette	[illegible]@mts.net

Floodway Expansion
Lorette Open House SIGN - IN
0211-A-09-32
27 September 2004

NAME	POSTAL CODE
JOHN HOLLAND	ROE 0K0
PAUL LEMAY	ROA 0Y0
JOSEF MAJOR	ROA 0T0
EVA MAJOR	ROA 0T0
VERN BERGEN	ROA 0Y0
Don Sand	ROA 0Y0
Ken Lucko	ROE 0K0
DAVID POOKE	ROA 0Y0
Vicki Demarcke	ROA 0Y0

1.3.4.3 Public Open House – Henderson Highway Legion

Sign in Sheet

Proposed Floodway Expansion Project Open House
East St. Paul, MB
September 29, 2004

Name (Please PRINT)	Address (including postal code)	Email Address (optional)
Tony Carpenter	Box 38100 East St Paul R2E1H3.	
Andrew Buck	217 Cantebury SEL, MB	
[illegible]	13 Kootenay Cres R2C 2X7	
Ron G Kaatz	3640 Andrews Rd.	
F. [illegible]	260 Bonner.	
[illegible]	2756 Henderson Hwy	
Clare Schafer	51 Schaefer Place	
DARREN SOKAL	BOX 2 GRP 545 RRS LPB, MB R2C 2Z2	
WAYNE KROWCHUK	3817 Rebeck Rd R2E 1C4	
RON CHATFIELD	3598 Henderson R2E 1A9	
Ken + Susan Edie	P.O. Box 39 Dugald,	MB.
[illegible]	C.E.C.D. 777-2223	
[illegible]	Box 27, GRP 341, RR3	
[illegible]	3284 Hall Rd	
[illegible]	3254 Hall Rd.	
[illegible]	17 Woodstone Dr.	
Ed Langner	257 Bonner Ave.	

Proposed Floodway Expansion Project Open House
East St. Paul, MB
September 29, 2004

Name (Please PRINT)	Address (including postal code)	Email Address (optional)
BRIAN WAGG	BODORCOM DRIVE EAST ST PAUL R2E0H6	
John Jonasson	193 Vince Leah Dr Winnipeg R2V4A3	JJonassm@gov.mb.ca
BOB KING	R2K4L2 291 EAGLEMERE DR	
Barney, Betty McDonell	#104 - 217 Stuart Ave.	
R. J. Bennett.	279 Hiawatha Ave West St Paul. R4A1A3.	
E. Manny Does	51 Martin Ave W. Wpg MB R2L 0B3	
Tod B Clarke	3655 Ross Farm Rd E. ST PAUL R2E1E1	
Dave Donaghy	RM of Springfield Oakbank.	ddonaghy@rmofspringfield.ca
ERNIE FRIESEN	35 SHELAGH CR. WPG R2G1Z6	efriesen@remax.net
SANDRA + GERALD OBONAKI	6905 Henderson	
Pat + Walter Spier	6885 Henderson.	
A.J. Hordue	W. St. Paul	
A. ANDRUSCHAK	47 SILVERFOX PL	a_andruschak@hotmail.com
C. Meseric	1897 Sperring Ave.	
R. EASON	1420 CLARENCE	

Name (Please PRINT)	Address (including postal code)	Email Address (optional)
WILL SLOTA	LOT 2 BOARDWALK	
ANDY LAMOTHE	605 HOKA ST	

Proposed Floodway Expansion Project Open House

East St. Paul, MB

September 29, 2004

Name (Please PRINT)	Address (including postal code)	Email Address (optional)
HARVEY DANN	Box 17 Grp 242 RR2 Wpg	[illegible] .ca R3C 2E6
PETER SKRYPETZ	87 Budden dr R2K 4C5	
Ron Schuler	M.L.A. - Springfield	
[illegible]	Box 117E RR5 WPG	
SUE KOSTUIK	317 HIAWATHA WSP	
[illegible]	2159 McGregor RD	
Darlene Sardeck	Selkirk	
David Bell	Selkirk	
M. HAWRYSH	2195 GARVEN EAST ST. PAUL	MHAWRYSH@MTS.NET
Dudley Morrow	535 Kapelus Dr Ryasby	
AL JOHNSON	270 OAKWOOD WALK	R2E 0L8
HENRY SCHMIDT	387 OAKLAND	R2G 0B2
John [illegible]	Box 126 RR5 WPG	SPRINGFIELD
N MARGERISON	1711 60 WRELLAMS.	

SIGN-IN

East St. Paul Open House
29SEP2004

NAME	POSTAL CODE
Andy Bakker	R2E 1E7
Bob Regula	R2C 0L9
[illegible] Balluk	R2E 0J5
Olga & Dennis McVarish	R2G 0Z9
& Steve	R4A 1A2.
Sonia Sadyaew	R2E 1B7
Elvis Sadyaew.	R2E - 1B7.
J. Petruk	R2E-1C2
D. Smith	R2E 1C2
Darrin Schellenberg	R2G 2J4
Bev Fisher	R2E 0B9
George Wall	R2E 0L8
Joe Yashuk	R2E 0L1
Mary Yashuk	R2E 0L1
DAVE CORMACK	R4A1A1
Lawrie Hunt	R0C-2C0
Sheldon McLeod	R3T 3P5

1.3.4.4 Public Open House – University of Manitoba

Invitation

Manitoba
Floodway Expansion Authority

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Fax: (204) 948-2462

PUBLIC REMINDER

WHAT: Floodway Public Open House and
Floodway Outlet Control Structure Model Demonstration

WHEN: Saturday, October 2,
9:00 am to 4:00 pm

WHERE: Engineering Building, University of Manitoba

Note: Demonstrations of the Floodway Outlet Control Structure Model have been scheduled for 10:00 am, 12:00 pm and 2:00 pm.

For more information, please contact:
Becky McEachern
Manitoba Floodway Expansion Authority
(204) 945-4900 or 1(866) 356-6355

Media Contact: Ronuk Modha,
Manitoba Floodway Expansion Authority
(204) 945-4178, (204) 945-4900 or 1-866-356-6355

Sign in Sheet

Floodway Open House - U of M
SIGN-IN
02 OCT 2004

NAME	POSTAL CODE
JOHN OSLER	R3P 0H5
Vlasta & Emy Lajlai	R2M 2L4
MARTIN SUDFELD, P.ENG.	R2G 1K4
Jack Jonasson	R3C 2E7
Bob Bodnaruk	R2E 1E8
Albert + Glenda LeSage	R2N 4E2
Linwood DeLong	R3G 2K6
HARRY MARTEL	R3P 0T8
GARY BECKSTEAD	T2J 1Y6
Stan & Betty Shpipam	R3T 3G4
JAMIE KOZAK	R3L 0H4.
CRISPIN ANG	R3C 4U8
Brian PATTYN	R2N 4B3.
shiqiang Ye	R3T 2X6
TOM HEINRICHS	R2C 2Z2
Don ROBERTS	R2C 2Z2
Nes. MUDRY	R3N 0Z7
Dorothy Roberts	R2C 2Z2
Boyd Heinrichs	R2C 2Z2
C. Zhang	R3M 2N6
Dunrobin, Genevieve & Harold Taylor	R3G 1K2
Julia Hards-Tomalin	R3T 1S3
MATT WOLOSHYN	R3N 2A1

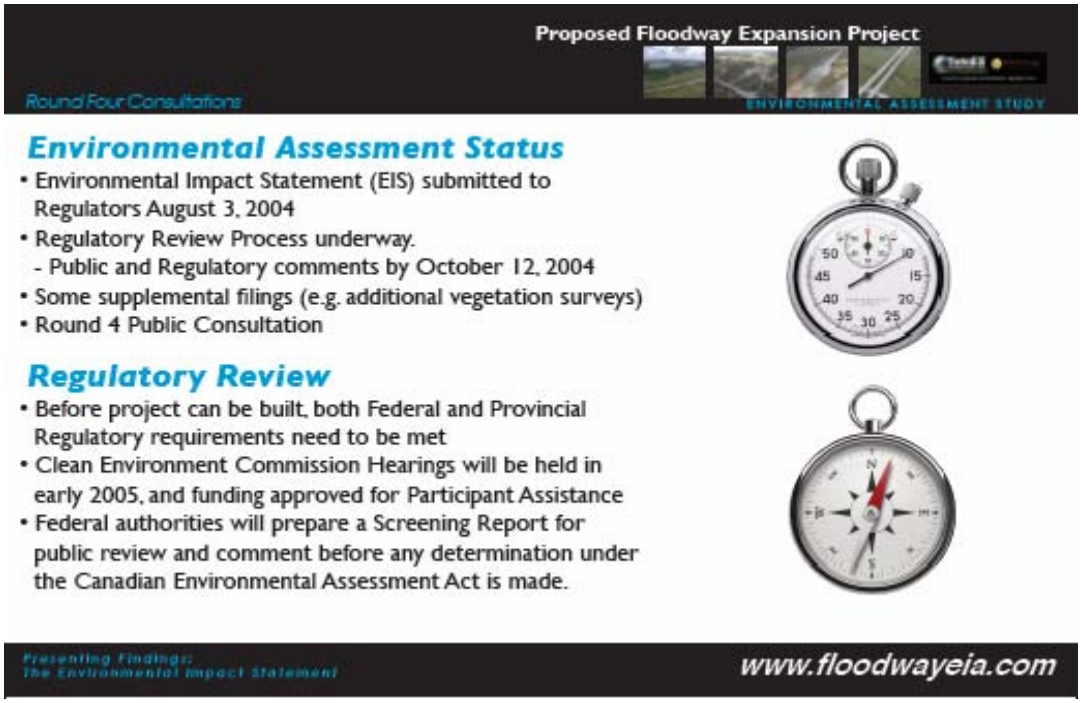
Floodway Open House => U of M 02 OCT 2004

SIGN-IN

NAME	POSTAL CODE
P+M HAVIXBECK	R2N 4B4
Scott Spicer	R2G 0Y8
Barry MacBride	R2N 3V5
A. Nazarevich	R3W 1N9
KEW BIBERDORF	R2N 4E9
SHARON V	R2N 4E9
QUINN TAYS	
Brant Wilcox	R2K 1S4
NORM CLAYDON.	R2C 1S9.
Betty M. Does	WPG R2L 0B3
BILL McCARRY	WPG 22 RIVERSIDE DR.
Patrik Modla	Wpg - Evergreen Place
Abdel halim Hohamed	Winnipeg R2H 1T2
Sharoo Modha	Wpg. R3L 0E9.
EILEEN KIRTON	WPG R3R 3L2
JEFF KIRTON	" "
A. Tekawa	St. Andrews R1A 2Y5
R. Tekawa	St. Andrews R1A 2Y5
Wanli Wu	R3T 5L2
Bob Stefanuk	R5A 1A4

1.3.4.5 Open House Storyboards

Storyboards – Environmental Assessment Study Team



Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Environmental Impact Statement (EIS) and Supporting Documents

- The EIS is comprised of a Main Volume, Executive Summary, and two Supporting Volumes.
- Design details are drawn from volumes of Preliminary Engineering Reports, which in turn have their own set of supporting documents.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Environmental Assessment Approach

The Effects Assessment focused on effects of:

- Project Construction
- Project Operation - Floodway not in service
- Project Operation - Floodway in service
  - -1 in 100 year Flood Event (similar to 1997 Flood)
  - -1 in 200 year Flood Event (larger than 1997 Flood)
  - -1 in 225 year Flood Event (approximate design capacity of existing Floodway)
  - - 1 in 700 year Flood Event (approximate design capacity of expanded floodway)

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Public Involvement Process

- **Round One** (January, February - 2004)
  - Project Introduction and Issue Identification
- **Round Two** (April)
  - Information on key topics, including: recreation & economic opportunities, floodway operating rules, compensation, mitigation, summer operation and water levels
- **Round Three** (May / June)
  - Initial EIA findings
- **Round Four** (September)
  - EIS Documentation, Summary of Findings, and Next Steps Forward.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

How Public Affected Project

- Notable changes in project design and environmental assessment process were implemented in response to public input to the project, including:
  - Groundwater protection
  - Mitigation fund
  - PTH 15 bridge enhancements
  - Reduced land acquisition requirements
  - Local drainage improvements
  - Recreational Opportunities
  - Springhill Ski Facility considerations
  - Re-use of excavated earth
  - Involvement in design

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

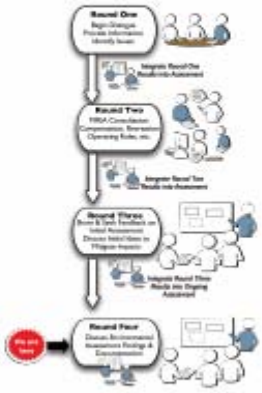
Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Other Responses to Public Interest

- Additional analysis and studies, including surface water intrusion into groundwater and effects on ice jams downstream of the Floodway (in EIS)
- Encouragement by MFEA of Canada and Manitoba to consider investment in rural flood protection, particularly north of Winnipeg (not in EIS)
- Development of a 3-D virtual reality floodway simulation (not in EIS)



Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

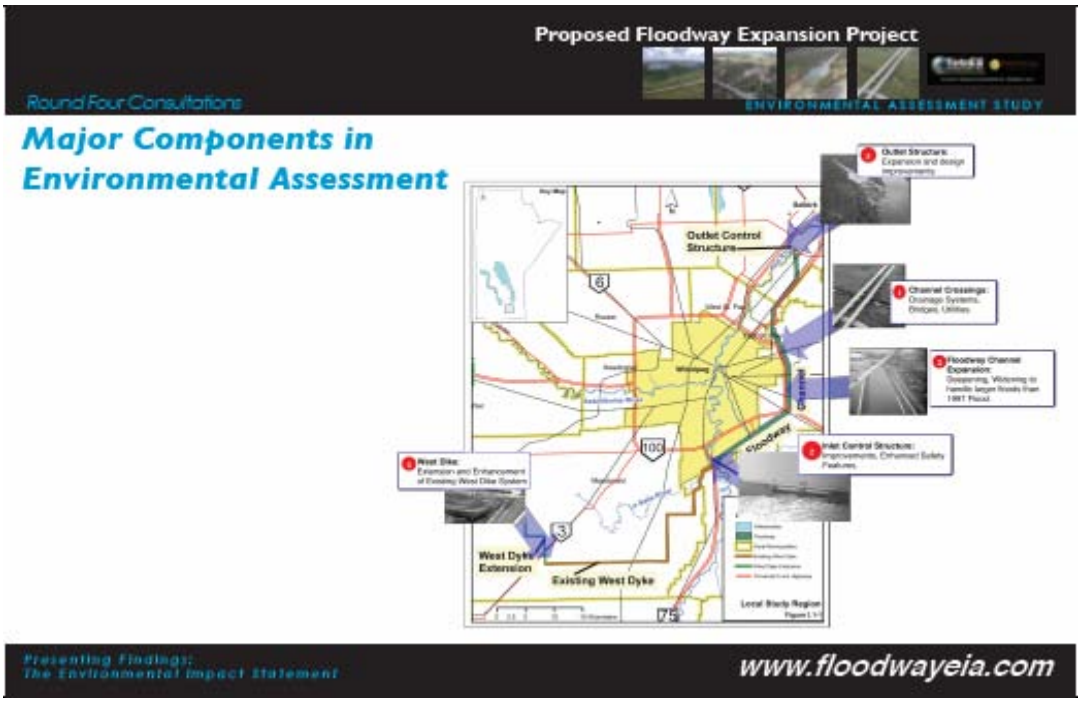
ENVIRONMENTAL ASSESSMENT STUDY

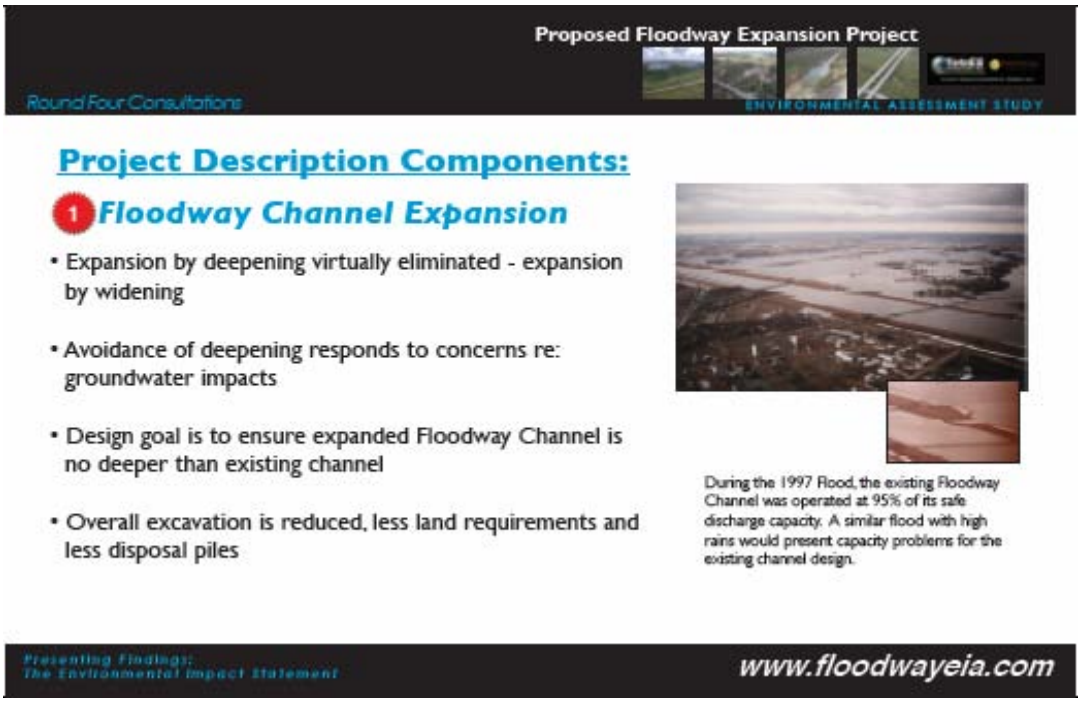
Ice Processes

- History of ice jamming at Selkirk and downstream pre-date existing floodway construction
- Project calculated to increase travel times for water in the Floodway by 1 to 2 hours
- No negative impact on ice jamming
  - Would theoretically reduce water levels at a given time at Selkirk
  - Floodway Expansion has theoretical benefit too minor to change frequency of ice jams

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com


Proposed Floodway Expansion Project
Round Four Consultations
ENVIRONMENTAL ASSESSMENT STUDY
Major Components in Environmental Assessment
Outlet Control Structure
Floodway
West Dyke Extension
Existing West Dyke
Presenting Findings: The Environmental Impact Statement
www.floodwayeia.com


Proposed Floodway Expansion Project
Round Four Consultations
ENVIRONMENTAL ASSESSMENT STUDY
Project Description Components:
1 Floodway Channel Expansion
• Expansion by deepening virtually eliminated - expansion by widening
• Avoidance of deepening responds to concerns re: groundwater impacts
• Design goal is to ensure expanded Floodway Channel is no deeper than existing channel
• Overall excavation is reduced, less land requirements and less disposal piles
During the 1997 Flood, the existing Floodway Channel was operated at 95% of its safe discharge capacity. A similar flood with high rains would present capacity problems for the existing channel design.
Presenting Findings: The Environmental Impact Statement
www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Project Description Components:

2 Inlet Control Structure Improvements

- Inlet Structure assessed and meets current design standards for design safety
- Existing structure will withstand extreme floods
- Improvements include:
  - Enhanced erosion protection
  - Enhanced fire suppression systems
  - Installation of additional backup safety features

Floodway Gate Control Structure shown (top) under normal water levels, and (right) during 1997 Flood operations.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Project Description Components:

3 Outlet Structure Expansion

- Increased width and other features to reduce velocities and dissipate energy in flows entering Red River
- Erosion protection - improving existing riprap and adding new erosion protection along west bank of Red River
- Proposed new protection extends 1 kilometre beyond existing erosion protection

Top Right: Floodway Channel Outlet shown during normal water levels.
Bottom Right: Floodway Channel Outlet during Spring 2004 Flood Operation

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Project Description Components:

4 Channel Crossings

- Highway Bridges
  - 6 to be replaced. New spans raised and lengthened.
    - One bridge to be improved (PTH 59S Northbound)
  - Original bridges remain in service during construction (except possibly PTH 44)
  - 6 railway bridge crossings
- Agricultural Drainage Drop Structures
  - 5 to be replaced, 1 to be rehabilitated
  - Improvements made within Floodway Right of Way to accommodate increased design flows and future growth of local drainage system

The Floodway Channel is crossed by bridges (top), roads, hydro transmission lines, drainage structures and other crossings. Most of these crossings require modification.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Project Description Components:

5 West Dyke Extension and Enhancement

- West Dyke will be raised to increase freeboard
- Freeboard raised between 2 to 6 feet
  - Offers additional protection from wave action damage
- Dyke will be lengthened approximately 12 miles

In 1997, the West Dyke was expanded on an emergency basis. This dyke prevented floodwaters from sweeping west of the floodway and entering Winnipeg from a western flank. Enhancements to this dyke would provide additional freeboard and wave protection for this structure.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Project Description Components:

Other Aspects of the Project

Land Acquisition

- Current amount needed for expanded Floodway Channel reduced from more than 1000 acres to under 500 acres

Construction Sequence

- Construction to occur in at least four segments to minimize time spent in any given location
- Construction sequence planned to start at upstream end of Floodway Channel (near control structure) and progress downstream to Floodway Outlet

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Environmental Assessment Conclusion and Summary of Findings

Project expected to create no significant residual adverse effects on biophysical environment or related socio-economic environment.

- Project design and/or mitigation activities will be implemented to avoid potential significant adverse effects.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Water Regime Key Effects

- For floods equal to or less than 1 in 90 years, no effect on water levels other than about a 0.3 metre reduction in Winnipeg
- For floods greater than a 1 in 225 year event:
  - Major benefits in providing protection with Winnipeg
  - Upstream of the Inlet Control Structure water levels would be about 0.9 metres lower
- Downstream effects are higher water levels for major floods
  - For floods between 1:100 and 1:225 years water levels would be 2 to 4 cm higher at Lockport
  - For a 1:700 year flood the water level would be 0.3 m higher at Lockport (within the banks) reducing to 0.13 m higher at Selkirk and 0.05 m at Breezy Point

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Groundwater Key Effects

- Channel excavation through predominantly widening. Deepening only of selected areas to maximum of 0.6 metres:
  - Groundwater level changes would not be noticeable outside the Right of Way (RoW)
  - Potential for 0.6 m effect on groundwater levels at RoW at Bird Hills can be mitigated, if required, by a cut-off wall. Therefore, should be no noticeable effect at RoW
- Environmental Protection Plans will be used to protect groundwater during construction.
- Existing zone of infiltration will widen however no additional vertical intrusion expected.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Erosion, Sedimentation Key Effects

- Extensive Erosion Control Plans for Construction of Outlet Structure and Floodway Channel will mitigate any potential effects of sediment from erosion on the Red River
  - Even without mitigation, simulation has shown sediment increase with the Red River would be within natural variation
- Improved erosion control is being provided in the low flow channel and the upstream and downstream embankments of the Inlet Control Structure as well as 1 km downstream of the Outlet Control Structure

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

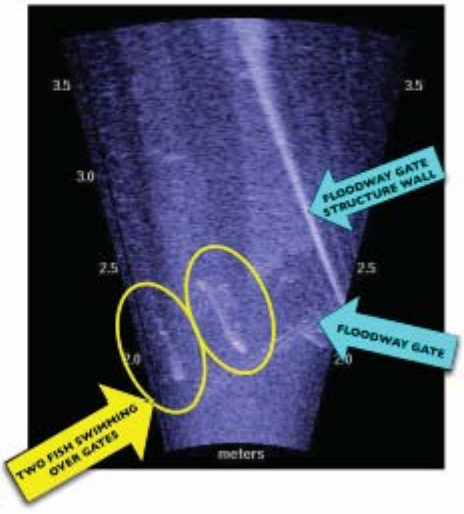
Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Aquatic Environment Key Effects

- Current over wintering of fish, which results in fish kills in the Existing Floodway Channel will be discouraged by proposed low flow channel design
- Erosion control in some areas of Red River may result in alteration of fish habitat
  - It is anticipated that DFO will require habitat compensation



Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Terrestrial Environment Key Effects

- Channel Construction will cause short term disruption, however the re-vegetation plan will result in a more diverse and flood-tolerant plant community that generally improves habitat in the long term
- Clearing of willows for construction and maintenance will occur from September to April (i.e. outside breeding bird nesting season)
- No Species At Risk or their habitat were encountered during site investigation in 2004 or from other information collected

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Resource Use Key Effects

- Commercial agriculture and residential land use temporary disrupted during construction
  - Traffic flow and construction inconvenience
  - Suspension of haying/cropping leases
- Higher downstream water levels (less than 0.3m) during floods expected to have minor effect on commercial resource use
- No discernible effect on property values as a result of changes in flood risk expected.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

ENVIRONMENTAL ASSESSMENT STUDY

Infrastructure & Services Key Effects

- Transportation: increased traffic on alternative routes and increased travel times during construction are expected to be minor. Positive residual effects during the operation phase are expected to be minor.
  - Police, Fire and Emergency Services
- Water supply - potential adverse effects due to construction dewatering are short term and not discernible following mitigation. Any potential effects due to channel deepening during the operation phase will be mitigated.
- Construction phase unlikely to interrupt utility services.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com

Proposed Floodway Expansion Project

Round Four Consultations

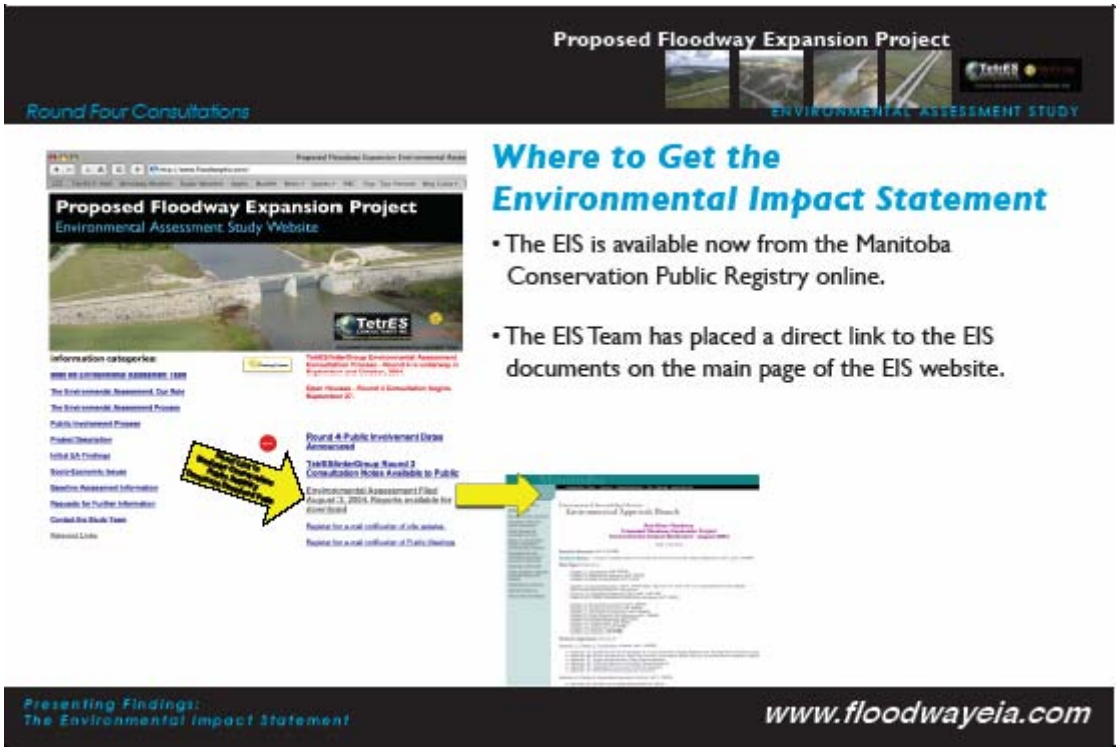
ENVIRONMENTAL ASSESSMENT STUDY

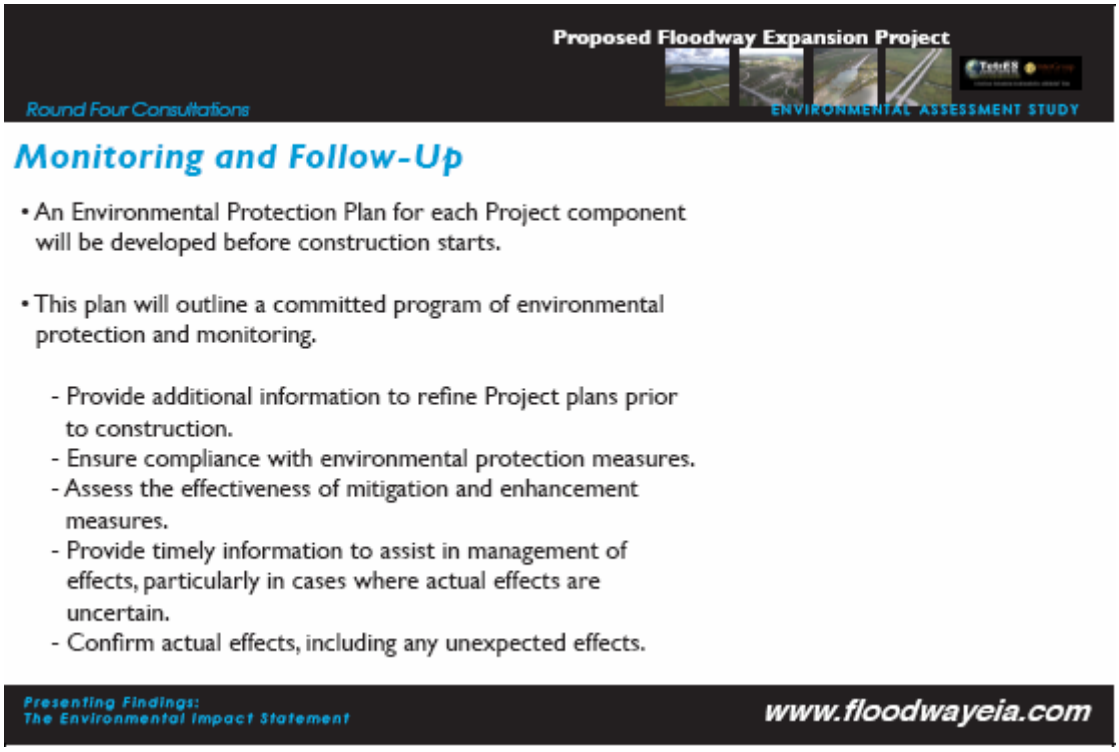
Family and Community Life Key Effects

- Increased flood protection for people living/working in (and having links to) Winnipeg, from effects of flooding on Manitoba economy, services, and way of life.
- Adverse effects via biophysical pathways to remainder of Study Region expected to be limited to short-term effects (construction) and rare flood events (greater than 1997 event).
- Recreation activities along Floodway Channel - may be disrupted for a short period of time during construction. During operations, positive residual may result from development of additional recreational opportunities.

Presenting Findings:
The Environmental Impact Statement

www.floodwayeia.com


Proposed Floodway Expansion Project
Round Four Consultations
ENVIRONMENTAL ASSESSMENT STUDY
Where to Get the Environmental Impact Statement
• The EIS is available now from the Manitoba Conservation Public Registry online.
• The EIS Team has placed a direct link to the EIS documents on the main page of the EIS website.
Proposed Floodway Expansion Project
Environmental Assessment Study Website
TetrES
Presenting Findings:
The Environmental Impact Statement
www.floodwayeia.com


Proposed Floodway Expansion Project
Round Four Consultations
ENVIRONMENTAL ASSESSMENT STUDY
Monitoring and Follow-Up
• An Environmental Protection Plan for each Project component will be developed before construction starts.
• This plan will outline a committed program of environmental protection and monitoring.
- Provide additional information to refine Project plans prior to construction.
- Ensure compliance with environmental protection measures.
- Assess the effectiveness of mitigation and enhancement measures.
- Provide timely information to assist in management of effects, particularly in cases where actual effects are uncertain.
- Confirm actual effects, including any unexpected effects.
Presenting Findings:
The Environmental Impact Statement
www.floodwayeia.com

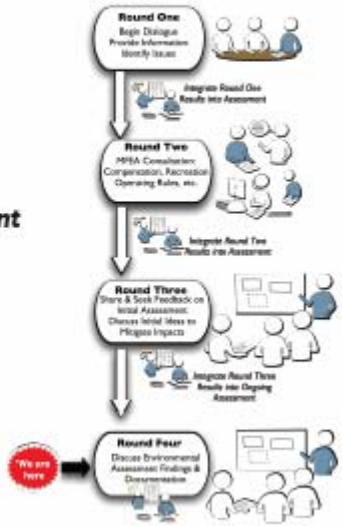
Storyboards – MFEA

Project Proponent:
Manitoba Floodway Expansion Authority

PROPOSED FLOODWAY EXPANSION PROJECT

The Purpose of this Open House

- This Open House is part of the Public Involvement Program for the Environmental Impact Assessment of the Proposed Red River Floodway Expansion Project. Its purposes are to:
  - ***1) Provide details on the Environmental Assessment Documentation, Regulatory Process, and Status***
  - ***2) Summarise details regarding Preliminary Design Project Description***
  - ***3) Summarise findings contained in the Environmental Impact Statement***



Presenting Findings: The Environmental Impact Statement

www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

PROPOSED FLOODWAY EXPANSION PROJECT

The Existing Floodway and Proposed Floodway Expansion

- The existing Floodway is almost as wide as the Red River itself.
- It allows the Red River flow to split into two just south of Winnipeg.
- When the Red River starts to overflow its banks, the control structure gates are raised to direct flow into the Floodway Channel and restrict it from flowing through the City of Winnipeg.
- There are 5 main components of the Proposed Floodway Expansion.

5 Main Components of Floodway Expansion

Presenting Findings: The Environmental Impact Statement

www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

Project Need

- Existing Floodway opened in 1968 after catastrophic 1950 Flood damages:
  - To date, Floodway used more than 20 times
  - Floodway avoided flood damages in excess of $8 Billion
  - Avoided environmental impacts not estimated
- A response to a recommendation by the International Joint Commission for the implementation of increased flood protection for Winnipeg
- Floodway Expansion will provide protection to a 1 in 700 year flood event

Presenting Findings: The Environmental Impact Statement
www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

Floodway Expansion Benefits

- Floodway Expansion generates sizeable benefits in:
  - Flood protection
  - Construction employment
  - Recreational opportunities, and;
  - Infrastructure improvements

Presenting Findings: The Environmental Impact Statement
www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

PROPOSED FLOODWAY EXPANSION PROJECT

Floodway Expansion Benefits..

- Flood Protection:
  - Project raises level of flood protection for approximately 500,000 residents of Winnipeg and significantly reduces potential damage to property
    - Greater than $10 Billion for 1 in 500 year event
    - As much as $17 Billion for a 1 in 700 year event
  - West Dyke raises level of protection for RM of Macdonald residents north of dyke.
  - Protecting Winnipeg during a flood enables the hub of Manitoba's economy to continue to function. This benefits residents who live in surrounding municipalities who work in Winnipeg.

Presenting Findings: The Environmental Impact Statement

www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

PROPOSED FLOODWAY EXPANSION PROJECT

Floodway Expansion Benefits..

- Environmental Benefits
  - Floodway Expansion will help protect the environment downstream of Winnipeg during large flood events by minimizing likelihood of overland flooding and associated pollutant release within Winnipeg
- Protection of Critical Infrastructure
  - Protection of key health centres in Winnipeg
  - Water treatment and supply facilities
  - Emergency Response Coordination Centres
- Reuse of Excavated Earth
  - Opportunities will be made for reuse of earth excavated during construction

Presenting Findings: The Environmental Impact Statement

www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

Rural Project Benefits

- Employment and Training Opportunities for rural residents
- Improvements to Highway bridge crossings: Trans-Canada Highway, St. Mary's Road, PTH15, PTH 59 South, PTH 59 North, and PTH 44
- Maintenance of groundwater supply and quality
- Maintain or improve local drainage capacity
- Riverbank stabilization north of floodway outlet
- Modest increase in flood protection levels, particularly in event of 1997-scale flooding

Presenting Findings: The Environmental Impact Statement
www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

Floodway Expansion Benefits..

- Construction Employment
  - Will be the largest construction project in Southern Manitoba
    - Providing four years of construction employment
    - Employment to residents of Winnipeg and surrounding communities
    - Training and special measures to be adopted to facilitate employment of aboriginal people and benefit future Manitoba construction projects

Presenting Findings: The Environmental Impact Statement
www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

Floodway Expansion Benefits..

- Recreational Opportunities
  - Process in place to enhance recreational opportunities on Floodway Right of Way
  - Residents of Winnipeg and surrounding communities could benefit from accessing these new opportunities
  - Springhill Ski Facility will remain open during construction and operation of Floodway

Presenting Findings: The Environmental Impact Statement
www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

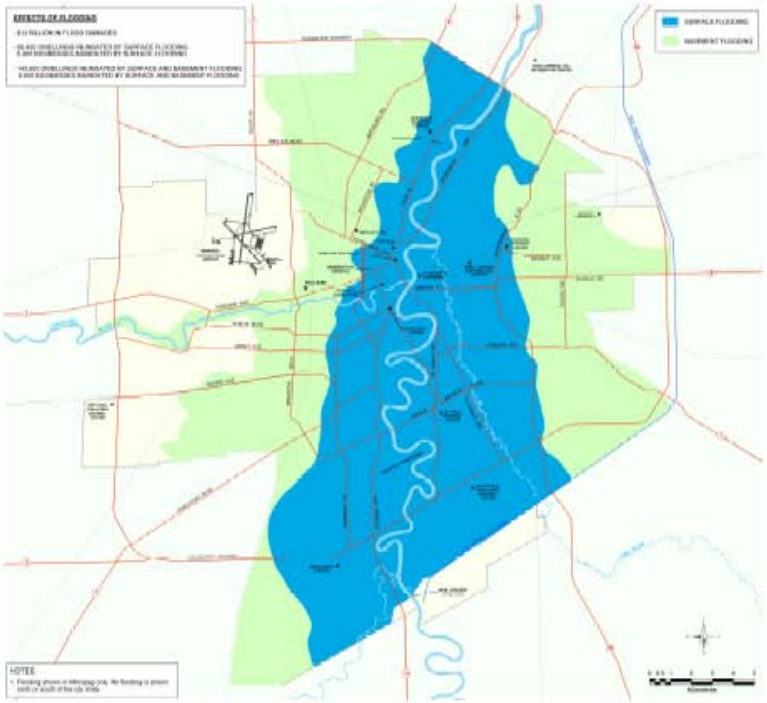
Floodway Expansion Benefits..

- Infrastructure Improvements:
  - 6 highway bridges crossing floodway
  - 6 railway bridge crossings, and;
  - 5 local drainage drop structures in the floodway
  - Expanded outlet structure and erosion control measures north of Lockport
- Opportunities for local residents to help shape and build the future of their communities

Presenting Findings: The Environmental Impact Statement
www.floodwayauthority.mb.ca

Project Proponent:
Manitoba Floodway Expansion Authority

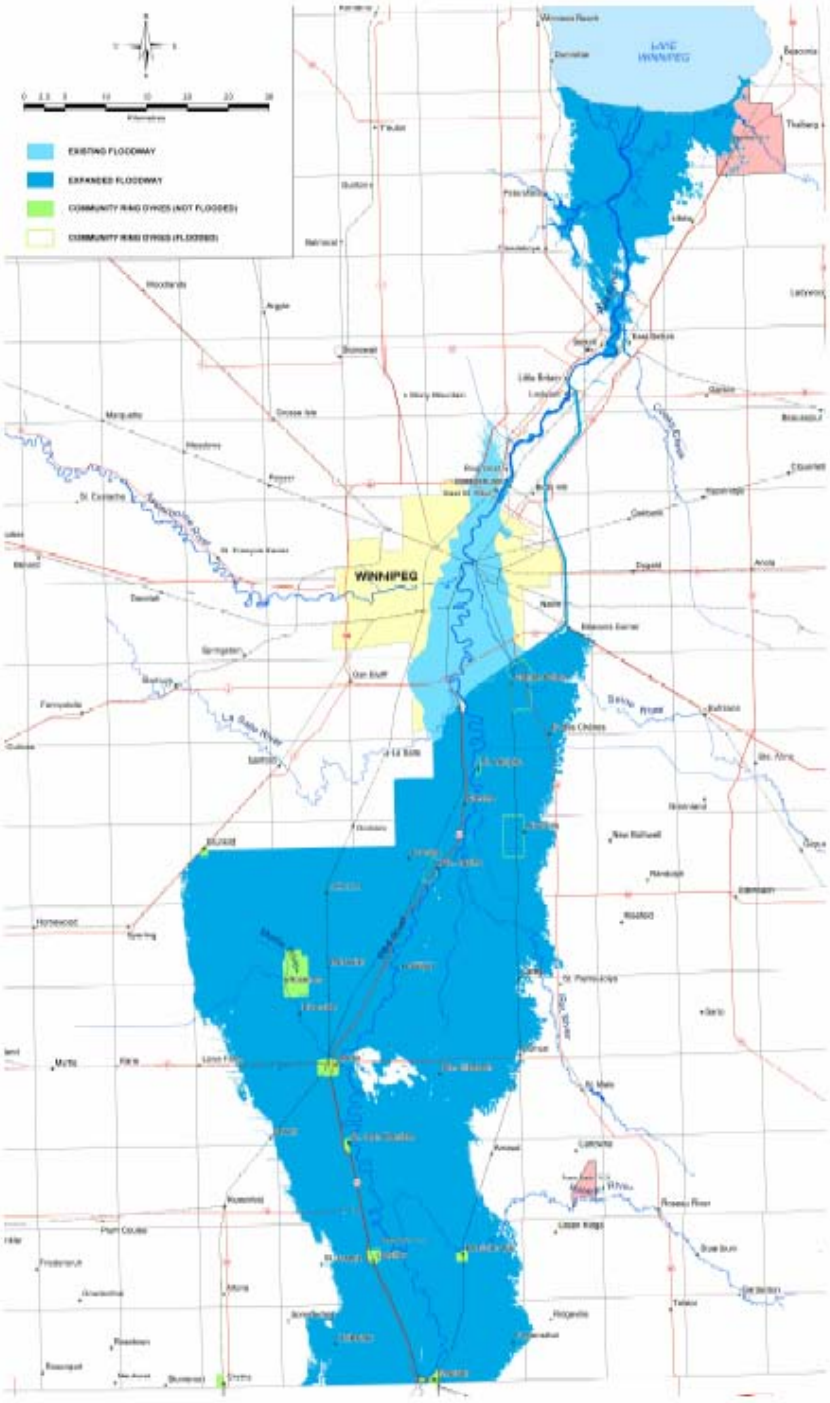
700 year flood without expanded Floodway



700 year flood with expanded Floodway

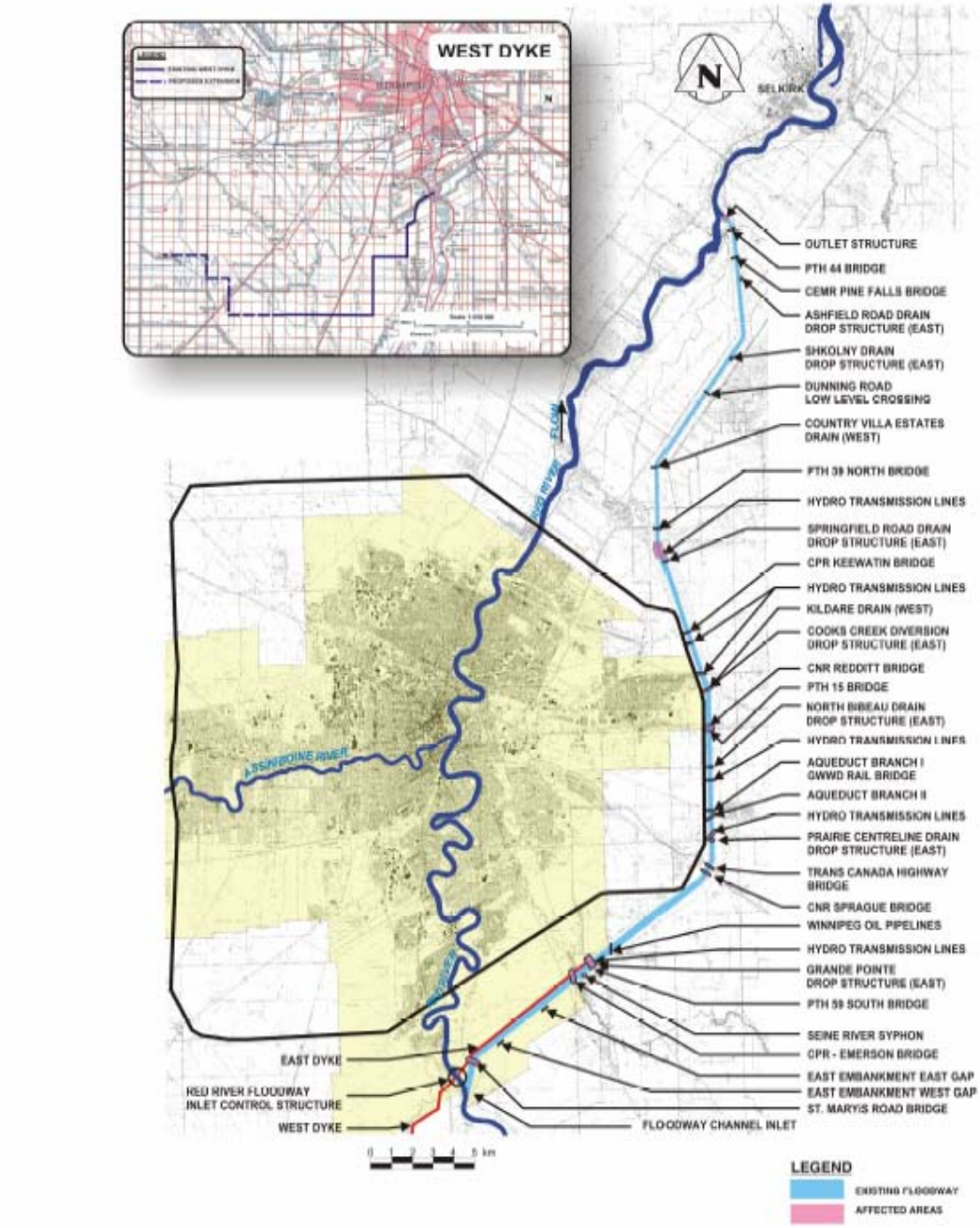
www.floodwayauthority.mb.ca

Manitoba Floodway Expansion Authority



www.floodwayauthority.mb.ca

Manitoba Floodway Expansion Authority



www.floodwayauthority.mb.ca

1.3.5 Public Information Booths

As part of the Manitoba Floodway Expansion Authority's (MFEA) commitment to facilitate an inclusive, innovative and informative public consultation process, MFEA established Public Information Booths as part of the Round 4 consultation. This initiative was undertaken to provide information directly to the public, including many who would not have had an opportunity previously, to learn about the project.

During the month of September, Public Information Booths were established at the following locations:

Table 1.3-5
Public Information Booths

Date	Time	Location
Saturday, September 18, 2004	9:00 a.m. to 3:00 p.m.	St. Norbert Farmers Market
Saturday, September 25, 2004	9:00 a.m. to 4:00 p.m.	Selkirk Towne Plaza
Sunday, September 26, 2004	12:00 noon to 5:00 p.m.	St. Vital Centre

These booths consisted of a multimedia display that highlighted the 1950 and 1997 floods, information on the needs and benefits of the project, and details on the project design. In addition, photo albums were available for viewing that focused on past flood events. The communication material that was distributed at the booths included:

- MFEA newsletters (Spring 2004 and Fall 2004),
- Environmental Assessment Study Team Round 4Newsletter, and
- Question and Answer Fact Sheet on the project.

Technical personnel from MFEA, with specific knowledge on hydraulics and transportation, as well as the communications staff, were on hand to answer public questions pertaining to the project. Furthermore, individuals could register for a viewing of the Floodway Outlet Control Structure at the Public Information Booth.

As with the Public Open Houses, the booths were advertised in the following ways:

- News Release issued September 10, 2004,
- Print Ads in the Winnipeg Free Press, Winnipeg Sun, the Selkirk Journal, the Steinbach Carillon, the Red River Valley Eco and La Liberté,
- 29,600 advertisements were distributed accompanying the MFEA newsletter in September,
- MFEA website, and
- Signage promoting the Public Open Houses.

Manitoba Floodway Expansion Authority

More Capacity, More Opportunities

DID YOU KNOW...

- That, without an expanded floodway, an additional 450,000 Manitoba residents would be at risk of flooding in the event of a 1 in 700 year flood.
- That the International Joint Commission (IJC) concluded that the potential damages in the City of Winnipeg from a 1 in 700 year flood would be in excess of $10 million.
- That the largest flood in the recorded history of Manitoba took place in 1826 and was 40% larger than the 1997 flood.
- Since the 1997 flood, Canada and Manitoba have invested more that $130 million for flood protection measures - including $110 million for rural communities including Grande Pointe, Niverville, St. Pierre-Jolys, Gretna, Lowe Farm, Rosenort, Aubigny, Riverside, Emerson, Rosenfeld, Ste. Agathe, Roseau River, Letellier, Morris, St. Adolphe and Brunkild.
- That the Red River Floodway was constructed between 1962 and 1968 at a cost of $63 million and has saved the province more than $8 billion in flood losses since its completion in 1968.
- That the expanded floodway will protect residents against a flood larger than the 1997 "Flood of the Century" including an 1826 level flood.
- That the expanded floodway will provide more then double the water capacity of the current channel from 1,700 cubic metres (60,000 cubic feet) of water per second to 4,000 cubic metres (140,000 cubic feet per second) - *that's the same size as the Pan Am Olympic pool!*
- That the Red River Floodway expansion project will generate thousands of direct and indirect employment opportunities as well as provide recreational and economic development opportunities for local organizations, businesses, communities and the province.

Canada Manitoba

1.3.5.1 Public Feedback

An average of 75 individuals approached the Public Information Booth at each location. Generally, the public feedback that was received was favourable. Most members of the public indicated a general interest in the project and welcomed the opportunity to learn about the project. Individuals especially liked the ability to ask questions on a one-on-one basis with the technical experts on the Project.

The largest attraction of the booth was the historical pictures of the 1950 flood and the 1997 flood. Members of the public enjoyed these pictures because, in many instances, they could relate to them or recognized the specific locations that had been impacted by previous flooding (e.g., University of Manitoba, The Forks, etc.). In addition, the public also appreciated the flooded area comparisons of the Red River Valley and the City of Winnipeg with and without the expanded floodway. These maps helped to reinforce the need for the project and the benefits that would result in regard to flood protection and environmental benefits.

MFEA's establishment of a public information booth in the Selkirk Town Plaza and St. Vital Centre also proved to be beneficial. It provided an opportunity for young people to approach the booth to ask questions about the project. In contrast, at most previous Public Open House meetings, the number of young people was limited.

At the Selkirk Town Plaza location, most members of the public recognized the need for the project but also raised issues unrelated to the expansion itself. In particular, ice jamming continued to be a concern for residents north of Selkirk. Another issue raised was the need for dredging portions of the Red River north of Selkirk. Residents also had questions regarding potential traffic disruptions as a result of the bridge replacement on PTH 44. A number of residents also raised concerns regarding water quality and welcomed the information that the floodway project would benefit the environment and protect water quality in the event of a major flood.

At the St. Vital Centre Public Information Booth, most questions pertained to the project design and construction. There were also a number of questions on the recreation and economic development opportunities that may arise from the project. In particular, questions were raised about plans for the St. Mary's Road Bridge.

The public feedback at the St. Norbert Farmers Market was generally positive. Most of the people at the market came from various neighbourhoods in Winnipeg or from the region south of Winnipeg. People tended to ask questions about the project and its impact on residents south of Winnipeg, especially with respect to water levels. Some people also inquired about the compensation legislation recently passed in the Manitoba Legislature. Other questions that were raised included those on the options for recreation and economic development opportunities, access to earth, plans for transportation improvements and plans for the St. Mary's Road Bridge.

Overall, most members of the public recognized the need to expand the floodway and for the project to progress. However, some concerns remained regarding issues largely unrelated to the floodway project.

1.3.6 Stakeholder Meetings

As part of MFEA's commitment to ongoing public consultation on the project, the following meeting and consultation opportunities were undertaken since August, 2004.

Table 1.3-6
MFEA Stakeholder Consultation Meetings

Date	Location
Tuesday, July 27, 2004	Presentation to the Rotary Club of St. Boniface/St. Vital
Thursday, September 2, 2004	Presentation to the Red River Basin Commission
Monday, September 13, 2004	Presentation to Recreation Stakeholders
Monday, September 13, 2004	Presentation to the Manitoba Federal Liberal Caucus
Wednesday, September 15, 2004	Drainage Meeting with municipal representatives and residents of RM of Springfield and RM of Taché
Thursday, September 16, 2004	Consultation with representatives from Peguis First Nation
Wednesday, September 22, 2004	Presentation to the Manitoba Chapter of the Canadian Water Resources Association
Thursday, September 30, 2004	MFEA Luncheon/Red River Basin Commission – Keynote Address
Tuesday, October 19, 2004	Viewing of the Floodway Outlet Control Structure Model for representatives from the Town of Selkirk and the Rural Municipalities of St. Andrews, St. Clements, West St. Paul, East St. Paul and Springfield.
Tuesday, October 19, 2004	Viewing of the Floodway Outlet Control Structure Model for representatives from the Department of Fisheries and Oceans, Canadian Environmental Assessment Agency and Infrastructure Canada

Tuesday, July 27, 2004

Presentation to the Rotary Club of St. Boniface/St. Vital

This presentation was made by Doug McNeil and included the following topics: Red River basin description, history of flooding, existing major flood control works, the 1997 flood and the floodway expansion components. Approximately 18 Rotary members attended. It was held at the Niakwa Golf Club, 620 Niakwa Road.

Thursday, September 2, 2004

Presentation to the Red River Basin Commission

Stakeholder Group: Red River Basin Commission

Date of Presentation: September 2, 2004
Winnipeg City Hall

Attendees: MFEA Representatives
EA Study Team
Red River Basin Commission Membership
Municipal Stakeholders

Total Attendees: 35

Key Discussion Points:

- MFEA presented an update on the project's progress and highlighted a number of key features, including:
  - additional efforts to protect groundwater
  - improvements to floodway drainage structures
  - reductions in land acquisition requirements
  - highway bridge improvements
  - commitment to ongoing public consultation process – including additional public open houses and information booths
  - updated project timelines related to the review of the Environmental Impact Statement
- In response, Red Basin Commission members asked a number of questions, including:
  - What plans do we have to incorporate recreation opportunities into the project?
  - How does MFEA plan to ensure rural communities benefit from the floodway expansion project?
  - What is the status of the compensation plan unveiled by Manitoba earlier in the year?
  - How can we be sure that there will be no negative impact on groundwater supplies?
  - What is the project's expected impact on riverbank erosion?
  - How soon do you expect to begin construction?

MFEA Response:

MFEA confirmed their plans to incorporate recreation opportunities into the project and referenced the call for expressions of interest that was issued earlier in the year. MFEA highlighted ongoing discussions with recreation stakeholders about the idea of a four-season greenway trail and possible improvements to the current ski-hill. MFEA stated their decision not to proceed with any recreation ideas that required water in the floodway.

With regard to rural communities around Winnipeg, MFEA highlighted their sensitivity to the needs of rural residents. In particular, MFEA highlighted their efforts to redesign the project to protect groundwater and improve drainage capacity – two key elements for rural economies. In addition, MFEA highlighted the benefits of new and improved bridges for rural residents and employment opportunities associated with the project's construction. Recreation opportunities and some improved flood protection were also sited as positive impacts for rural economies.

MFEA noted that the vast majority of their public involvement program had been geared to rural concerns and indicated their plan to maintain an ongoing dialogue with rural residents beyond the environmental review process.

With regard to groundwater supplies, MFEA said they were confident the decision to scale back plans to deepen the current floodway would protect the current groundwater conditions. That said, MFEA commented that they anticipate there may be some short-term, isolated groundwater effects – particularly related to bridge construction. To that end, MFEA has established a mitigation fund of approximately $10 million to address these if they occurred.

MFEA stated their support for Manitoba's new compensation law and highlighted improvements that had been made as a result of the public consultation process. The law was passed by the Legislature in June and is awaiting Royal Proclamation.

Riverbank erosion has been identified as a top priority – particularly north of the floodway outlet structure. MFEA plans to make specific investments to protect the riverbanks north of the outlet structure. More specifically, rip-rap and other erosion control measures may be applied for more than 1km north of the outlet.

MFEA is also looking at making some investments to combat erosion around the inlet structure. Riverbank erosion within the City of Winnipeg is beyond MFEA's mandate. Furthermore, MFEA suggested that the plan to not operate the floodway in the summer during construction will give engineers an opportunity to study the impacts of summer operation as it relates to riverbank erosion.

With regard to the project schedule, MFEA stated that the cooperative environmental review process was proceeding according to plan and that federal and provincial officials were working well together. It is expected that construction will commence in summer 2005.

Monday, September 13, 2004

Presentation to Recreation Stakeholders

Stakeholder Group: Rivers West Floodway Trail Coalition

Date of Presentation: September 13, 2004
Grand Forks, North Dakota

Attendees: Lorna Hendrickson, Rivers West
MFEA Representative
Municipal Councilors
Members of the Rivers West – Floodway Trail Coalition

Total Attendees: 45

Key Discussion Points:

- MFEA presented an update on the project's progress and highlighted a number of key features, including:
  - Current status of environmental review process and project timelines
  - additional efforts to protect groundwater and improve drainage structures
  - reductions in land acquisition requirements
  - highway bridge improvements
  - commitment to ongoing public consultation process – including additional public open houses and information booths
  - MFEA plans to facilitate recreation opportunities in association with the project and efforts that have been undertaken since the March 2004 call for expressions of interest
- In response, participants asked a number of questions, including:
  - How does MFEA plan to coordinate their efforts to ensure recreation stakeholders are included in the project's design process?
  - Has MFEA earmarked any money to fund recreation ideas associated with the floodway expansion?
  - Does MFEA see any similarities between the greenway plans being developed in Grand Forks and in Winnipeg?
  - Have we ever considered moving the current location of Duff Roblin Park to the inlet control structure site?
  - Are there any plans to operate the floodway regularly in the summer months?
  - Is there an opportunity to reuse the excavated earth to build up Springhill Winter Park or construct another ski-hill?

MFEA Response:

MFEA recognized the need to involve recreation stakeholders in the project's pre-design phase and reaffirmed a willingness to ensure that project engineers worked closely with the coalition on the greenway's design. MFEA indicated their intent to formalize a working group of stakeholders and consider the establishment of recreation officer within MFEA to help manage the initiative.

That said, MFEA re-stated the basic point that the purpose of the project was to provide flood protection for Winnipeg and any recreation plans would be considered secondary to that main goal.

With regard to funds for recreation, MFEA stated that no final decisions had been made to allocate money for recreation development as the project was still in a pre-design phase.

The presentation to recreation stakeholders was made during a bus trip to Grand Forks to view the integration of recreation and flood protection measures there. MFEA highlighted a number of similarities between the two situations, particularly as it related to public consultation and the need to integrate recreation planning during the project's design and construction – not after.

That said, MFEA highlighted some differences between the two projects, particularly the fact that the Grand Forks project was being undertaken in an urban setting (downtown Grand Forks) as opposed to a rural setting in Manitoba (outskirts of Winnipeg) and that no land would need to be purchased by MFEA to facilitate any recreation activities. In Grand Forks, many urban properties had to be expropriated to facilitate increased flood protection and recreation development – increasing the project's cost.

MFEA stated that there are no current plans to move Duff Roblin Park. MFEA confirmed that there had been some discussions with Springhill Winter Park regarding the expansion of their facility. These discussions were in an early stage and MFEA was waiting to hear back from the ski-hill operators regarding their plans.

With regard to summer operation, MFEA stated that the operation of the floodway would remain the responsibility of the Manitoba Water Stewardship Department. MFEA has recommended that there be no summer operation of the floodway during construction unless there is an emergency. Future plans to operate the floodway in the summer would be the subject of a separate environmental review process.

Monday, September 13, 2004

Presentation to the Manitoba Federal Liberal Caucus

Stakeholder Group: Manitoba Federal Liberal Caucus

Date of Presentation: September 13, 2004
Office of Raymond Simard, MP

Attendees: Ernie Gilroy – MFEA CEO
Raymond Simard, Manitoba Caucus Chair
Anita Neville, MP
Hon. Reg Alcock, MP
Senator Sharon Carstairs

Key Discussion Points:

- MFEA presented an update on the project's progress and highlighted a number of key features, including:
  - additional efforts to protect groundwater
  - improvements to floodway drainage structures
  - reductions in land acquisition requirements
  - highway bridge improvements
  - commitment to ongoing public consultation process – including additional public open houses and information booths
  - updated project timelines related to the review of the Environmental Impact Statement
  - status of project funding
  - additional partnership opportunities including recreation activities
- In response, Caucus members:
  - Reaffirmed their support for the project and the need to begin construction as soon as possible
  - Renewed their interest in ensuring Canada's contribution to the project was regularly recognized and highlighted
  - Inquired about the status of federal environmental review process
  - Encouraged MFEA to continue to be inclusive throughout the public consultation process

MFEA Response:

MFEA reassured the Caucus that every opportunity was being taken to highlight Canada's contribution to the project. Additional opportunities would be presented in the coming months as the project moves forward. MFEA made a commitment to work with Caucus to ensure these opportunities were properly coordinated.

MFEA stated that the cooperative environmental review process was proceeding according to plan and that federal and provincial officials were working well together. MFEA said they would keep the Caucus updated on the project's timelines and reaffirmed that things appear to be on track for a summer 2005 construction start.

MFEA confirmed plans to continue with an extensive public involvement process even beyond the environmental licensing process. MFEA presented a more detailed schedule of plans for the current 4th Round of Public Consultation – which included more open houses, public information booths and direct meetings with relevant stakeholders.

Wednesday, September 15, 2004

Meeting on Drainage with municipal representatives and residents of RMs of Ritchot, Springfield and Taché

A public meeting was held to review the Floodway embankment openings and their hydraulic impacts, and specifically the drainage drop structure on the east side of PTH#59 at Prairie Grove Road. The purpose was to deal with the issues and questions raised with respect to flood levels in the floodway as compared to flood levels above the prairie. The meeting was attended by municipal elected officials and residents of the RMs of Springfield, Tache and Ritchot.

Thursday, September 16, 2004

EIS consultation with representatives from Peguis First Nation

Peguis First Nation Offices
300-286 Smith Ave., Winnipeg, MB

Attendees:
Peguis First Nation:
Debbie Burka, Earl Stevenson, Louis Sinclair

MFEA:
Ernie Gilroy, Doug McNeil, Jim Thomson, Gus Fiorino, Ronuk Modha, Doug Peterson

Others:
Keith Grady, Infrastructure Canada

The purpose of the meeting was to provide the Peguis representatives with an understanding of the project and environmental effect as provided in the EIS filed on August 3, 2004.

Ernie Gilroy provided opening remarks and status of MFEA commitments from June 28, 2004 meeting with Peguis First Nation.

Earl Stevenson and Councilor Louis Sinclair provide initial comments.

Doug Peterson led a discussion of the EIS filed on August 3, 2004. The September 8th presentation to TAC was used as a guide. The focus of the discussion was on environmental effects of the project and potential impacts on Peguis First Nation.

Debbie Burka and Jim Thomson discussed the employment opportunities for First Nations related to the project.

Earl Stevenson was asked to provide specific comments on potential effects on Peguis First Nation once he had an opportunity to full review the EIS.

Wednesday, September 22, 2004

EIS presentation to the Manitoba chapter of the Canadian Water Resources Association

This presentation was made by Doug Peterson and included the following topics: Background, Need and Benefits of Project, Environmental Review Process, Environmental Impact Statement Overview, Approach of the EIS, Public Involvement, Assessments and Next Steps. Approximately 50 people attended. It was held at the Holiday Inn South, 1330 Pembina Highway.

Thursday, September 30, 2004

Keynote Address at Red River Basin Commission / MFEA Luncheon

On Thursday, September 30, 2004 the Red River Basin Commission, in collaboration with the Manitoba Floodway Expansion Authority, sponsored a luncheon to wrap up the 4th Round of Public Consultation on the Floodway Expansion Project. The highlight of the luncheon was a keynote address by Ernie Gilroy, CEO of MFEA.

All of the stakeholders with whom MFEA has consulted with over the past ten months were invited to the luncheon. All together approximately 120 individuals attended the luncheon to hear Mr. Gilroy speak.

The theme of the speech was “Thank You”, and Mr. Gilroy took a significant amount of time thanking all of those groups and individuals that have participated in the public consultation process.

After the conclusion of the speech and during lunch, Mr. Gilroy answered questions on the project at each of the tables and discussed the project with guests. Mr. Gilroy also answered a number of questions raised by guests in front of the entire audience.

At the beginning of the luncheon, MFEA also displayed a PowerPoint presentation regarding the history of the flooding in the Red River Valley, the history of the floodway, the benefits of an expanded floodway and general project overview.

During the luncheon, MFEA also displayed a video of a documentary that was taken during the 1950s after the disastrous 1950 flood in Winnipeg. Significant interest was expressed in the video by the public, and the video helped to reinforce the importance of flood protection measures to protect the residents of Winnipeg.

Manitoba Floodway
Expansion Authority

RED RIVER BASIN
COMMISSION

YOU ARE INVITED!

The Red River Basin Commission in conjunction with the Manitoba Floodway Expansion Authority is hosting a wrap-up luncheon to mark the conclusion of MFEA's Round 4 Public Consultation Process.

On:

Thursday, September 30, 2004
11:30 AM

Keynote Address by Ernie Gilroy, CEO (MFEA)
At the:

Clarion Hotel & Suites (Polo Park)
1445 Portage Avenue
Winnipeg, Manitoba

Seating space is Limited
Free parking in hotel parkade

RSVP: (204) 945-2819 before
Wednesday, September 22, 2004 at 4 PM

KEYNOTE ADDRESS

THE MANITOBA FLOODWAY EXPANSION AUTHORITY / THE RED RIVER BASION COMMISSION LUNCHEON

Ernie Gilroy,
CEO of the Manitoba Floodway Expansion Authority

Thursday, September 30

Clarion Hotel & Suites (Polo Park)
1445 Portage Avenue
Winnipeg, Manitoba

INTRODUCTION

- Thank you very much. It is a pleasure to be here today.
- I want to thank Mr. Harold Taylor and the Red River Basin Commission for all the good work they are doing for the people and environment of this region.
- You are a success story for Canada/US relations and the Authority looks forward to working with you in the future.
- As most of you know, we are here today to wrap up the fourth round of a public consultation process that began last January.
- Since that time, the Authority has been listening to Manitobans about the expansion of the Red River Floodway.
- The floodway is a proud part of our history in Manitoba. And, it is a critical element to our future success. Its expansion is one of the largest infrastructure projects we have ever seen in Manitoba.
- Early on we recognized the importance of listening to Manitobans and keeping them informed about the project every step of the way.
- That's why we made a conscious decision to present our plans to the public in the early stages of development. We paid particular attention to rural concerns and environmental principles.

- We chose not to file our final Environmental Impact Statement until after we had gone out to the public. We organized four separate rounds of public consultation – each round was unique and each one more detailed and precise than the previous.

- We have had over 250 hours of stakeholder meetings, 45,000 hits on the web site, sent out more than 4000 progress reports and made more than 40 presentations to rural municipalities. More than 1200 people attended 13 open houses in Oakbank, Dugald, Selkirk, East Selkirk, St. Norbert, Morris and Winnipeg.

- We had two open houses this week alone – Monday in Lorette and last night in East St. Paul. On Saturday we will be hosting another at the Engineering Building at the University of Manitoba.

- While there, you can view a demonstration of the Floodway Outlet model we developed for residents north of Winnipeg.

- Earlier this month we set up booths at the St. Norbert Farmers Market, the Selkirk Mall and at St. Vital Centre. It was a great way to talk to people one-to-one about our plans.

- These activities emphasize our commitment to meaningful public consultation. Furthermore, it has helped make our project better.

Why Expand the Floodway

- I don't have to tell the people in this room why we need to expand the floodway. Anyone who lived through the 1997 Flood of the Century knows the answer.

- We came within inches of a major catastrophe that year.
- Had the floodway failed, tens of thousands of residents and businesses would have experienced billions of dollars in economic losses and untold environmental damage.
- In its aftermath, Manitobans rightfully called for more flood protection. And, governments acted.
- Canada and Manitoba invested over $110 million in rural communities to strengthen flood protection. Today, Ritchot, Niverville, Morris, Ste. Agathe and other communities are better protected.
- Disaster assistance dollars were dispersed. And, the International Joint Commission made recommendations to make sure we never come that close again.
- The 1997 Flood was the wake up call for a new generation of Manitobans – the same way the 1950 flood was for our parents and grandparents.
- "We can't afford another wake-up call".
- Recent events have reinforced the need to act. Unpredictable weather patterns are playing havoc throughout the world.
- We remember the forest fires in the Okanagan last year. Florida and the Caribbean have been battered by flooding and four hurricanes in a month.

- We have experienced drastic weather patterns here at home too – from drought conditions in northern Manitoba last year to very wet summer this year. Many are concerned today about what a full water table will mean for potential flooding next spring.

- All of this points to the need to be prepared. We don't have a lot of time before it might be too late.

- But when it comes to Red River flooding, we have a bit of an advantage. When know the big flood is coming - and we know exactly where the water will go. Our challenge is to do something about it.

- The Floodway expansion project is a major step in preparing for the inevitable and protecting our children and our grand children for years to come.

What I should be talking about!

- I had originally thought I would talk to you today about the details of the project.

- I was going to tell you about how it will protect Winnipeg and the surrounding area from water flows almost twice the size of 1997.

- I was going to go on at length about the $12 billion in damage the floodway will save our provincial economy during the big one - not to mention all the great new bridges we are building for you, the jobs we are creating, the opportunities for aboriginal peoples and drainage improvements for farmers.

- And, I was going to get into the 450,000 residents and businesses that will be protected from the 1 in 700 year flood we are building for – including this hotel.

- I will save that all for another time. I think I can sum it up with this though.

- The hard fact is that a 700 year flood with current floodway would be a disaster like we have never seen before in Manitoba.

- My house – and many of yours - would be in danger. We would likely be forced from our homes.

- There would be no downtown business district. The nation's transportation system would be disrupted and you can forget about trying to get to the airport during this catastrophic event.

THANK YOU

- So instead of reinforcing the need for the project, what I want to do today is take this opportunity to thank you.

- As the CEO of the Authority, I want to thank all the residents that have taken time out of their day-to-day lives to give us your ideas.

- You have helped shape the future of your communities for generations to come.

- Being CEO of a new Crown Agency is not always easy. There are some ups and downs – there always are with big projects like this.

- But if I ever find that issues are starting to get too complex, I will occasionally look back to the record of the early 1960s – when Manitoba Premier Duff Roblin was considering the construction of the original floodway.

- We look back now and say 'thankfully he had the foresight to build the floodway'. But back then, some critics thought the floodway was an unwise investment.

- They thought that $63 million for a ditch was too much. Some didn't think it would work.

- Today we recognize the decision as visionary. The decision to build the floodway is a defining moment in the history of our province.

- Duff's $63 million floodway has saved the taxpayers of Manitoba and Canada close to $10 billion since 1968. It has prevented untold environmental damage. Not a bad investment!

- Today we have another visionary Premier on Broadway. In keeping with the thank you theme, I would like to thank the Premier Gary Doer, Steve Ashton, Minister of Water Stewardship, his government and all MLAs for their leadership in seeing this project through.

- And it is not just Manitoba. We would not be talking about increased flood security without the leadership and funding of the Government of Canada.

- We are lucky in Manitoba to be served by so many distinguished and important members of Parliament over the years.

- Manitoba has a long tradition of strong federal representation in Ottawa and this tradition lives on today with Reg Alcock, Raymond Simard and Anita Neville – all of whom recognize the importance of the floodway project and protecting Winnipeg from a 700 year flood.

- The Government of Canada can be proud of their participation in this project and I applaud their recognition of the floodway expansion as a national infrastructure priority.

- I know our MPs are getting ready for the House session next week and could not be here today, but I know many of their staff is. We thank you for your leadership and hard work.

- I want to thank the many other federal and provincial officials that have been working with us over the past year and a half. Like the floodway, you operate in silence – but your efforts do not go unnoticed.

- While the federal and provincial governments deliver the cash for big projects like this, it is municipal governments that often deal with the day to day consequences. We call them – the details.

- From my years of experience in municipal government, I know that details represent real issues in people's lives.

- I want to thank the municipal officials in the City of Winnipeg for lending us their knowledge and expertise.

- I want to thank Susan Thompson, Glen Murray and former Councilors for their efforts since 1997.

- And, we look forward to working closely with Mayor Katz and the current Council as we move forward. We want to make sure Sam's ball park stays nice and dry during the next big one!

- I see many municipal councilors here today. I want to thank the rural municipalities – Morris, Macdonald, Selkirk, Ritchot, Taché, Springfield, St. Clements, East St. Paul, St. Andrews and West St. Paul, - all of whom actively participated in our public consultation.

- This project is better because of you. In fact, one of the reasons we wanted you to be here today was to break some news to you. And, we wanted you to be sitting down.

- The news is: WE ARE NOT GOING AWAY.

- We will be back to you on a regular basis even after the environmental licensing process is complete and construction begins. "Our public consultation process has no expiry date."

- As a Winnipegger who was raised OUTSIDE the perimeter, I want to thank rural residents who – occasionally over the years - have been flooded to save Winnipeg.

- We heard about this sacrifice during your speeches in Howden. We talked one-to-one with you about it Ste. Agathe. And other flooding concerns were raised during meetings in East Selkirk.

- The fact is, rural residents recognize the need to save Winnipeg from Red River floods. What we Winnipeggers need to do in return is recognize what our neighbours are doing for us.

- I am very pleased that the Legislature has passed historic flood compensation legislation for rural residents. This plan learns the lessons of 1997. It provides certainty before a flood hits – not confusion and confrontation after the fact.

- And, as a former insurance guy, I can tell you it is better than any flood insurance package you can find on the market today!

- There are so many other people and groups to thank. I will never get to them all because I am very aware of the fact that I am the only thing standing between you and your lunch - but I do want to briefly mention three more groups.

- First, I want to thank all of the technical staff, engineers, environmental consultants that have assisted us in the process of designing the expanded floodway. Manitoba is home to some of the best and brightest in Canada and this team is no exception. I am very proud of you.

- Second, I want to thank the many stakeholder and special interest groups we met with over the last 10 months – even our critics. We have talked about everything from groundwater & ski hills to erosion control & labour.

- We have listened and done our best to inform. We have not been all things to all people, but we have made many of the improvements you suggested. We are all better off for your participation.

- And finally, I want to thank all the individuals that attended our public meetings.

- I think of the retired farmer who told me how his groundwater supply was cut in half when the first floodway was built. He wanted to make sure it wouldn't happen again.

- When he read about our decision to widen the floodway instead of deepen it he called to thank us for listening. We told him we were just doing our job.

- I think of Springfield residents who presented us with a petition to design the Highway 15 Bridge to Dugald as a four lane structure. It was one of our first public meetings. They were worried about highway safety. Last month, we delivered. The PTH 15 Bridge will be designed as a four lane structure. *(recognize Minister Lemieux)*

- I think of the residents in MacDonald that are literally volunteering their time to help us design the west dike. *(recognize Councillor Dobrowolski)*

- And I think of Lorna Hendrickson – who is here today - and a coalition of interested Manitobans who had a vision about using the floodway for recreation purposes. It is an innovative idea in the spirit of the floodway itself.

HISTORY OF FLOODS

- You know, when people find out I work the floodway, they usually offer their story from 1997. We all have pretty fresh memories of that time.

- I will always remember the hard work and dedication of the military personnel and people from across Canada that came to help us. They worked side by side with Manitobans in a full scale effort to protect our homes and communities.

- They reinforced another point. The 1997 flood was not just a Manitoba event. Canadians from coast to coast remember it too.

- But I think the people that appreciate the floodway the most are the people who were here for the 1950 flood.

- I remember a friend telling me about how he watched the primary dyke in Winnipeg collapse under a "dirty brown wall of water". The devastation he described on the streets where we live today was hard to believe, but the images of the time are harsh reminders of nature's force.

- Today, we plan share with you a very real treasure. Recently, our staff came across a tape of the 1950 flood.

- Ironically, a local resident was cleaning out their basement and preparing for flood water in 1997. While he was doing that, he came across a VHS tape.

- He gave a copy to one of our engineers, who at the time was working for the City of Winnipeg. Only last week, we came across the tape again and may be able to share a bit of a silent movie with you over lunch.

- The 1950 flood was a lot smaller than 1997 - but caused much more damage. There was no floodway in 1950.

- And as big as 1997 was – it is not close to the record. The 1826 flood was 40% larger!

- The 1826 flood will happen again and the current floodway could not handle it.

- We would have to flood parts of Winnipeg or the dam would break. Thousands of homes and businesses would be sacrificed. The economic hit would be between $5-10 billion. The environmental damage would be untold.

- The new floodway will protect us from an 1826 flood - and more.

CONCLUSION - MOVING FORWARD

- And that brings us back to today.

- Ten months from today, we will be in the ground – constructing the new floodway. Like the first one, it will be an engineering marvel – a "Made in Manitoba" innovation.

- I want to reassure you that we know we are in a race against the clock. I see it as my job to get this new floodway built before the next big flood hits – and I hope it never does.

- In fact, I think it is safe to say that you are looking at the only person in Canada spending over $600 million on something I hope to never use!

- The Red River is synonymous with our history in Manitoba. First Nations, Metis and generations of immigrants have prospered from its abundance.

- But history tells us that what the river gives us – it can also take away. Floods are a serious business. And sometimes, they can be a deadly business.

- Floods ruin businesses, destroy property and devastate the environment.

- But history also shows that no matter how many billions are lost, the human spirit of innovation, compassion and perseverance will prevail.

- As the slogan for the 1997 Flood says "The Red Fought Hard but we Fought Harder"

- That is what we are doing with the floodway. Thanks to people in this room - and the thousands of others that are helping us along the way - we are putting our knowledge to work so our children never have to tell their kids how they lost their home to the Red River

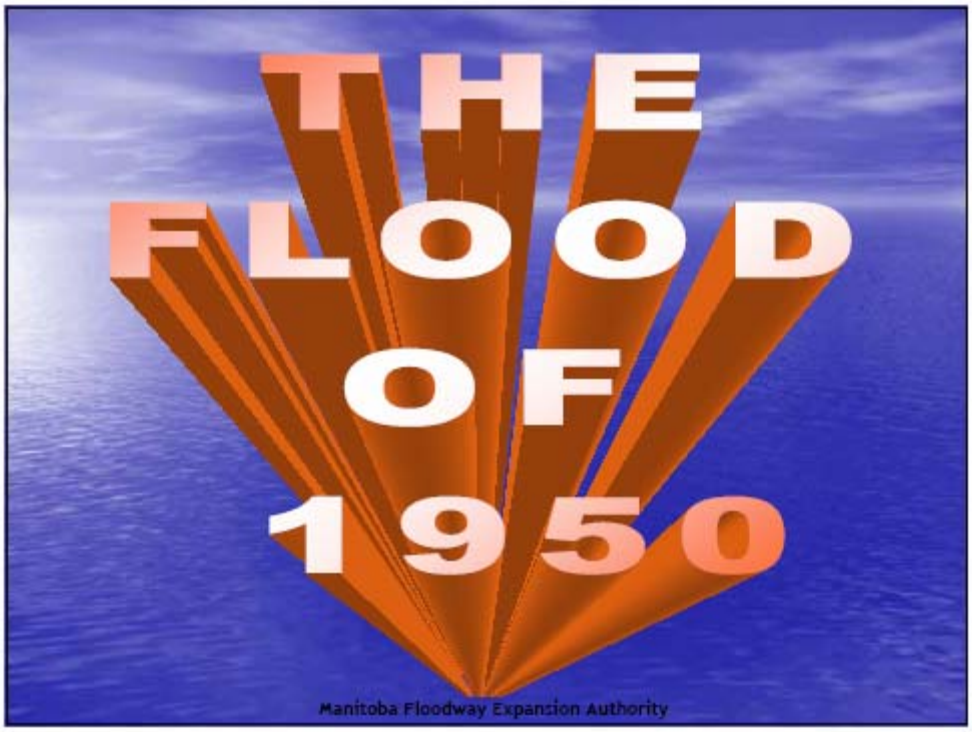
- So one day, when this new floodway spares that next generation – you can all be proud.

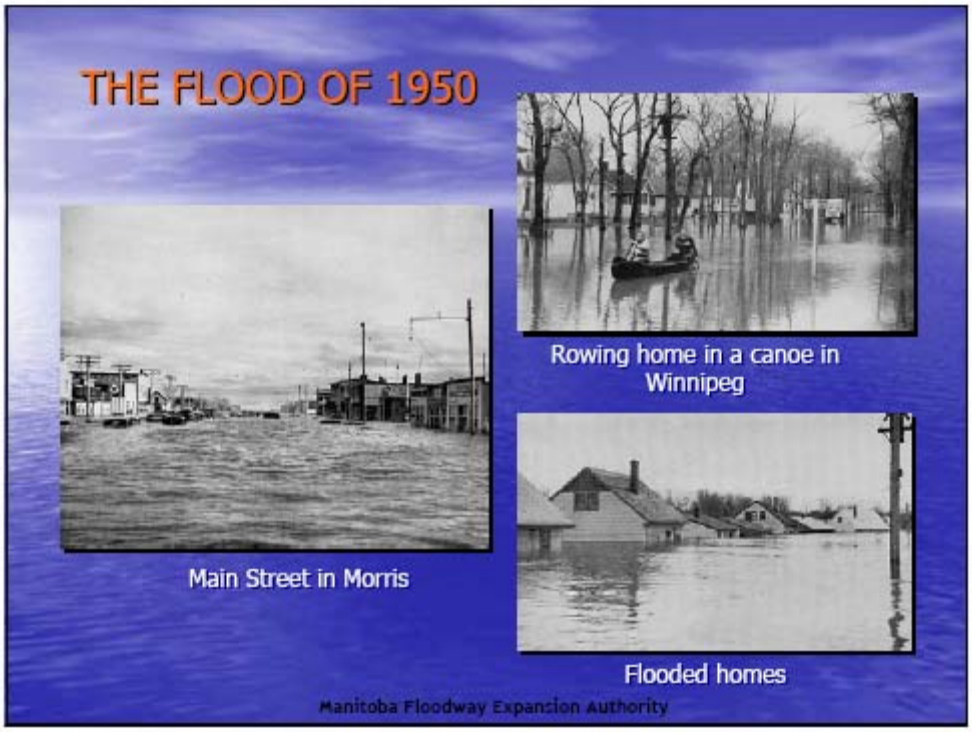
- Thank you for coming today and I look forward to working with you all in the years ahead.

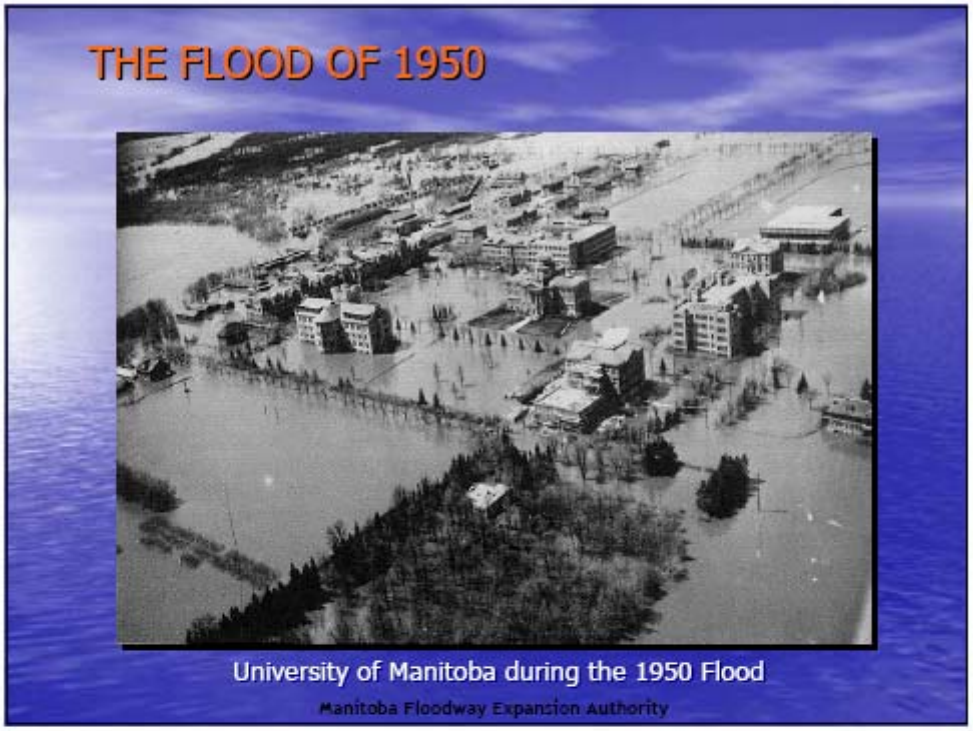
- 30 -

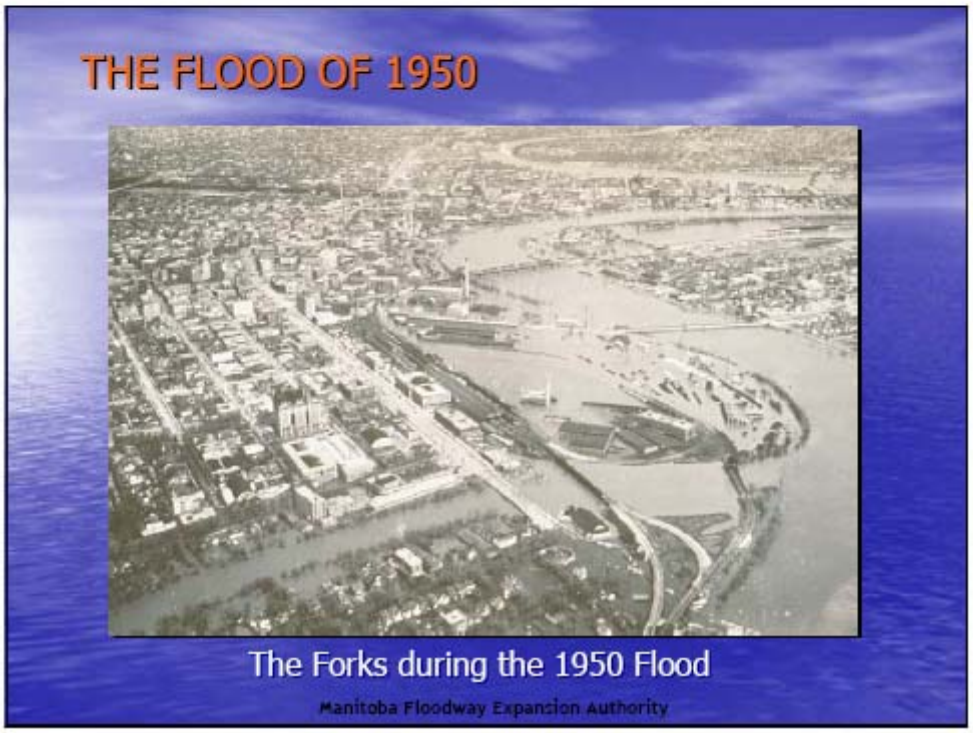

THE RED RIVER FLOODWAY
EXPANSION PROJECT
Canada
Manitoba Floodway Expansion Authority
Manitoba


FLOODING
IN THE RED RIVER BASIN
Over the years, Manitobans, especially residents of the Red River Valley and the City of Winnipeg, have experienced the devastation of spring floods first hand.
Manitoba Floodway Expansion Authority


THE
FLOOD
OF
1950
Manitoba Floodway Expansion Authority

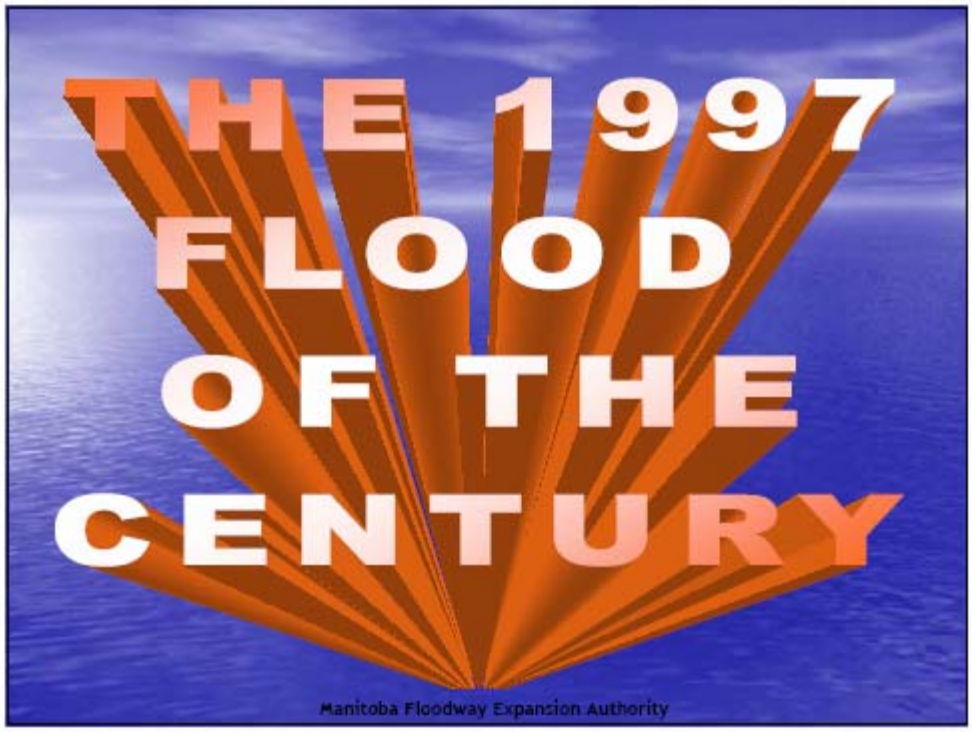

THE FLOOD OF 1950
Rowing home in a canoe in Winnipeg
Main Street in Morris
Flooded homes
Manitoba Floodway Expansion Authority

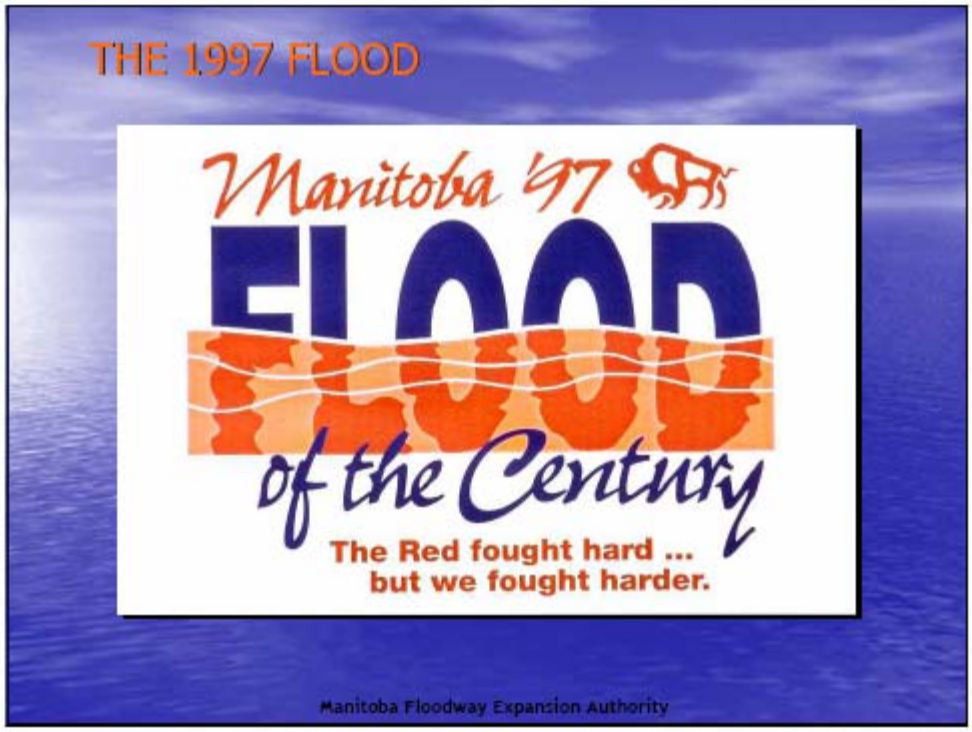

THE FLOOD OF 1950
University of Manitoba during the 1950 Flood
Manitoba Floodway Expansion Authority

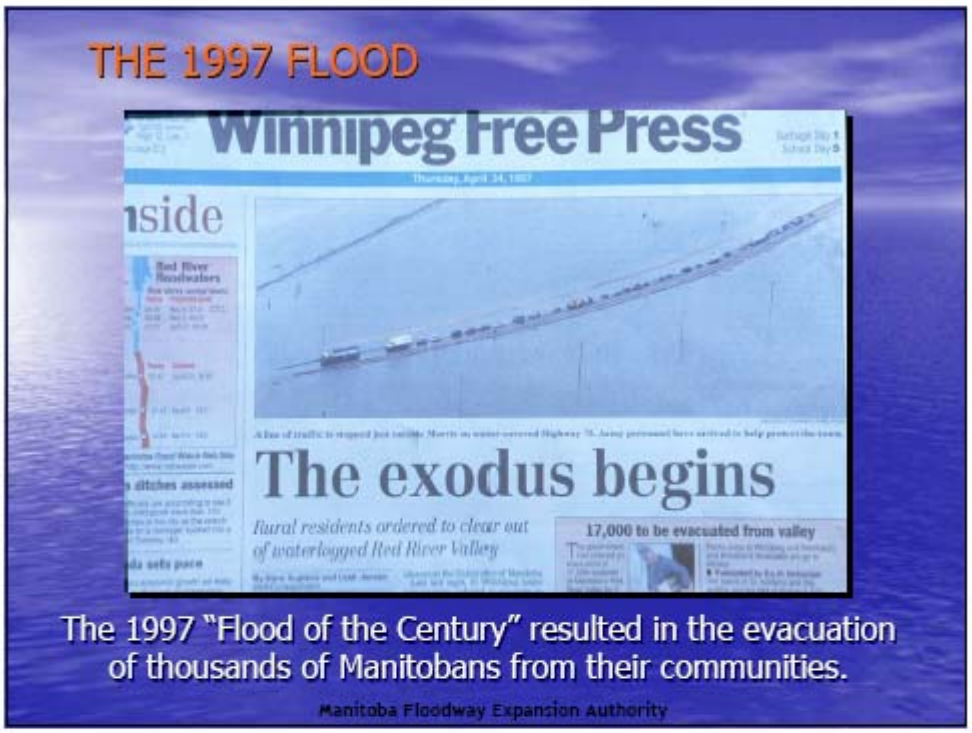

THE FLOOD OF 1950
The Forks during the 1950 Flood
Manitoba Floodway Expansion Authority


THE FLOOD OF 1950
Manitobans working together to protect their communities
Manitoba Floodway Expansion Authority

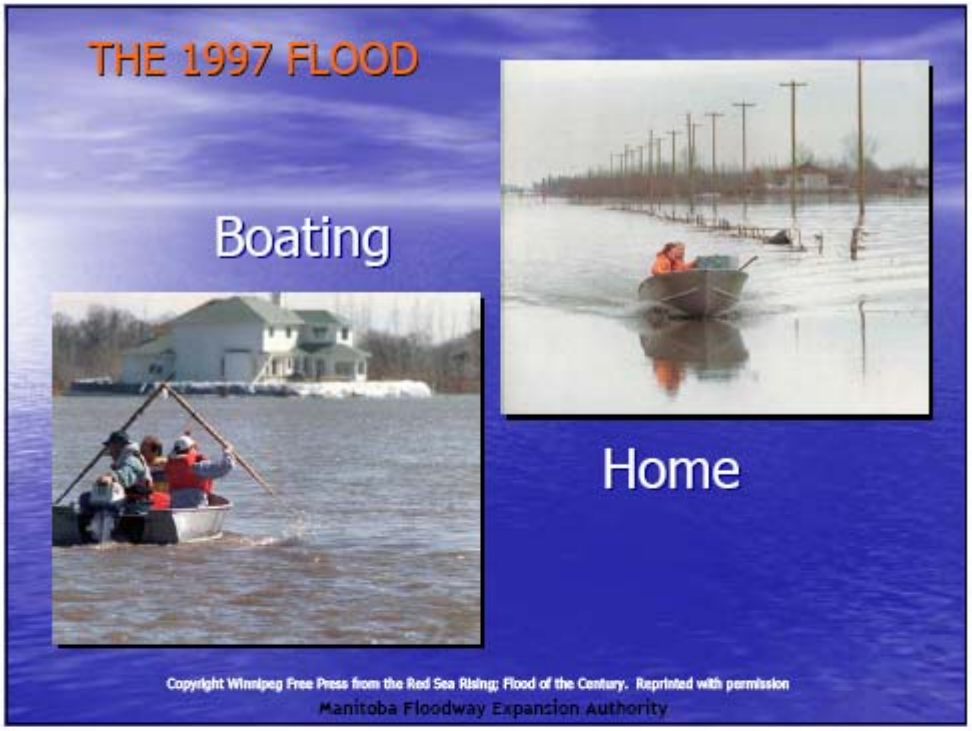

THE FLOOD OF 1950
THE 1950 FLOOD CHALLENGED VITAL TRANSPORTATION LINKS
Soo Line at Emerson
The Provencher Bridge
Manitoba Floodway Expansion Authority


THE 1997
FLOOD
OF THE
CENTURY
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
Manitoba '97
FLOOD
of the Century
The Red fought hard ...
but we fought harder.
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
Winnipeg Free Press
The exodus begins
Rural residents ordered to clear out of waterlogged Red River Valley
17,000 to be evacuated from valley
The 1997 "Flood of the Century" resulted in the evacuation of thousands of Manitobans from their communities.
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
FLOOD DISASTER:
Risk grows in south Winnipeg
Ice jams flood St. Pierre-Jolys
Grand Forks in ruins
Evacuation one of largest in recent U.S. history
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
Boating
Home
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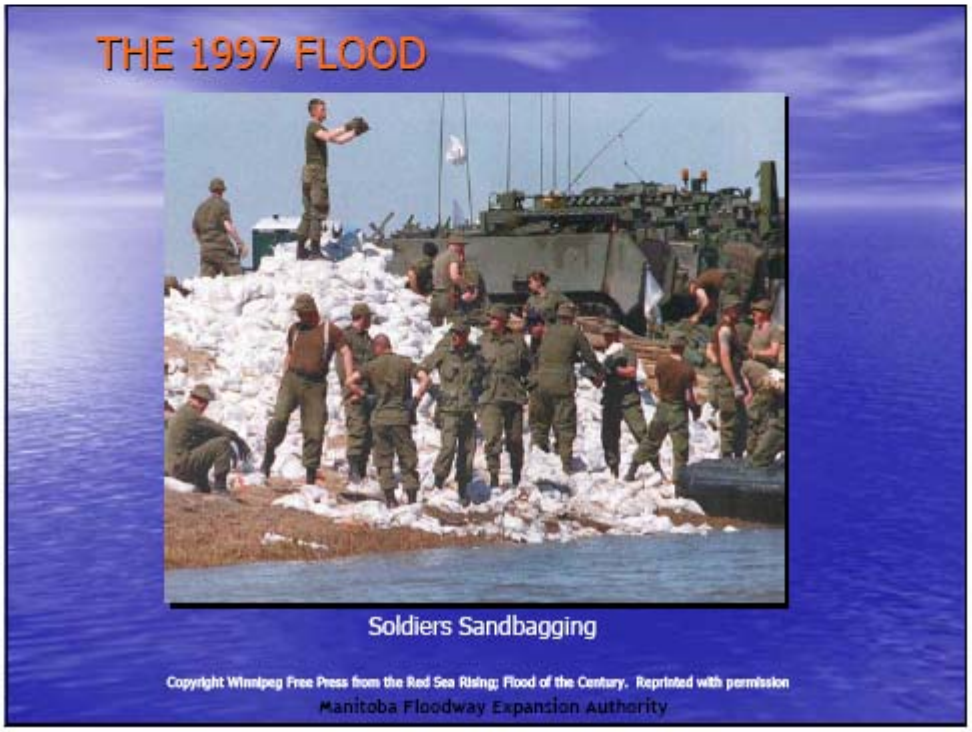
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
Soldiers Sandbagging
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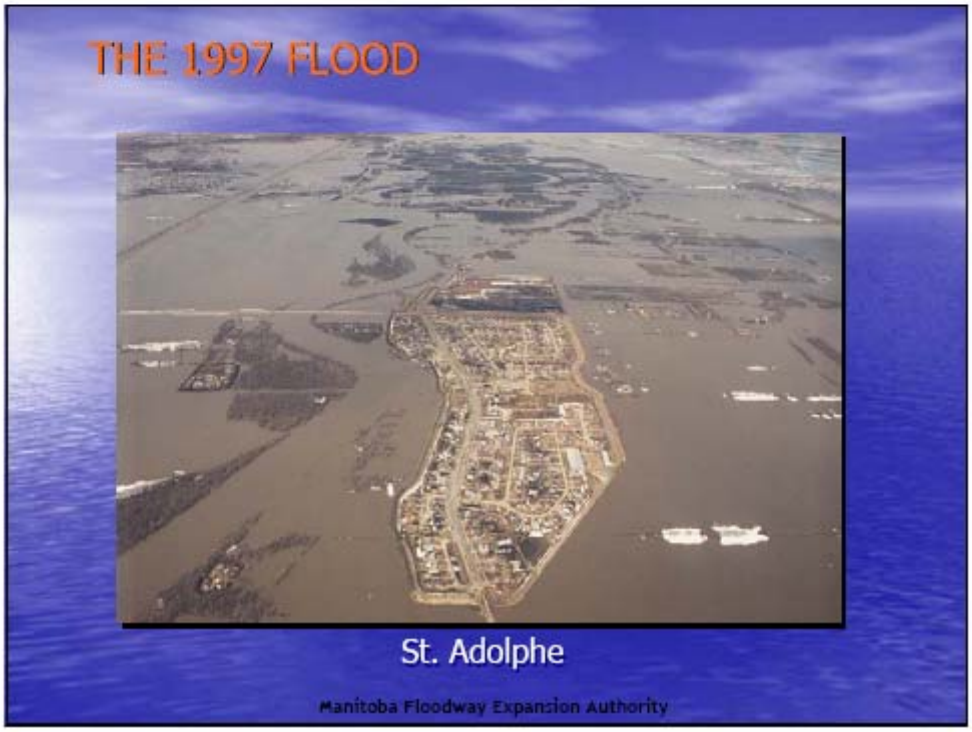
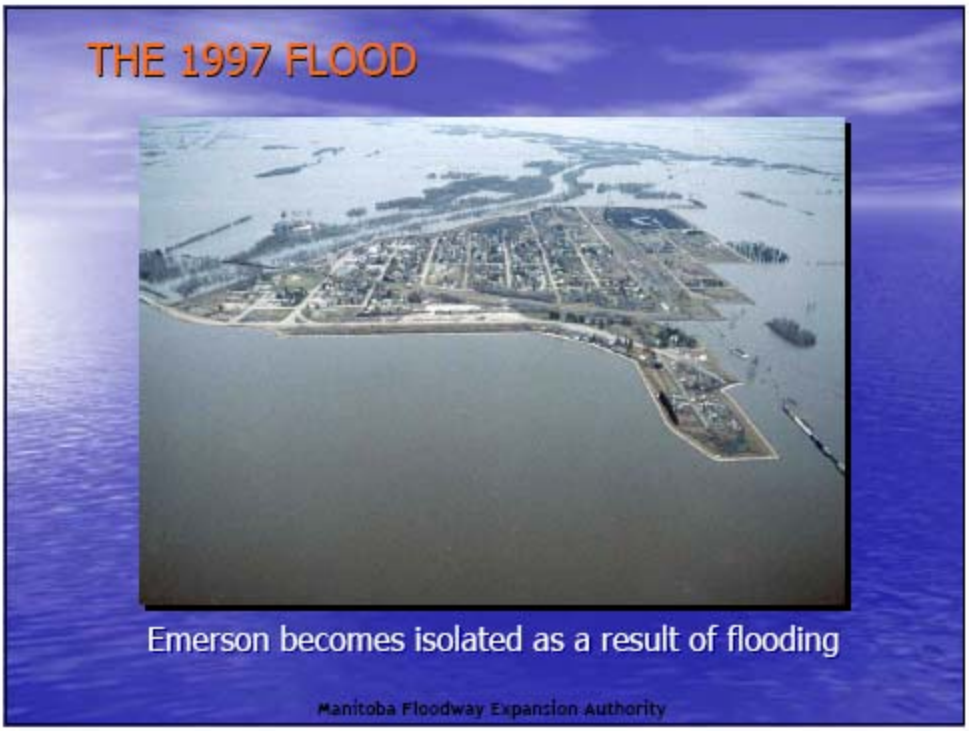
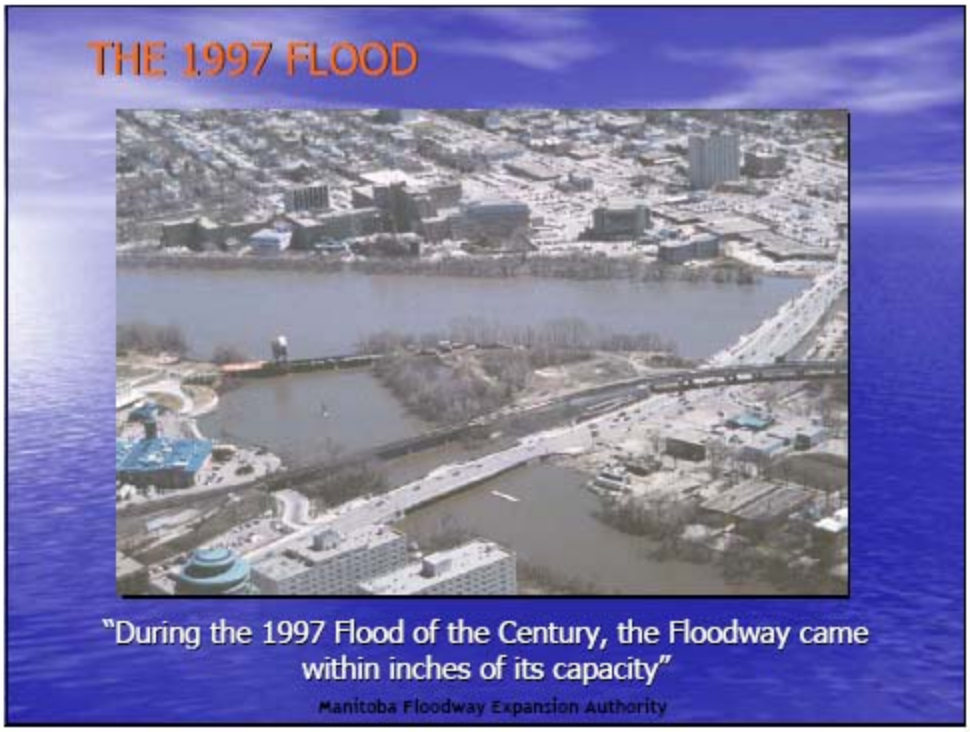
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
Ste. Agathe
Manitoba Floodway Expansion Authority

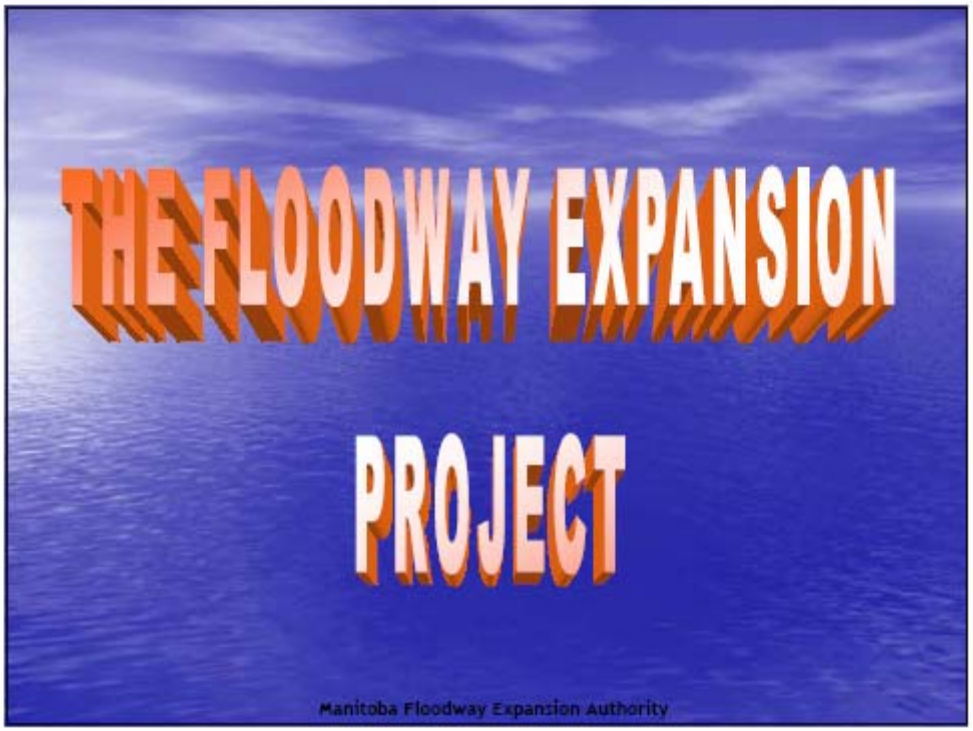

THE 1997 FLOOD
St. Adolphe
Manitoba Floodway Expansion Authority


THE 1997 FLOOD
Emerson becomes isolated as a result of flooding
Manitoba Floodway Expansion Authority

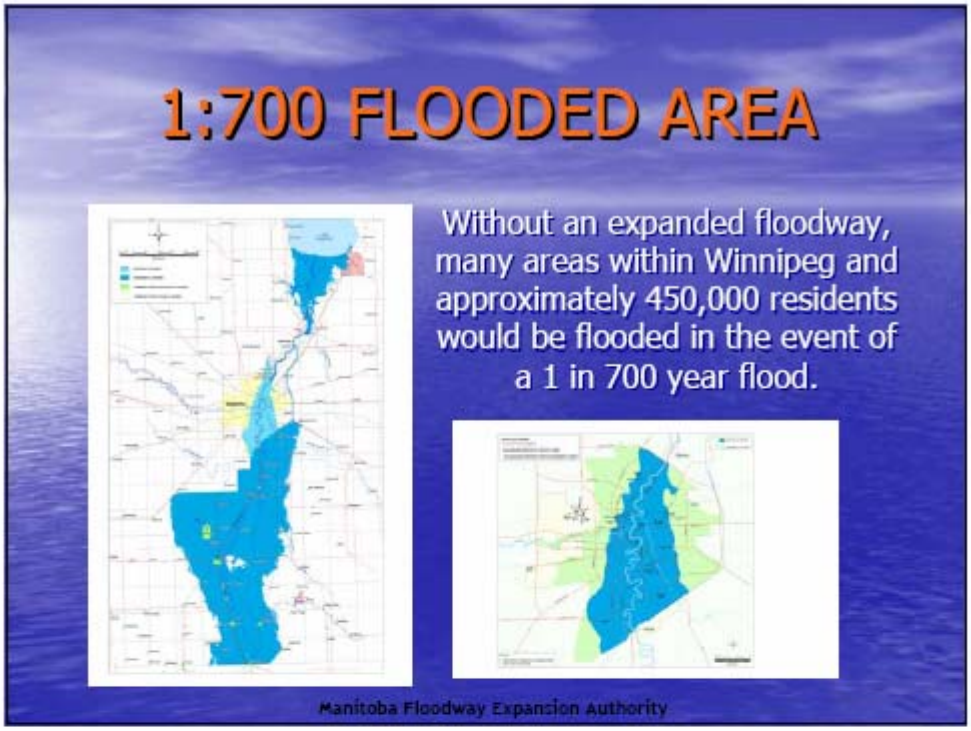

THE 1997 FLOOD
"During the 1997 Flood of the Century, the Floodway came within inches of its capacity"
Manitoba Floodway Expansion Authority

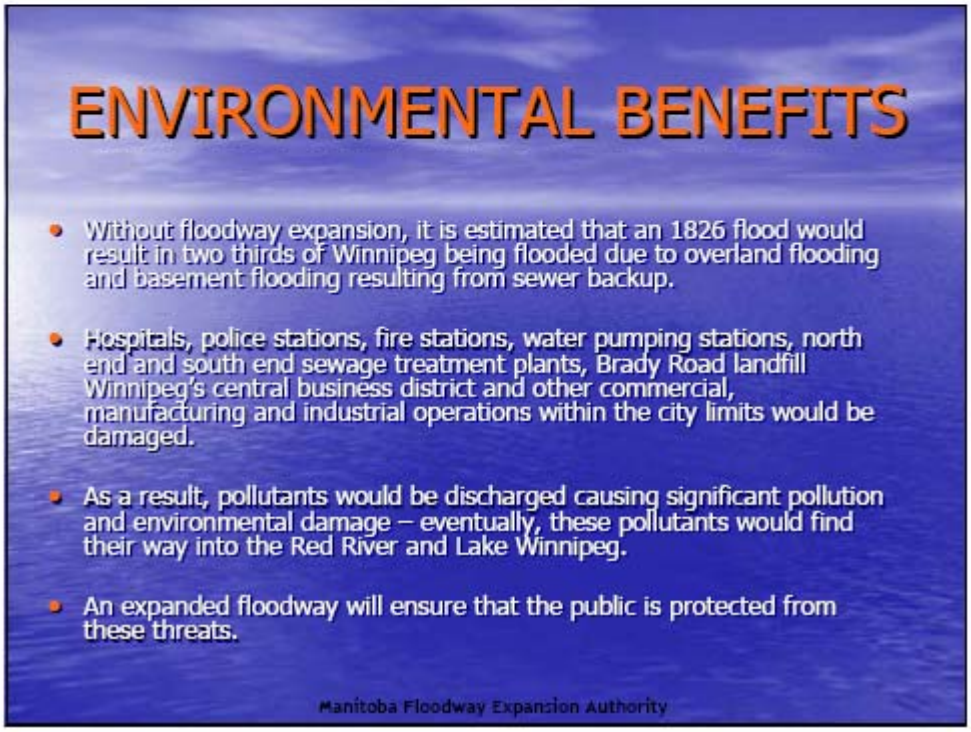

INTERNATIONAL JOINT COMMISSION
In the aftermath of the 1997 Flood of the Century, the International Joint Commission (IJC) reviewed flood protection.
The IJC recommended that to ensure public safety, the city, province and Canadian governments focus immediate action on designing and implementing measures to protect Winnipeg.
Manitoba Floodway Expansion Authority


INTERNATIONAL JOINT COMMISSION
Although significant, the Flood of the Century was dwarfed by the flood of 1826 – which was 40% larger and Manitoba's largest recorded flood.
It is estimated that a repeat of an 1826 level flood would result in $5 billion in damages.
Manitoba Floodway Expansion Authority

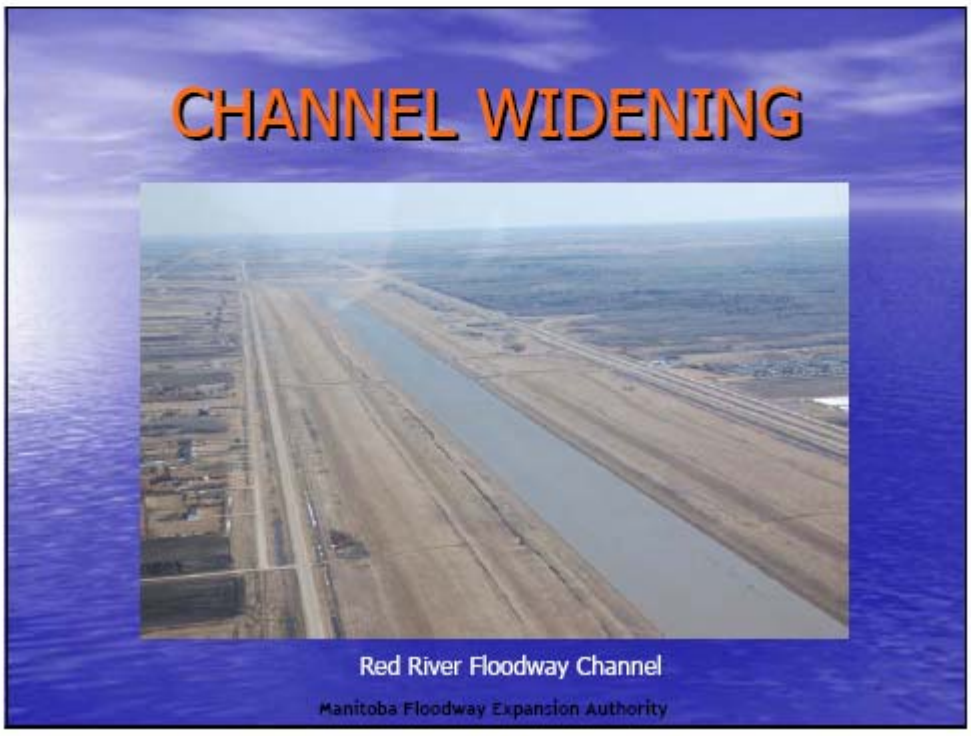

THE FLOODWAY EXPANSION
PROJECT
Manitoba Floodway Expansion Authority


THE EXPANDED FLOODWAY WILL...
Provide protection against a 1 in 700 year flood.
Protect an additional 450,000 residents who otherwise would be flooded during a 700 year flood.
Protect against in excess of $12 billion in damages from a 700 year flood.
Protect against significant environmental devastation that would occur in the event of a 700 year flood.
Manitoba Floodway Expansion Authority


1:700 FLOODED AREA
Without an expanded floodway, many areas within Winnipeg and approximately 450,000 residents would be flooded in the event of a 1 in 700 year flood.
Manitoba Floodway Expansion Authority


ENVIRONMENTAL BENEFITS
Without floodway expansion, it is estimated that an 1826 flood would result in two thirds of Winnipeg being flooded due to overland flooding and basement flooding resulting from sewer backup.
Hospitals, police stations, fire stations, water pumping stations, north end and south end sewage treatment plants, Brady Road landfill Winnipeg's central business district and other commercial, manufacturing and industrial operations within the city limits would be damaged.
As a result, pollutants would be discharged causing significant pollution and environmental damage – eventually, these pollutants would find their way into the Red River and Lake Winnipeg.
An expanded floodway will ensure that the public is protected from these threats.
Manitoba Floodway Expansion Authority


INCREASED CAPACITY
The project will increase the amount of water diverted around Winnipeg during major floods by increasing the capacity of the floodway from 1,700 cubic metres (60,000 cubic feet) of water per second to 4,000 cubic metres (140,000 cubic feet per second), this would fill the Pan Am Olympic size pool!
Manitoba Floodway Expansion Authority


CHANNEL WIDENING
Red River Floodway Channel
Manitoba Floodway Expansion Authority

CONSTRUCTION SEQUENCE

- Construction to occur in at least four segments to minimize time spent in any given location.
- Construction sequence will start at upstream end of Floodway Channel (near control structure) and progress downstream to Floodway Outlet.

Manitoba Floodway Expansion Authority

IMPROVEMENTS TO THE INLET STRUCTURE

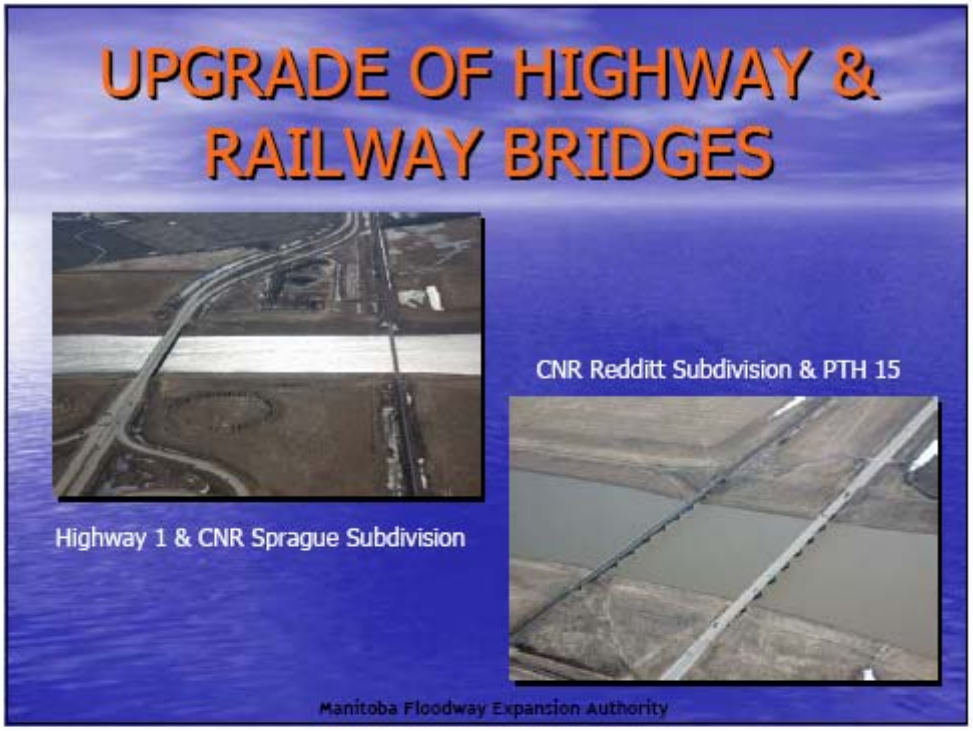
Inlet Structure Upgrades

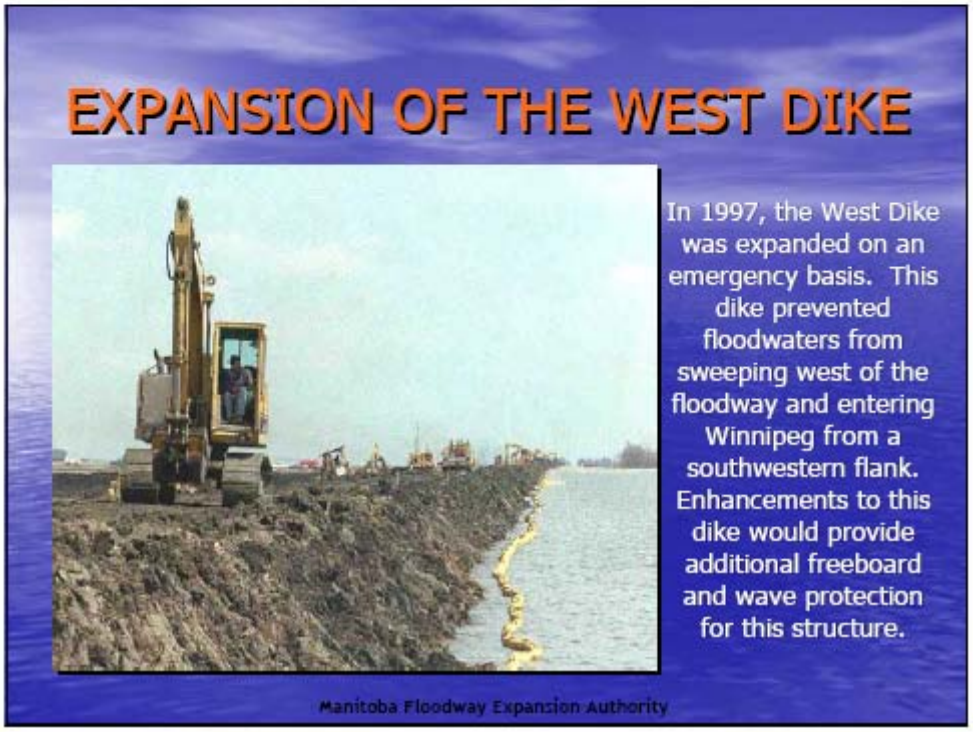
- Enhanced fire protection system
- Installation of additional riprap
- Erosion control measures to protect the embankments of the control structure

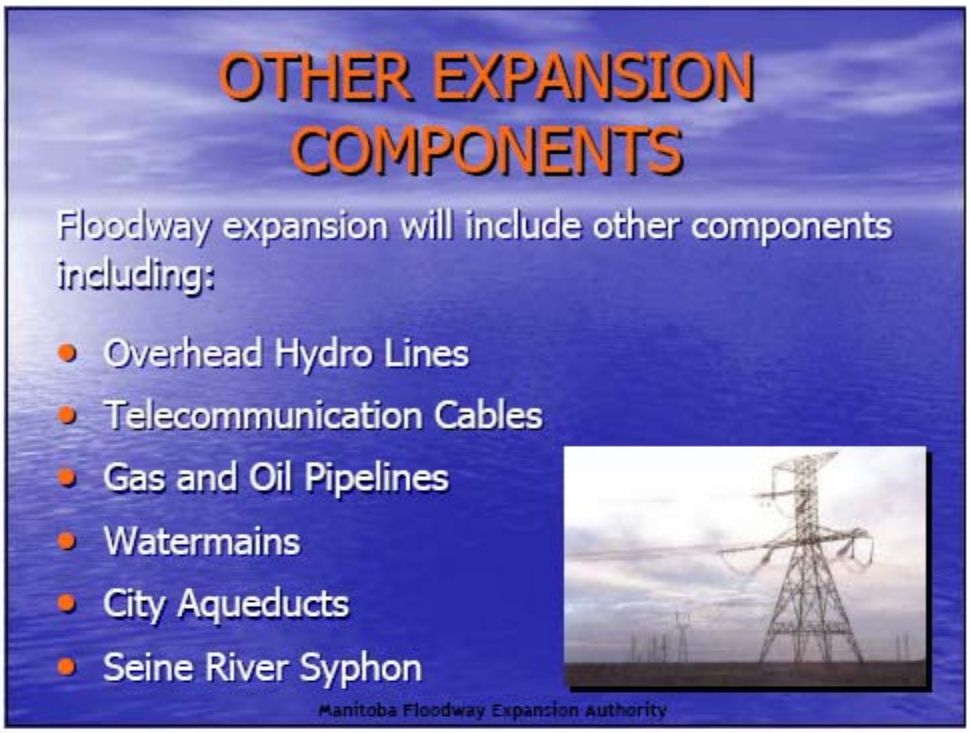
Manitoba Floodway Expansion Authority


RECONSTRUCTED OUTLET STRUCTURE
Outlet Structure Expansion
Widen outlet structure
Widen outlet channel
Manitoba Floodway Expansion Authority


OUTLET CONTROL STRUCTURE MODEL
Hydraulic testing on the floodway outlet control structure model at the Hydraulics Research and Testing Facility at the University of Manitoba
Manitoba Floodway Expansion Authority


UPGRADE OF HIGHWAY & RAILWAY BRIDGES
Highway 1 & CNR Sprague Subdivision
CNR Redditt Subdivision & PTH 15
Manitoba Floodway Expansion Authority


EXPANSION OF THE WEST DIKE
In 1997, the West Dike was expanded on an emergency basis. This dike prevented floodwaters from sweeping west of the floodway and entering Winnipeg from a southwestern flank. Enhancements to this dike would provide additional freeboard and wave protection for this structure.
Manitoba Floodway Expansion Authority

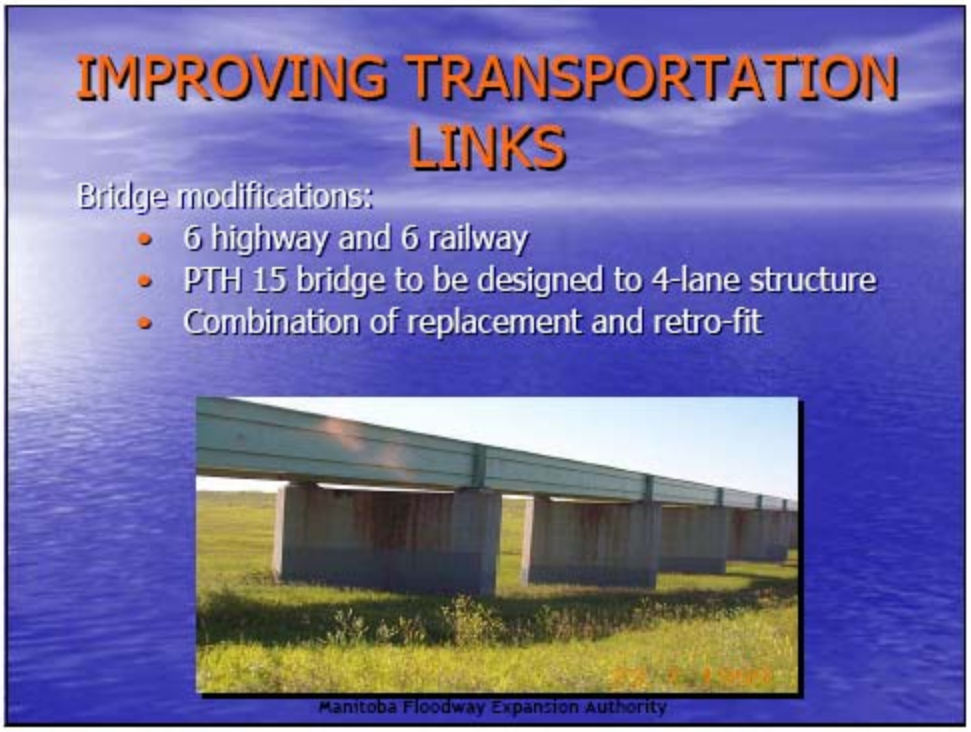

OTHER EXPANSION COMPONENTS
Floodway expansion will include other components including:
Overhead Hydro Lines
Telecommunication Cables
Gas and Oil Pipelines
Watermains
City Aqueducts
Seine River Syphon
Manitoba Floodway Expansion Authority

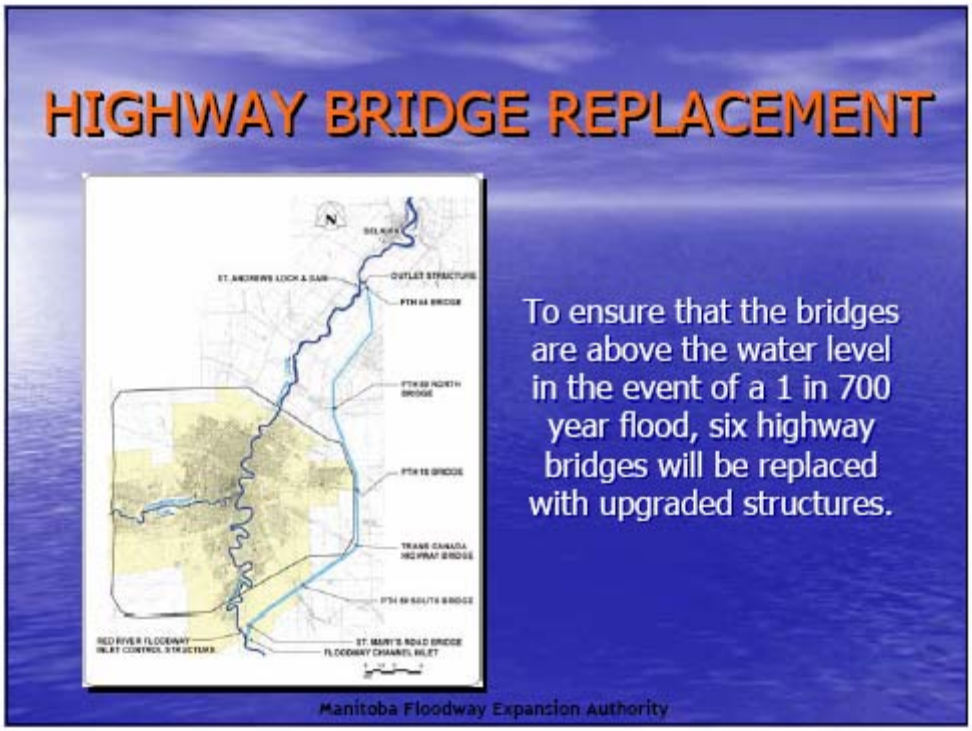

RECREATION & ECONOMIC OPPORTUNITIES
The project will create thousands of direct and indirect jobs and give residents an opportunity to help shape the future of their communities.
Manitoba Floodway Expansion Authority

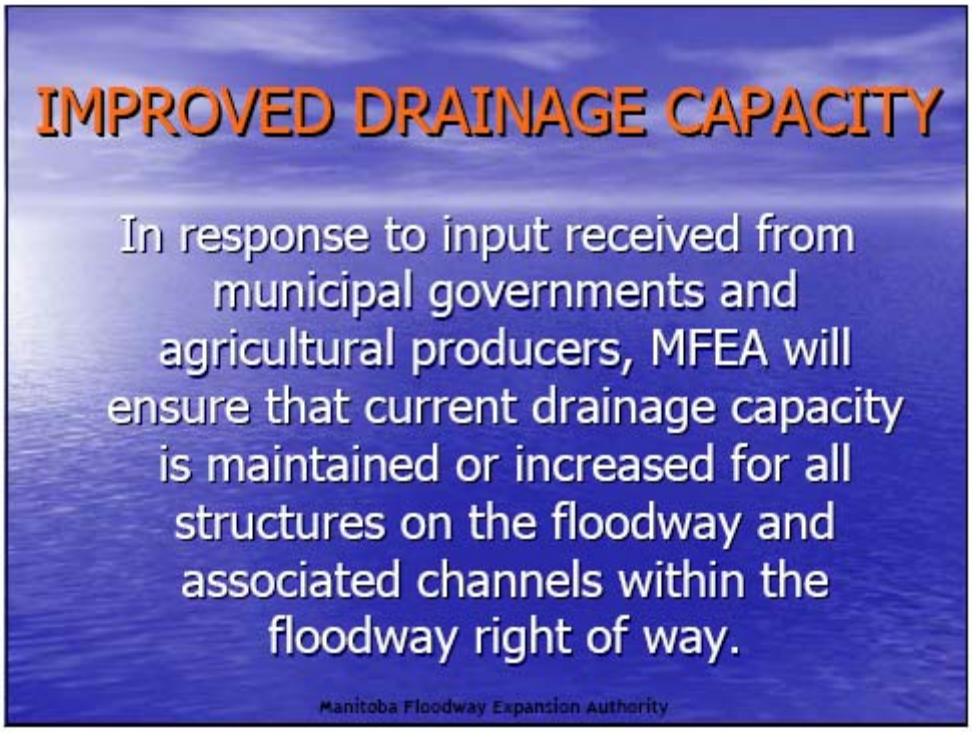

PUBLIC INPUT IMPROVES
PROJECT
Manitoba Floodway Expansion Authority


PUBLIC CONSULTATION
Since January 2004, MFEA has been listening to Manitobans about the project.
Since that time, 13 open houses have been held and extensive consultations have taken place.
Over 250 hours of stakeholder meetings in eight months.
The consultations have helped to shape and improve the project.
Manitoba Floodway Expansion Authority


PROTECTING GROUNDWATER
To address concerns raised by local residents, municipalities and agricultural producers, MFEA has scaled back plans to deepen the floodway channel from up to six feet to no more than two feet.
Manitoba Floodway Expansion Authority


IMPROVING TRANSPORTATION LINKS
Bridge modifications:
• 6 highway and 6 railway
• PTH 15 bridge to be designed to 4-lane structure
• Combination of replacement and retro-fit
Manitoba Floodway Expansion Authority


HIGHWAY BRIDGE REPLACEMENT
To ensure that the bridges are above the water level in the event of a 1 in 700 year flood, six highway bridges will be replaced with upgraded structures.
Manitoba Floodway Expansion Authority


IMPROVED DRAINAGE CAPACITY
In response to input received from municipal governments and agricultural producers, MFEA will ensure that current drainage capacity is maintained or increased for all structures on the floodway and associated channels within the floodway right of way.
Manitoba Floodway Expansion Authority


REDUCING LAND ACQUISITION
MFEA has scaled back plans to acquire land for channel widening from 1,000 additional acres (405 hectares) to a maximum of 500 acres (202 hectares)
Manitoba Floodway Expansion Authority


ENVIRONMENTAL
APPROVAL
Manitoba Floodway Expansion Authority


ENVIRONMENTAL REVIEW PROCESS
Before construction can begin, the project is required to receive environmental approvals from Manitoba and Canada.
As part of the environmental review process, MFEA has initiated an independent environmental review that consists of the following requirements:
- Preparing an independent environmental impact assessment (submitted in August, 2004).
- Receiving a license under the provincial Environment Act.
- Receiving Federal environmental authorization.
Manitoba Floodway Expansion Authority


ENVIRONMENTAL REVIEW PROCESS
Under the Canada-Manitoba Agreement on Environmental Assessment Co-operation, Canada and Manitoba have agreed that both governments will participate in a co-operative review of the project.
This process will include the Manitoba Clean Environment Commission hearings.
Manitoba Floodway Expansion Authority


NEXT STEPS
Manitoba Floodway Expansion Authority


"OUR PUBLIC CONSULTATION PROCESS HAS NO EXPIRY DATE"
As the project proceeds, MFEA will continue to consult with the public and provide the most up-to-date information available about this project.
Manitoba Floodway Expansion Authority

Tuesday, October 19, 2004

Demonstration of the Floodway Outlet Control Structure Model for officials from the Department of Fisheries and Oceans

University of Mantioba
Hydraulics Testing and Research Facility
Rm 240, Engineering Building

Attendees:
Representatives of the Department of Fisheries and Oceans, Canadian Environmental Assessment Agency and Infrastructure Canada.

MFEA:
Doug McNeil, Doug Peterson, Brian Peter

The purpose of this meeting was to provide an opportunity for representatives from this department to view a demonstration of the Floodway Outlet Control Structure model.

Tuesday, October 19, 2004

Demonstration of the Floodway Outlet Control Structure Model for representatives from the Town of Selkirk and the Rural Municipalities of St. Andrews, St. Clements, West St. Paul, East St. Paul, and Springfield

University of Manitoba
Hydraulics Testing and Research Facility,
RM 240, Engineering Building

Attendees:
Representatives from the Town of Selkirk and the RMs of St. Andrews, Springfield, West St. Paul and St. Clements.

MFEA:
Doug McNeil, David Hurford, and Ronuk Modha

Others:
Professor Jay Doering, Head of Civil Engineering, University of Manitoba

The purpose of the meeting was to provide an opportunity to view a demonstration of the Floodway Outlet Control Structure model. Other stakeholders invited to the demonstration were the rural municipalities of St. Clements, West and East St. Paul and Springfield.

Prof. Jay Doering welcomed everybody to the Hydraulics Research and Testing Facillity, provided a summary of the purpose and benefits of the model and proceeded to the demonstrate the model in operation.

1.3.7 Website

EA Study Team

Information on updating EA information, including Public Open House dates and meeting notes, was completed during August and September as part of Round 4 Consultation activities.

MFEA

On Friday, September 10, 2004, a list of all the Public Open Houses and the locations of the Public Information Booths was posted on MFEA's website. The website was updated as new information became available on the Project.

1.3.8 Aboriginal Consultation

Peguis First Nation

A copy of the EIS was provided to Peguis on August 6, 2004. MFEA requested a meeting with Peguis representatives to provide details on the project and the EIS. A meeting was held on September 16, 2004, at the offices of the Peguis Treaty Land Entitlement Coordinator. Attendees included:

Peguis First Nation:
Debbie Burka, Earl Stevenson, Councillor Sinclair

MFEA:
Ernie Gilroy, Doug McNeil, Jim Thomson, Gus Fiorino, Ronuk Modha, Doug Peterson

Others:
Keith Grady, Infrastructure Canada

The purpose of the meeting was to provide Peguis representatives with an understanding of the project and associated environmental effects, as provided in the EIS filed on August 3, 2004. Ernie Gilroy provided opening remarks and status of MFEA commitments from the June 28, 2004, meeting with Peguis First Nation.

Earl Stevenson and Councillor Sinclair provided initial comments. Doug Peterson then led a discussion on the EIS. The September 8th, 2004, presentation to the Technical Advisory Committee was used to guide the discussion. The focus of the discussion was on environmental effects of the project and potential impacts on Peguis First Nation. Earl Stevenson was asked to provide specific comments on potential effects on Peguis First Nation once he had an opportunity to review the EIS. Peguis provided initial comments to the Director, Environmental Approvals, on October 12, 2004. Doug Peterson contacted Earl

Stevenson via telephone on October 29, 2004, inquiring when Peguis would be able to discuss details on the potential effects on Peguis First Nation. Mr. Stevenson indicated that further information would be available for submission to the CEC on November 26, 2004.

Debbie Burka and Jim Thomson then discussed the employment opportunities for First Nations related to the project.

Manitoba Métis Federation

MFEA continues to work jointly with MMF to develop a Métis Involvement Program, the focus of which is to help understand the effects of the proposed Floodway Expansion project on the Manitoba Métis Community in the project region.