

APPENDIX 3C

MFEA Round 2 Public Consultation Report

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Manitoba Floodway Expansion Authority

Round Two Public Consultation Report

July 2004

“The expansion of the Red River Floodway will dramatically improve the quality of life for Manitobans. It will make residents more secure, protect the environment, create jobs & economic development opportunities and establish a model for public consultation and community involvement.”

Ernie Gilroy, CEO
Manitoba Floodway Expansion Authority
January 26, 2004

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1. Public Involvement Program

Overview

In 1997, the Red River Floodway came within inches of its limit during the “Flood of the Century”. Despite the fact that the floodway saved Manitoba billions of dollars in damage, residents rightfully demanded an increased level of flood protection.

As significant as the 1997 flood was – Manitoba’s largest recorded flood was actually 40% larger. The new floodway is being designed to protect Winnipeg from a repeat of that 1826 flood.

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 then, the floodway has been operated more than twenty times and saved Manitoba approximately \$8 billion in flood losses – not to mention the environmental damage that would have been created.

In the aftermath of the 1997 flood, the International Joint Commission (IJC) reviewed flood protection measures and found that under flow conditions similar to those experienced in 1997, the risk of failure of Winnipeg’s flood protection infrastructure would be high. In its report, *Living with the Red*, the IJC recommended that to ensure public safety, the city, the province and the Canadian government focus immediate action on designing and implementing measures to protect Winnipeg. In particular, the report called for the highest flood protection that can be economically justified or at least sufficient protection to deal with an event similar to an 1826 flood.

Subsequently, both levels of governments have held public consultations to determine the causes and mitigation measures that need to be adopted to increase flood protection in the area. In particular, the Manitoba Clean Environment Commission held public meetings to examine this issue in early 2002.

The new, expanded floodway will protect Winnipeg from water levels higher than the 1826 flood and will provide more security for Manitoba’s social and economic environment – estimated at approximately \$75 million/year. Increasing the current floodway’s capacity will save at least \$5 billion in damage when the 1826 flood repeats and protect an additional 400,000 residents and businesses.

Since 1997, the Governments of Canada and Manitoba have invested \$130 million in flood protection including \$110 million for flood protection measures in rural Manitoba.

Since 2003, Canada and Manitoba have announced an additional \$240 million to begin construction of a new Red River Floodway – more than one-third the total cost. The Red River Floodway – which intersects both national railway lines and the Trans Canada Highway – has been designated as a national infrastructure priority by Canada.

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Manitoba has created the Manitoba Floodway Expansion Authority (MFEA) as an independent crown agency to manage the construction project. MFEA owns the floodway's right of way - extending 50 km from just south of Winnipeg, through Springfield and north to Lockport.

MFEA is responsible for the inlet control structure near St. Norbert, outlet control structure north of Lockport, West Dike southwest of Winnipeg, various drainage structures and all bridges crossing the channel.

Before construction of the new floodway can proceed, the project requires preparation of an independent environmental impact assessment, a license under the provincial *Environmental Act* and federal environmental authorization. MFEA applied to the Government of Manitoba for an environmental license in the summer of 2003.

Under the provisions of the *Canada-Manitoba Agreement on Environmental Assessment Cooperation*, Manitoba and Canada have agreed that both governments will participate in a cooperative review of the proposed project, which will be led by Manitoba and address both provincial and federal regulatory requirements.

Public consultation is a critical element of the environmental assessment process for the proposed floodway expansion. There are four complimentary elements of this process. They are:

- > **Independent Environmental Impact Assessment** – This separate, independent process is led by an environmental consulting team. It provides ongoing opportunities for citizens to receive information on, and provide their views about potential project effects, measures to mitigate those effects and other requirements associated with the project's environmental impact.

The first stage of this process started in January and was completed in mid-March. It featured meetings with 12 local municipal governments, four multi-stakeholder workshops and public open houses in Selkirk, Dugald, Ste. Agathe and Winnipeg.

The next stage of consultation under this review was recently completed. It focused on the status of the Assessment, presented key project improvements and initial findings relevant to the pending Environmental Impact Statement (EIS). The EIS will be submitted for public review this summer.

The format of the current stage of consultation is identical to the first round. A specific web site has been established to help facilitate public input into this process at www.floodwayeia.com.

- > **Manitoba Legislature** – In March, Manitoba introduced the *Red River Floodway Act* and the *Floodway Authority Act*.

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The *Floodway Authority Act* outlines the roles and responsibilities of the Manitoba Floodway Authority as an independent, publicly accountable provincial agency that will manage the expansion and maintenance of the floodway on behalf of Manitobans.

The *Red River Floodway Act* allows individuals, farms, businesses, non-profit organizations and local authorities that suffer property damage and economic loss from artificial spring flooding on the Red River to claim compensation.

Both pieces of legislation followed the normal legislative review process and were passed in June.

- > **Manitoba Floodway Expansion Authority** – MFEA has a mandate to consult Manitobans regarding the various elements of the expansion project. In March, MFEA announced an additional round of consultation to focus on some particular project elements (**Round Two**). That process is detailed in this report.

MFEA will initiate a follow-up round of public consultation in September - after the EIS is submitted and released this summer.

- > **Clean Environment Commission** - Once the EIS is reviewed and improved, it will be resubmitted to Manitoba. The Clean Environment Commission will then be able to begin additional public hearings.

Round Two Consultation

In March, MFEA announced plans for an extensive and inclusive public consultation process regarding the proposed Red River Floodway Expansion project. The Round Two consultation was completed in June. It focused on a number of key elements, including:

- > **Round One Recap** - During the first round of public consultation led by the environmental assessment team, stakeholders raised a number of specific issues. In Round Two, MFEA recapped those issues and provided current status reports.
- > **Red River Floodway Act** - The Act allows individuals, farms, businesses, non-profit organizations and local authorities that suffer property damage and economic loss from artificial spring flooding on the Red River to claim compensation. In Round Two, MFEA presented a summary of the Act and invited comments.
- > **Water Levels** - Each flood has an associated water level that peaks at different locations along the Red River. The expanded floodway will feature double the current water-flow capacity and protect many more residents from water levels higher than 1997. In Round Two, MFEA demonstrated the floodway's impact on water levels at various locations along the river.

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- > **Floodway Authority Act** - The Act outlines MFEA's roles and responsibilities as an independent, publicly accountable provincial agency that will manage the expansion and maintenance of the floodway on behalf of Manitobans. MFEA will become known as the Manitoba Floodway Authority. In Round Two, MFEA presented a summary of the legislation and invited feedback.
- > **Floodway Operation** – Specific operating rules govern the operation of the floodway. They were last updated after the 1997 flood. In Round Two, MFEA described the operating rules and invited comments.
- > **Recreation & Economic Opportunities** - As one of the largest capital projects in Manitoba history, the expansion of the Red River Floodway will create a variety of opportunities for municipalities, residents, community organizations and businesses. MFEA invited residents and stakeholders to submit their ideas through a formal call for expressions of interest.
- > **Mitigation** - MFEA has a mandate to help mitigate effects of the project - as required. One of the goals of the independent environmental impact assessment process is to identify project effects and propose options for mitigation. In the Round Two consultation, MFEA presented examples of these possible options.
- > **Next Steps** – A report of Round Two findings will be released to the independent environmental assessment team, the public, Manitoba and Canada. The report will reflect the issues discussed, questions raised and identify next steps.

MFEA's Round Two consultation included individual stakeholder meetings, presentations to 12 local governments, ongoing dialogue with provincial and federal officials and six public open houses.

MFEA has also introduced toll-free phone access for rural residents, established a web-site, conducted public opinion research, distributed a newsletter and invited open house attendees to complete a questionnaire.

MFEA will maintain an ongoing public involvement program at least to the end of the project's construction phase. This will include regular meetings with municipalities and stakeholders, youth outreach, direct communication, advertising, ongoing toll-free phone access for rural residents, access to project details through an expanded web site and regular newsletters.

2.0 Calendar of Events

Thursday, May 20	Meeting with the City of Winnipeg
Tuesday, May 4	Meeting with Town of Niverville
Monday, May 3	OPEN HOUSE- North Winnipeg
Thursday, April 29	OPEN HOUSE- South Winnipeg
Wednesday, April 28	Meeting with Rural Municipality of East St. Paul
Tuesday, April 27	Meeting with Rural Municipality of MacDonald
Tuesday, April 27	Meeting with Rural Municipality of St. Andrews
Monday, April 26	OPEN HOUSE- Morris
Wednesday, April 21	OPEN HOUSE - St. Norbert
Wednesday, April 21	Stakeholder meeting with Grande Pointe Residents Association
Tuesday, April 20	OPEN HOUSE - East Selkirk
Tuesday, April 20	Stakeholder meeting with 768 Association
Tuesday, April 20	Meeting with Rural Municipality of St. Clements
Monday, April 19	OPEN HOUSE - Oakbank
Friday, April 16	Stakeholder meeting with Keystone Agricultural Producers
Wednesday, April 14	Meeting with Rural Municipality of Morris
Wednesday, April 14	Stakeholder meeting with Association of Manitoba Municipalities (AMM)
Tuesday, April 13	Meeting with Rural Municipality of Tache
Tuesday, April 13	Meeting with City of Selkirk
Tuesday, April 13	Meeting with Rural Municipality of Springfield
Thursday, April 8	Meeting with Rural Municipality of West St. Paul
Tuesday, April 6	Meeting with Rural Municipality of Ritchot
Tuesday, March 30	Stakeholder meeting with Red River Valley Group
Friday, March 26	Stakeholder meeting with Manitoba Business Council
Thursday, March 25	Stakeholder meeting with Manitoba & Winnipeg Chambers of Commerce
Wednesday, March 17	Stakeholder meeting with Coalition for Flood Protection North of the Floodway
Friday, February 27	Stakeholder meeting with Red River Basin Commission

3. Summary of Conclusions

The following is a summary of the information presented and key conclusions associated with the topics introduced by MFEA during the Round Two public process:

3.1 Red River Floodway Act

The *Red River Floodway Act* allows individuals, farms, businesses, non-profit organizations and local authorities that suffer property damage and economic loss from artificial spring flooding on the Red River to claim compensation.

The Act is in addition to other disaster relief programs and covers a much broader range of damage and loss. The goal is to restore claimants to their pre-flood financial position. It features no claim limit and no deductible. Assessments will be made on proof of loss rather than proof of repair or replacement.

Manitoba Emergency Measures Organization (MEMO) will administer the program, providing claimants with a single claim procedure and will strive to improve response times in a crisis.

Flood protection rather than flood compensation will remain the primary goal in an emergency.

The Act was generally recognized by stakeholders as an improvement over the status quo and an important step forward. However, concerns were identified regarding provisions that could be interpreted as restricting access to the Court. Citizens also identified a need for more effective program administration and called for stronger appeal mechanisms.

In response, the Act has been amended to improve dispute resolution mechanisms and allow residents with legal grounds for appeal the option of settling their dispute in the courts. MFEA supports these improvements.

MFEA will encourage Manitoba to consult stakeholders in the drafting of new regulations associated with Act and encourage MEMO to ensure program administration is fair and efficient.

Currently, there is one outstanding compensation claim in regard to Disaster Financial Assistance arising from the 1997 flood. However, a small number of claimants from south of the floodway inlet are pursuing additional compensation above the amount allowable under the Disaster Financial Assistance Program. Manitoba has facilitated a mediation process for these individuals and is addressing the issue outside the environmental review process. MFEA supports this approach.

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3.2 Water Levels

Each flood has an associated water level that peaks at different locations along the Red River. The expanded floodway will almost double the current water capacity and protect residents from water levels higher than 1997. In Round Two, MFEA demonstrated the floodway's impact on water levels at various locations along the river.

The computation of natural water levels was reviewed after the 1997 flood. The results were made public during the Round Two consultation process. The report concluded the rating curve used to determine the natural water level needed to be adjusted.

Using the recomputed natural water levels, MFEA compared a variety of local water levels with the current and expanded floodway. The results are as follows:

Emerson

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Morris

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Letellier

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

St. Pierre-Jolys

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

St. Jean Baptiste

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Rosenort

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Aubigny

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Brunkild

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

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Avonlea Corner

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Ste. Agathe

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

Niverville

1997 flood with expanded floodway	-	NO CHANGE
700 year flood with expanded floodway	-	NO CHANGE

St. Adolphe

1997 flood with expanded floodway	-	BENEFIT (1.1 ft)
700 year flood with expanded floodway	-	NO CHANGE

Floodway Inlet/Turnbull Drive

1997 flood with expanded floodway	-	BENEFIT (1.6 ft)
700 year flood with expanded floodway	-	NO CHANGE

Grande Pointe

1997 flood with expanded floodway	-	BENEFIT (1.9 ft)
700 year flood with expanded floodway	-	NO CHANGE

St. Norbert (South Winnipeg)

1997 flood with expanded floodway	-	BENEFIT (1 ft)
700 year flood with expanded floodway	-	BENEFIT (5.7 ft)

South Perimeter

1997 flood with expanded floodway	-	BENEFIT (.8 ft)
700 year flood with expanded floodway	-	BENEFIT (6.4 ft)

Bishop Grandin

1997 flood with expanded floodway	-	BENEFIT (.4 ft)
700 year flood with expanded floodway	-	BENEFIT (6.1 ft)

James Avenue

1997 flood with expanded floodway	-	BENEFIT (.5 ft)
700 year flood with expanded floodway	-	BENEFIT (4.3 ft)

Chief Peguis

1997 flood with expanded floodway	-	BENEFIT (.3 ft)
700 year flood with expanded floodway	-	BENEFIT (4 ft)

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North Perimeter Bridge

1997 flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.2 ft)
700 year flood with expanded floodway	-	BENEFIT (3.7 ft)

St. Andrews Church

1997 flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.5 ft)
700 year flood with expanded floodway	-	BENEFIT (.7 ft)

Floodway Outlet

1997 flood with expanded floodway	-	BENEFIT (1.4 ft)
700 year flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.6 ft)

Lower Fort Garry

1997 flood with expanded floodway	-	BENEFIT (.5 ft)
700 year flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.6 ft)

Selkirk Bridge

1997 flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.9 ft)
700 year flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.3 ft)

PTH 4 Bridge

1997 flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.5 ft)
700 year flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.3 ft)

Breezy Point

1997 flood with expanded floodway	-	<i>MINIMAL CHANGE</i> (.1 ft)
700 year flood with expanded floodway		<i>MINIMAL CHANGE</i> (.1 ft.)

Since 1997, rural communities – in particular south of Winnipeg - have accessed \$110 million through the Canada/Manitoba Partnership Agreement on Red River Valley Flood Protection. These communities will receive an increased or stable level of flood protection as a result of the floodway expansion.

North of Winnipeg, in a stretch of the Red River, from Lockport to Breezy Point, peak water levels may increase on average of 150 millimeters (6 inches) during large flood events but will 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 will still be considerably lower than without a floodway for protection.

Generally, residents welcomed the water level comparisons as it allowed them to witness the increased level of flood protection that would result from the floodway expansion. Some residents, however, did raise concerns about the river's ability to handle increased water flow downstream. Another concern that was raised by some rural residents was the perception that Winnipeg was receiving more flood protection "than the rest of us".

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MFEA will continue to work with residents to better demonstrate the project's positive impact in the face of significant future flood events and the river's ability to handle increased water flows north of the outlet control structure.

To the extent mitigation is not totally effective during a major flood, MFEA will ensure compensation is provided to the small number of residents north of the floodway outlet that may experience incremental damage as a result of the floodway expansion.

MFEA will encourage Canada and Manitoba to consider investments in rural flood protection infrastructure – particularly north of Winnipeg.

3.3 Floodway Authority Act

The Act outlines the roles and responsibilities of the Manitoba Floodway Authority as an independent, publicly accountable provincial agency that will manage the expansion, design and maintenance of the floodway on behalf of Manitobans. The Authority also has a mandate to maximize relevant economic and recreation opportunities associated with the project

The Authority owns the floodway's right of way, inlet control structure near St. Norbert, outlet control structure north of Lockport, West Dike southwest of Winnipeg, various drainage structures and all bridges crossing the channel.

Residents expressed very few concerns about the *Floodway Authority Act* during the Round Two public consultation. Municipal governments cautioned MFEA about the impacts of land acquisition on their local tax base.

The Act was approved by the Manitoba Legislature in June.

MFEA will work with municipalities and existing land owners to minimize new land requirements for the project. Initial estimates suggested MFEA would need to acquire 1000 additional acres of land to complete the channel widening. That estimate has been reduced to a maximum of 500 acres.

MFEA will work with Canada and Manitoba in the coming months to secure the remainder of the project's funding and ensure the rapid completion of the project.

MFEA will work to facilitate various other partnership opportunities with Canada and Manitoba that may be associated with the project – including training, water stewardship, innovation, economic development and recreation.

MFEA will work with existing lease holders to ensure any effects associated with floodway expansion are minimized and mitigated. Springhill Ski Facility will not be required to relocate or close its operation. Construction schedules will be sensitive to the seasonal use of the facility.

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MFEA will work with agriculture producers regarding haying on the floodway during construction. MFEA will consider using brome and native species to revegetate disposal piles along the floodway channel.

MFEA will consider initiating a process that can facilitate access to the excavated earth from the floodway channel. It would be initiated and advertised closer to the start of construction – expected next year

3.4 Floodway Operation

The basic principle of floodway operation is to protect the city of Winnipeg without raising water levels south of the city above the natural level (state of nature). Specific rules governing the spring operation of the floodway were reviewed and updated after the 1997 flood. The three operating rules are:

- Normal operation – Maintains natural water levels at the inlet control structure south of Winnipeg
- Large floods - Attempts to keep the James Avenue water level in Winnipeg at 24.5 ft. (1997 flood)
- Extreme floods - Caps the inlet's water level at 778 ft. above sea level and creates controlled flooding in Winnipeg

Floodway gates are operated in consultation with an Operation Advisory Board (OAB) and only when ice is moving at the inlet structure. The OAB consists of representatives from Manitoba Conservation, the Prairie Farm Rehabilitation Administration, the City of Winnipeg, the Selkirk and District Planning Area, and the Rural Municipalities of Ritchot, MacDonald and Morris. A horn is sounded prior to the first gate operation.

There is a distinction between spring and summer operation. The floodway has only been operated twice in the summer (July 2002 & June 2004) in response to emergency situations arising from the threat of extreme basement flooding in the City of Winnipeg.

Most residents were unaware of the floodway's operating rules. Some rural residents were skeptical of the need to operate the floodway in the summer to "protect walkways in Winnipeg".

Manitoba will continue to be responsible for the operation of the floodway. MFEA will work closely with provincial officials and local residents to help ensure effective and improved communication regarding future floodway operation.

MFEA will work closely with Manitoba to coordinate spring operation of the floodway during the construction period – as required.

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Regardless of that review and to ensure rapid completion of the project, MFEA has asked Manitoba not to operate the floodway in the summer during construction – except in the event of an emergency.

MFEA also recommends that the license/approvals for summer operation be sought at a later date. Summer operation will be addressed within the EIS as a planned future action. MFEA will ensure that fish and geotechnical studies are undertaken to better understand the effects of summer operation.

3.5 Recreation Opportunities

In March, MFEA issued a call for expressions of interest to stakeholders and interested Manitobans with ideas for economic and recreation opportunities that may be associated with the project. The call was communicated via news release, direct mail, local advertising, stakeholder meetings and other outreach activities.

Recreation opportunities include hiking, jogging & bike trails, tobogganing, snowboarding & snowmobiling, horseback riding, hang gliding & dirt biking, tourism promotion, Nordic & downhill skiing, cultural & historic initiatives and Aboriginal business development.

MFEA was also assisted by Group' Action Saint-Norbert (GAS). In February 2004, GAS conducted a mail survey regarding relevant recreation opportunities. Close to 700 residents on both sides of the Red River between the Perimeter Highway on the north and St. Adolphe responded.

Residents expressed general support for expanding recreation opportunities associated with the project, but were keen to hear about more detailed proposals. Municipal governments stated a desire to be consulted before any further plans were developed.

There was general agreement that initiatives which compete for water with the Red River or require new project engineering costs should be rejected.

MFEA will adopt the following working principles to guide any recreation activities:

- compatibility with the primary purpose of floodway expansion
- minimal ongoing maintenance costs to taxpayers
- stakeholder participation & community support
- maximize benefits to rural & aboriginal communities
- compliment existing Red River facilities & initiatives
- environmental stewardship

MFEA will ensure municipal governments are consulted before any specific recreation plans go forward.

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With regard to recreation opportunities, MFEA will:

- issue a full “*Opportunity Report*” on economic and recreation opportunities to follow-up on the spring call for expressions of interest
- consider a multi-use, four-season greenway trail along the floodway which could include elements of the Trans Canada Trail
- work to eliminate any disruption of Springhill Winter Park and current community festivals that use the floodway
- consider designated snowmobile & cross-country ski trails
- establish an officer for recreation & economic development within MFEA
- creation of a Floodway Recreation Advisory Group to adopt MFEA guidelines, coordinate next steps, consider increased access to winter recreation facilities and legal issues associated with additional recreation opportunities

3.6 Economic Opportunities

The expansion of the floodway will have an economic benefit for the entire province – not just the City of Winnipeg.

A repeat of an 1826 flood (the largest recorded flood in Manitoba history) today would create untold environmental damage and a \$5 billion loss to the Manitoba (and Canadian) economy. The expanded floodway will have the capacity to handle a repeat of the 1826 flood to protect an additional 400,000 residents and businesses in and around Winnipeg.

One of the recurring themes of the Round Two consultation was the rural/urban divide in the region. Rural residents felt all the project benefits were directed at Winnipeg and “nothing was in it for them”.

Meanwhile, Winnipeg residents recognize the need for increased flood protection, however appear somewhat complacent about the prospects of another major flood hitting the region in the very near future. This is despite the fact that 2004 was the first year the floodway has ever been operated in both spring and summer.

MFEA is committed to ensuring the various elements of the floodway expansion project are viewed through a rural lens. The vast majority of the public consultation process has been focused on rural issues. To this end, MFEA will focus on the following rural economic development priorities:

- **Employment & Training** – The construction of the new floodway will create thousands of indirect and direct jobs. Local hiring and training provisions in a project labour agreement will ensure opportunities are available to local residents.

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- **Groundwater Supply & Quality** – MFEA recognizes the important connection between access to groundwater and economic opportunity in rural communities. MFEA will ensure there is no negative impact to local groundwater supplies as a result of the expansion.
- **Drainage Systems** – Like groundwater, MFEA recognizes the important connection between access to local drainage systems and economic opportunity in rural communities. MFEA will replace, repair and improve the current drainage structures in the floodway and along the West Dike to accommodate future growth and drainage requirements.
- **Highway Bridge Upgrades** – Transportation infrastructure is a critical element to economic opportunity in rural communities. MFEA will construct new and improved bridges across the floodway to facilitate future traffic demands and ensure bridge-stability during large flood events. MFEA plans to design the Highway 15 Bridge in Springfield as a four-lane structure.
- **Recreation** – MFEA will improve coordination and access to various recreation opportunities associated with the floodway expansion.
- **Re-Use of Excavated Earth** – Tens of million of cubic yards of earth will be excavated to construct the new expanded floodway channel. MFEA will consider reusing the earth for flood protection and public works projects that could benefit rural residents.
- **Increased Flood Protection** – Some communities south of Winnipeg will acquire an increased level of flood security as a result of the floodway expansion and the \$110 million invested in rural flood proofing since 1997.

To manage the direct employment opportunities associated with the project, MFEA announced plans in March to establish a single project labour agreement. Similar agreements are common on many large infrastructure projects in Manitoba and Canada. They have a record of helping deliver large projects on-time and on-budget.

MFEA's objectives for a floodway labour agreement include:

- orderly, efficient & effective completion of work
- continuous work & labour peace for the life of the project
- local hiring & comprehensive job training provisions
- predictable labour & administrative costs
- dispute resolution mechanisms & enhanced workplace safety
- equal access to bids for union and non-union contractors
- increased productivity

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In April, MFEA announced plans to engage stakeholders directly in this process. Mr. Wally Fox-Decent was retained to facilitate discussions between labour, industry, Aboriginal, Metis and government representatives. These sessions included issues associated with the construction tender process and employment training opportunities.

Mr. Fox-Decent released his report on these discussions in June. He recommended:

- establishment of a Master Floodway Agreement and sub-agreements on other components including employment equity, labour management and training
- the expansion project be considered an “open shop” project where union membership is not required to work on the project
- the expansion project be open to both union and non-union contractors
- there should be no attempt to organize or sign up non-union members working on the project

Mr. Fox-Decent noted that unions would be negotiating on behalf of all workers – union and non-union – and therefore would be required to be available to represent non-union workers during disputes regarding working conditions.

In return for this service, Mr. Fox-Decent recommended union members would pay dues to their union. Non-union members would contribute to a fund managed by MFEA from which unions would be compensated for the services rendered. This arrangement is consistent with longstanding labour management relations.

Mr. Fox-Decent said every worker who benefits from the services which have been rendered on their behalf should participate in a fee payment for the service, whether they are a non-union worker or a union worker.

Mr. Fox-Decent highlighted the need to identify wages and standard hours of work for the project and a dispute resolution mechanism.

Manitoba and MFEA have accepted Mr. Fox-Decent’s recommendations. MFEA will begin implementing the measures identified in the report in time for the 2005 construction season.

MFEA will establish an Interim Owner’s Advisory Committee to ensure meaningful industry participation and provide expertise and guidance. The Committee includes representation from MFEA, Manitoba Heavy Construction Association, Winnipeg Construction Association, Merit Contractors Association of Manitoba and Construction Labour Relations Association.

MFEA will engage industry, labour, aboriginal, government agencies and other stakeholders to maximize employment training partnerships associated with the project. MFEA will invite Canada to consider the floodway as part of its national plan for workplace skill development.

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In addition to economic security, rural development, construction jobs, employment training and recreation, MFEA will consider other opportunities associated with the project, including:

- 3-D virtual reality floodway to demonstrate the project's benefits, assist the engineering design and help prepare for flood emergencies
- interpretive centre that features archives & multi-media presentations
- document and archive the project's development, public consultation and construction phases for historic and educational purposes
- beautify the floodway's inlet and outlet control structures

3.7 Mitigation

While there are many positive benefits of the floodway expansion, there may be some negative impacts associated with the project's construction. MFEA has a mandate to mitigate effects of the floodway expansion as required. One of the goals of the independent environmental impact assessment process is to identify project effects.

During the Round Two consultation, MFEA presented examples of possible mitigation measures associated with the floodway project, including:

- **Effect - Deepening the floodway in a particular location may impact on local well water supply and quality.** Possible mitigation is:
 - widen the floodway instead of deepening it in that location
 - lower the pump in the well
 - drill a new well
- **Effect - Replacing bridges across the floodway may cause traffic disruption.** Possible mitigation is:
 - stage construction projects
 - use existing bridge until new bridge is complete
 - construct temporary structure
- **Effect - Increased water flows through an expanded floodway outlet structure may have the potential to increase river bank erosion.** Possible mitigation is:
 - design outlet control structure in a way that reduces water speed
 - strengthen riverbanks by using rip rap and other materials
 - design flood channel in a way that helps reduce water speed

Residents wanted confirmation that MFEA had a responsibility to mitigate any project impacts. Groundwater effects, erosion concerns, local water levels and drainage issues were identified as top priorities by the public. Municipalities also identified land acquisition and traffic disruption from bridge replacement as important concerns.

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MFEA will, wherever possible, work toward engineering solutions to these effects. Specific mitigation measures will be identified prior to construction – initially as part of the project's EIS this summer.

MFEA will scale back initial plans to deepen the floodway by up to six feet. To protect groundwater, MFEA will now deepen the floodway by no more than two feet – if at all. MFEA's ultimate goal is to ensure the expanded floodway is no deeper than the existing structure.

MFEA will establish a groundwater reserve fund to mitigate any isolated ground water effects that may arise.

MFEA will construct a new, wider outlet structure at the current location to incorporate leading edge technology, reduce water velocities and dissipate waves re-entering the Red River during major flood events.

MFEA will construct side walls in the outlet channel to prevent erosion.

MFEA will strengthen existing erosion control immediately opposite the current outlet structure and extend "riprap" and/or other erosion control measures for an additional 1.2 km along the Red River north of the floodway outlet - to help mitigate any additional erosion during floodway operation.

MFEA will initiate a series of upgrades to the current inlet control structure including erosion control measures on the inlet embankment, floodgate reliability improvements, increased fire protection and enhancements to the current operating system.

MFEA will initiate a schedule of improvements to current drainage capacity on the floodway and associated channels within the floodway right of way.

MFEA will work with local agencies to limit traffic disruptions that may be associated with the construction of a new floodway crossing at the PTH 44 Bridge existing location.

MFEA will work with railway operators regarding the phased construction of the various railway bridges that cross the floodway channel.

4. Frequently Asked Questions

Over the past seven months, the Manitoba Floodway Expansion Authority (MFEA) has been listening to residents of the Red River Basin. We have asked for ideas and we have invited questions. The following is a summary of the most frequently asked questions received by MFEA during the Round Two public consultation process.

How will this project affect me?

The expansion of the floodway will improve the quality of life for all Manitoba residents. It will provide increased flood security, create thousands of direct and indirect jobs, protect the environment and provide an opportunity for residents to help shape the future of their communities.

This project will likely affect you if:

- you live or work close to the Red River or the floodway
- you have a relative or friend who lives or works close to the river or floodway
- you use the floodway for recreation purposes
- you or someone you know works in the construction or engineering industry
- you are trying to attract investment or establish a business in Manitoba
- you are one of the tens-of-thousands of local residents and businesses not currently protected from a repeat of the 1826 flood
- your livelihood depends on one of the tens-of-thousands of local residents and businesses not currently protected from a repeat of the 1826 flood

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 been operated more than twenty times and saved Manitobans approximately \$8 billion in flood losses – not to mention the environmental damage that would have been created.

In 1997, the Red River Floodway came close to inches of its limit during the "Flood of the Century". The floodway saved Manitoba billions of dollars in damage that year but residents rightfully demanded an increased level of flood protection.

As large as the 1997 flood was, Manitoba's largest recorded flood was recorded in 1826. It was 40% larger than 1997. A repeat of that 1826 flood today would cause \$5 billion damage to Manitoba's economy. The new floodway will have the capacity to handle a flood larger than 1826 and protect tens-of-thousands of local residents and businesses.

The new floodway will provide even more security for Manitoba's social and economic environment.

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Will deepening the floodway have a negative impact on groundwater supply and quality?

Initial plans to deepen the floodway channel by up to six feet have been scaled back dramatically. MFEA will now deepen the floodway by no more than two feet – if at all. MFEA's ultimate goal is to ensure the expanded floodway is no deeper than the existing structure.

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

MFEA's decision to scale back plans to deepen the channel will secure local groundwater supplies. As an additional measure, MFEA will establish a groundwater reserve fund to mitigate any isolated ground water effects that may arise.

Is the City of Winnipeg contributing to the floodway project?

The City of Winnipeg will be expected to upgrade their flood protection infrastructure to compliment this project. The specific measures required by Winnipeg have not been fully identified through the engineering design process and as a result, detailed discussions regarding Winnipeg's municipal flood protection priorities will not be formalized until later this year.

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

Yes. A new, wider outlet structure will be constructed at the current location. It will incorporate leading edge technology to reduce water velocities and dissipate waves re-entering the Red River during major flood events. 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 existing erosion control measures will be strengthen and extended by more than 1km north along the Red River to mitigate any additional erosion during floodway operation.

What is the relationship between the floodway and the ice jams that occur north of Winnipeg?

Flooding caused by ice jams near Selkirk is an historic reality that pre-dates the floodway. This year, many residents north in the Selkirk area were flooded because of ice jamming. Unfortunately, this would have occurred regardless of the floodway operation.

That said, in light of ongoing public concerns, MFEA has initiated an independent study of the situation. The results will be available to the public before the end of summer.

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What are you doing to protect the environment?

The principles of environmental stewardship and sustainable development are top priorities for MFEA. Wherever possible we will work toward engineering solutions to any environmental concerns. Before construction can proceed on the floodway expansion, MFEA must meet various environmental requirements, including;

- preparation of an Independent Environmental Impact Assessment
- a license under the provincial *Environmental Act*, and
- federal environmental authorization

Under the provisions of the *Canada-Manitoba Agreement on Environmental Assessment Cooperation*, Manitoba and Canada have agreed that both governments will participate in a cooperative review of the proposed project, which will be led by Manitoba and address both provincial and federal regulatory requirements. This process will include Manitoba Clean Environment Commission public hearings.

Public involvement is a critical element of the environmental assessment process for the proposed floodway expansion. MFEA has initiated an independent environmental review process. For more information, contact www.floodwayeia.com.

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

In the event of an 1826 level flood, an expanded floodway will significantly protect the environment. It is estimated that an 1826 flood would result in the overland flooding of one third of Winnipeg, including basement flooding as a result of sewer backup.

In addition, an 1826 flood would result in damages to hospitals, police stations, fire stations, water pumping stations, sewage treatment plants, Winnipeg's central business district and other industrial operations within the city limits. As a result, pollutants would be discharged from all of these operations resulting in significant pollution and environmental damage. Eventually, the pollutants would find their way into the Red River and into Lake Winnipeg. An expanded floodway will ensure that Manitoba is protected from this threat.

When do you plan to start construction and what are we going to do with all the earth?

Construction of the project is subject to the environmental licensing process, but expected to begin in summer of 2005.

In March, MFEA invited Manitobans to give us their ideas about various opportunities that may be associated with the floodway expansion project. We received a number of proposals and suggestions regarding the future use of the earth we plan to excavate to create the new floodway channel.

In light of this response, MFEA will consider initiating a separate process regarding access to the excavated material closer to our planned construction date.

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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. We have also received a suggestion to extend the floodway all the way to Lake Winnipeg.

After reviewing all the facts and the various options, the expansion of the current floodway was chosen as the most cost-effective flood protection option by Canada and Manitoba. A funding agreement has been negotiated to this effect.

What benefits can rural Manitobans expect from this project?

The economies of rural Manitoba and Winnipeg are interdependent. The fact is, Manitoba's rural economy will benefit from increased flood security for Winnipeg.

A repeat of an 1826 flood (the largest recorded flood in Manitoba history) today would cause \$5 billion damage to Manitoba's economy. The expanded floodway will have the capacity to handle a repeat of the 1826 flood and protect an additional 400,000 residents in and around the City of Winnipeg.

Some rural communities will also benefit from increased levels of flood protection with a repeat of the 1997 flood as a result of the floodway expansion - complementing more than \$110 million that has been invested by Canada and Manitoba in rural flood protection measures since 1997.

MFEA is committed to ensuring the various elements of the floodway expansion project are viewed through a rural lens. The vast majority of our public consultation process has been focused on rural issues. In response to the input received, MFEA will focus on the following rural priorities:

- **Employment & Training** – The construction of the new floodway will create thousands of indirect and direct jobs. Local hiring and training provisions will ensure opportunities are available to local residents.
- **Groundwater Supply & Quality** – MFEA recognizes the important connection between access to groundwater and economic opportunity in rural communities. MFEA has dramatically adjusted the project's design to ensure there is no negative impact to local groundwater supplies as a result of the expansion.
- **Recreation Opportunities** – MFEA will improve coordination and access to various recreation opportunities associated with the floodway expansion.

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- **Drainage Systems** – Like groundwater, MFEA recognizes the important connection between access to local drainage systems and economic opportunity in rural communities. MFEA will replace, repair and improve the current drainage structures in the floodway and along the West Dike to accommodate future growth and drainage requirements.
- **Highway Bridge Upgrades** – Transportation infrastructure is a critical element to economic opportunity in rural communities. MFEA will construct improved bridges across the floodway to facilitate future traffic demands and ensure bridge-stability during large flood events. MFEA plans to design the Highway 15 Bridge in the RM of Springfield as a four lane structure.
- **Citizen Engagement** – MFEA's ongoing public consultation process will provide rural residents with an opportunity to have their say about this project and help shape the future of their communities for generations to come. The contribution of rural residents to date has led to significant improvements in the project's design.
- **Erosion** – MFEA will invest to strengthen riverbanks north of the floodway outlet structure and the inlet south of Winnipeg.
- **Re-Use of Excavated Earth** – Tens of million of cubic meters of earth will be excavated to construct the new expanded floodway channel. MFEA will consider reusing that earth for flood protection and public works projects that could benefit rural residents.
- **Compensation** – Manitoba has introduced the *Red River Floodway Act* to compensate rural residents who are artificially flooded during a major event. This compensation plan provides stability and certainty for local residents instead of uncertain legal pursuits and confusion after the fact.
- **Increased Flood Protection** - Many rural communities will receive an increased level of flood security as a result of the floodway expansion – particularly in the event of a 1997 repeat. In addition, the current inlet and outlet control structures will be strengthened and modernized.

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

No. While there may be good reasons to dredge portions of the Red River, however flood protection is not one of them. Studies have shown that the cost of dredging would provide no benefit to water levels north of the outlet during a flood event.

That said, in response to public's interest, MFEA has raised the issue with the Government of Canada (which is responsible for dredging) to inquire about any future plans they may have related to dredging in the area.

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How high will the water be at my house with a repeat of the 1997 flood after the floodway is expanded?

The vast majority of residents of the Red River Basin will see lower water levels and increased flood protection with a repeat of the 1997 flood. Water levels south of Ste. Agathe will not be impacted by the floodway expansion.

In a stretch of the Red River, from Selkirk to Breezy Point, peak water levels would increase slightly with a repeat of the 1997 flood but would not cause additional flooding. These residents would, however, continue to be better protected for floods larger than 1997 because water levels would still be considerably lower than without a floodway for protection. This is largely the result of the flood control works such as the Shellmouth Dam and the Portage Diversion that store flows from the Assiniboine River and were constructed as part of the original floodway during the 1960s.

MFEA will encourage Canada and Manitoba to consider investments in rural flood protection north of Winnipeg.

How will the floodway expansion project increase recreation and economic development opportunities associated with the floodway?

MFEA has a mandate to maximize recreation opportunities associated with the floodway expansion project. In March, MFEA invited Manitobans to give us their ideas in this regard. As a result of the input received from the public, MFEA will consider:

- development of a multi-use four season greenway trail along the floodway which could include elements of the Trans Canada Trail
- ensuring minimal disruption of Springhill Winter Park and current community festivals that use the floodway
- designated snowmobile & cross-country ski trails
- establishment of an officer for recreation & economic development within MFEA
- creation of a local Floodway Recreation Working Group which will:
 - adopt MFEA objectives & coordinate next steps
 - consider increased access to winter recreation facilities
 - consider legal issues associated with additional recreation opportunities

MFEA will produce a complete “*Opportunity Report*” which will summarize the various ideas that MFEA received from local residents and stakeholder groups regarding recreation and economic opportunities.

This report will be distributed to the public, stakeholders, independent environmental review team, Canada and Manitoba. MFEA will ensure municipal governments are consulted before any specific recreation plans go forward.

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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 by up to 6.5 ft. to provide increased flood protection in the event of wind or rain during a flood event. This safety zone is referred to as "freeboard". The West Dike is being extended approximately 20km west and north of the existing dike. Water levels south of the City during a major flood event will be maintained in accordance with the current operating rules of the floodway.

Will the Floodway Authority need to purchase land to complete the floodway expansion?

MFEA's goal is to minimize the need to acquire lands to complete the project. Initial estimates suggested MFEA would need to acquire 1000 additional acres of land to complete the channel widening. That has been reduced to a maximum of 500 acres. MFEA will make efforts to reduce land requirements even further in the months ahead.

MFEA does expect to acquire additional lands in association with the expansion of the West Dike south of Winnipeg. These will be finalized once the design of the structure is developed further. MFEA will continue to work closely with municipal governments, local residents and agricultural producers in this regard.

Is it true that people will be forced to join a union to work on the project and non-union contractors will be excluded from the bidding on construction work?

No. Workers on the floodway project will not be forced to join a union. Furthermore, all union and non-union contractors will be eligible to bid for floodway work.

MFEA will establish a Master Floodway Agreement to:

- maximize local employment opportunities
- provide cost certainty to taxpayers
- ensure no strike/no lockout during construction
- create effective employment training measures
- establish local hiring provisions
- ensure project is completed on-time and on-budget

MFEA will establish an Interim Owner's Advisory Committee to ensure meaningful industry participation and provide expertise and guidance. The Committee will include representation from MFEA, Manitoba Heavy Construction Association, Winnipeg Construction Association, Merit Contractors Association of Manitoba and the Construction Labour Relations Association.

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Is there a risk of increased erosion of the Red River and the floodway channel associated with the floodway expansion project?

Erosion is an issue that has been closely studied by the project's environmental team of engineers. As a result of their work, the following conclusions have been reached regarding erosion effects:

- > Reduced erosion potential in the vicinity of the floodway inlet when the new floodway is in operation
- > No additional and possibly reduced erosion in floodway channel due to floodway expansion when the new floodway is in operation
- > No additional erosion in vicinity of floodway outlet due to floodway expansion when the new floodway is in operation.
- > No noticeable change in erosion or sediment in Red River from rainfall runoff due to construction of the new floodway outlet channel and control structure
- > Negligible erosion on slopes of the floodway channel and disposal piles when expanded floodway is inactive
- > No additional erosion due to Floodway Expansion on banks of Red River beyond Floodway outlet, including at Lower Fort Garry and Selkirk
- > No discernable long term difference in sediment transport to Lake Winnipeg due to floodway expansion

How will the project improve drainage in the floodway right of way?

In response to input received from municipal governments and agricultural producers during our public consultation process, MFEA will ensure current drainage capacity is maintained or increased for all structures on the floodway and associated channels within the floodway right of way. A schedule of improvements is as follows:

- Replacement of Centreline/Prairie Grove drain drop structure
- Replacement of North Bibeau drain drop structure
- Improvements to Cooks Creek Diversion drop structure
- Replacement of Springfield Road drain drop structures
- Replacement of Skholny Drain drop structure
- Replacement of Ashfield drain drop structure
- Replacement of Kildare trunk- Transcona sewer outlet drop structure
- Improvements to Country Villa Estates drain drop structure

In addition to these initiatives, MFEA also plans to construct:

- a new gated culvert through the west dyke southwest of La Barriere Park to improve drainage in the region to the La Salle River
- a new gated chamber on the Seine River overflow pipes to prevent backwater flooding to Grande Pointe from the floodway

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What is being planned for the bridges that cross the floodway?

The following floodway bridges will be replaced and improved as part of the floodway expansion project:

- St. Mary's Road
- PTH 59 S
- PTH 59 N
- Trans Canada Highway
- PTH 15
- PTH 44

There will be minimal traffic disruptions on St. Mary's Road, PTH 59 (south crossing), Trans Canada Highway #1 (East), PTH 15 and PTH 59 (north crossing) during floodway construction. MFEA plans to design PTH 15 Bridge as a four lane structure.

With regard to the PTH 44 Bridge, MFEA will work with local agencies to limit traffic disruptions that may be associated with the construction of a new floodway crossing at the existing location.

MFEA is currently working with railway operators regarding the phased construction of the various railway bridges that cross the floodway channel.

1.0 Meeting Dates with Stakeholder Groups

Schedule of Dates with Stakeholder Groups

Friday, February 27	Red River Basin Commission
Wednesday, March 17	Coalition for Flood Protection North of the Floodway
Thursday, March 25	Manitoba and Winnipeg Chambers of Commerce
Friday, March 26	Manitoba Business Council
Tuesday, March 30	Red River Valley Group
Wednesday, April 14	Association of Manitoba Municipalities
Friday, April 16	Keystone Agricultural Producers
Tuesday, April 20	768 Association
Wednesday, April 21	Grande Pointe Residents Association

6. Meetings with Municipalities

As part of MFEA's public consultation process, meetings were arranged with various municipalities across the proposed Floodway expansion region. A number of councils participated in the process. These councils were invited to listen to a presentation and engage in a question and answer session in a round-table format. Discussion took place in specific reference to the Environmental Assessment process and the current description of the Project with the intention of identifying specific issues of concern. Presentations to each municipality followed much the same format; however, particular emphasis was given to specific concerns that were identified in each municipality during the Round 1 consultation process.

Meetings with Municipalities

Tuesday, April 6	Rural Municipality of Ritchot
Thursday, April 8	Rural Municipality of West St. Paul
Tuesday, April 13	City of Selkirk
Tuesday, April 13	Rural Municipality of Springfield
Tuesday, April 13	Rural Municipality of Taché
Wednesday, April 14	Rural Municipality of Morris
Tuesday, April 20	Rural Municipality of St. Clements
Tuesday, April 27	Rural Municipality of St. Andrews
Tuesday, April 27	Rural Municipality of MacDonald
Wednesday, April 28	Rural Municipality of East St. Paul
Tuesday, May 4	Town of Niverville
Thursday, May 20	City of Winnipeg

7. Open House Dates

Open houses were held in various regions that are affected by the Floodway Expansion. The following table provides the dates when each open house was held along with the location and attendance figures

The open houses are conducted as a part of the Round 2 public consultation process to allow the general public the opportunity to hear what the project is all about and have their perspectives incorporated into the process. The open houses were in addition to meetings with municipal officials and stakeholders in the area.

The session began with a review of the open house storyboards, included in this section. MFEA and their consultants were on hand to answer any questions that arose during this informal viewing period. Partway through the evening, the facilitator introduced the formal portion of the open house. A presentation was delivered by MFEA and followed by an opportunity to ask questions.

Open House Schedule

Monday, May 3	OPEN HOUSE- North Winnipeg	Attendance: 25
Thursday, April 29	OPEN HOUSE- South Winnipeg	Attendance: 75
Monday, April 26	OPEN HOUSE- Morris	Attendance: 45
Tuesday, April 20	OPEN HOUSE - East Selkirk	Attendance: 170
Wednesday, April 21	OPEN HOUSE – St. Norbert	Attendance: 115
Monday, April 19	OPEN HOUSE - Oakbank	Attendance: 70

8. Communication

Since January, MFEA has taken a proactive, transparent approach to communicating the project's progress. As opposed to presenting a complete, final project to the public, MFEA made a decision to present the floodway expansion in its early design stage.

This has allowed meaningful public consultation and significant improvement to the project. MFEA has taken a number of steps to communicate project elements, public consultation opportunities and progress reports to the public.

In addition to the public involvement process already identified in this report, MFEA distributed questionnaires at public meetings, conducted public opinion research about the project and distributed a newsletter to more than 32,000 local households.

A direct mail effort has also been initiated which provides key stakeholders, elected officials and local residents with regular updates on the project and invites feedback.

8.1 Media Relations

The following pages are a chronological summary of news releases, advertising and local press clippings relevant to the various elements of the Red River Floodway Expansion.

MFEA also undertook a television advertising campaign in April to increase awareness of the project and encourage Manitobans to participate in the ongoing consultation process. Viewers were encouraged to contact our toll-free number and/or web site for information about the various elements of the Red River Floodway Expansion.

8.2 Polling, Questionnaires and Newsletters

Questionnaires were distributed at MFEA's various town hall meetings. Participants were invited to answer various questions about the project on six occasions:

- April 19 – Oakbank Baptist Church
- April 20 – East Selkirk Recreation Centre
- April 21 – St. Norbert, Howden Community Centre
- April 26 – Morris, Southern Manitoba Convention Centre
- April 29 – Winnipeg, St. Norbert Community Centre
- May 3 – Winnipeg, Vince Leah Recreation Centre

A copy of the questionnaire, results and samples are included in this section.

MFEA was also assisted by Group'Action Saint-Norbert (GAS). In February 2004, GAS conducted a mail survey of the residents regarding recreation opportunities associated with the project. Close to 700 residents on both sides of the Red River between the Perimeter Highway on the north and St. Adolphe on the south responded to the survey. Results are included in this section.

MFEA initiated public opinion research in April to survey the feelings and awareness of Manitobans about the project. A summary of the research is included in this section. MFEA will undertake additional public opinion research as the project evolves.

Further to our commitment to rural Manitoba residents, MFEA distributed an information brochure throughout the Red River Basin in April. The document was distributed to more than 32,000 householders in southern Manitoba and regions of Winnipeg closer to the floodway inlet and outlet structures. A detailed breakdown is as follows:

Winnipeg - South (R2N)	8,526 hhlds	Selkirk (R1A, R1B)	8,093 hhlds
Winnipeg - Birds Hill (R2E)	2,818 hhlds	St. Norbert (R3V)	2,674 hhlds
Dugald (R0E 0K0)	1,580 hhlds	West St. Paul (R4A)	1,228 hhlds
Lorette (R0A 0Y0)	1,147 hhlds	Oakbank (R0E 0Y0)	1,086 hhlds
St. Adolphe (R5A)	1,007 hhlds	Morris (ROG 1K0)	962 hhlds
Niverville (R0A 1E0)	849 hhlds	East Selkirk (R0E 0M0)	805 hhlds
St. Pierre Jolys (R0A 1V0)	590 hhlds	Peguis (R0C 3J0)	451 hhlds
Emerson (R0A 0L0)	421 hhlds	Sanford (R0G 2J0)	338 hhlds
St. Jean Baptiste (ROG 2B0)	314 hhlds	Ste. Agathe (R0G 1Y0)	180 hhlds
Brunkild (ROG 0E0)	97 hhlds	Rosseau River (R0A 1P0)	74 hhlds
Aubigny (ROG 0C0)	73 hhlds	MacDonald (R0H 0S0)	70 hhlds

A second newsletter is planned for distribution this summer to highlight the results of the public involvement program and improvements that have been made to the project. MFEA will continue to distribute regular newsletter updates beyond the environmental licensing process.

8.3 Stakeholder Outreach

Since January, MFEA has taken a very proactive approach to communicating the project's progress by sending regular information updates directly to stakeholders.

The data base features more than 500 entries and is growing on a weekly basis. It includes MPs, MLAs, municipal officials, grassroots associations and local residents who have attended public meetings or requested information through the web site and toll-free phone line. MFEA will distribute regular updates to this growing key contact list at least six times each year.

Since January, four separate information packages have been distributed. A fifth is being planned for July.

Copies of the information packages are included in this section. Individual items have also been forwarded to officials regarding dredging, employment training and ongoing consultation. These are also included in this section – along with a selection of responses.

MFEA hosted a number of meetings with relevant stakeholder organizations and invited the general public to attend open houses & public meetings. A summary of those discussions is included earlier in this report.

MFEA will continue to consult with Manitoba Aboriginal & Metis communities regarding employment training, business development opportunities and various other project elements. These discussions will also include relevant federal officials.

MFEA Round Two Report: Summary of Next Steps

1. MFEA will initiate a follow-up round of public consultation in September - after the EIS is submitted and released this summer.
2. MFEA will maintain an ongoing public involvement program at least to the end of the project's construction phase. This will include regular meetings with municipalities and stakeholders, youth outreach, direct communication, advertising, ongoing toll-free phone access for rural residents, access to project details through an expanded web site and regular newsletters.
3. MFEA will work with municipalities and existing land owners to minimize new land requirements for the project. Initial estimates suggested MFEA would need to acquire 1000 additional acres of land to complete the channel widening. That estimate has been reduced to a maximum of 500 acres.
4. MFEA will work with existing lease holders to ensure any effects associated with floodway expansion are minimized and mitigated. Springhill Ski Facility will not be required to relocate or close its operation. Construction schedules will be sensitive to the seasonal use of the facility.
5. MFEA will work with agriculture producers regarding haying on the floodway during construction and consider using brome and native species to revegetate disposal piles along the floodway channel.
6. MFEA will consider initiating a process to facilitate access to the excavated earth from the floodway channel. It would be initiated and advertised closer to the start of construction – expected next year.
7. MFEA will work with Canada and Manitoba in the coming months to secure the remainder of the funding and ensure the rapid completion of the project.
8. MFEA will work to facilitate various other partnership opportunities with Canada and Manitoba that may be associated with the project – including training, water stewardship, innovation, economic development, recreation initiatives.
9. MFEA will ensure the various project elements of the floodway expansion project are viewed through a rural lens and maximize rural economic opportunities.
10. MFEA will suggest Manitoba consult stakeholders in the drafting of new regulations associated with the *Red River Floodway Act*.
11. MFEA will, wherever possible, work toward engineering solutions to mitigate any negative project impacts and identify specific mitigation measures prior to construction – initially as part of the project's EIS this summer.

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12. MFEA will dramatically scale back initial plans to deepen the floodway by up to six feet. To protect groundwater, MFEA will now deepen the floodway by no more than two feet – if at all. MFEA’s ultimate goal is to ensure the expanded floodway is no deeper than the existing structure.
13. MFEA will establish a groundwater reserve fund to mitigate any isolated ground water effects that may arise.
14. MFEA will construct side walls and a new, wider outlet structure at the current location to prevent erosion, incorporate leading-edge technology, reduce water velocities and dissipate waves during major flood events.
15. MFEA will strengthen existing erosion control immediately opposite the current outlet structure and extend “riprap” and/or other anti-erosion measures for an additional 1.2 km along the Red River north of the floodway outlet.
16. MFEA will initiate a series of upgrades to the current inlet control structure including erosion control measures on the inlet embankment, floodgate reliability improvements, increased fire protection and enhancements to the current operating system.
17. MFEA will raise the West Dike by up to 6.5 ft. and extend it by close to 20km north and west to provide increased flood protection in the event of wind or rain during a flood event and work closely with local residents to develop detailed plans prior to construction.
18. MFEA will construct a new gated culvert through the West Dike southwest of La Barriere Park to improve drainage to the La Salle River and a new gated chamber on the Seine River overflow pipes to prevent backwater flooding to Grande Pointe from the floodway
19. MFEA will initiate a schedule of improvements to current drainage capacity on the floodway and associated channels within the floodway right of way.
20. MFEA will replace and improve all highway bridges crossing the floodway and design PTH 15 Bridge as a four lane structure.
21. MFEA will work with local agencies to limit traffic disruptions that may be associated with the construction of a new floodway crossing at the PTH 44 Bridge existing location.
22. MFEA will work with railway operators regarding the phased construction of the various railway bridges that cross the floodway channel.

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23. MFEA will work closely with Manitoba to coordinate spring operation of the floodway during the construction period – as required - and help ensure effective and improved communication regarding future floodway operation.
 24. To ensure rapid completion of the project, MFEA will ask Manitoba not to operate the floodway in the summer during the construction period – except in the event of an emergency.
 25. MFEA will recommend the license/approvals for summer operation be sought at a later date. Summer operation will be addressed within the EIS as a planned future action.
 26. MFEA will ensure that fish and geotechnical studies are undertaken to better understand the effects of summer operation.
 27. MFEA will work with residents to better demonstrate the project's positive impact in the face of major flood events.
 28. In response to concerns from local residents, MFEA will initiate an independent study of the impact of the floodway on ice jams north of Winnipeg. The results will be available to the public before the end of summer.
 29. MFEA will adopt the following working principles to guide any recreation opportunities that may be associated with the project:
 - > compatibility with the primary purpose of floodway expansion
 - > minimal ongoing maintenance costs to taxpayers
 - > stakeholder participation & community support
 - > maximize benefits to rural & aboriginal communities
 - > compliment existing Red River facilities & initiatives
 - > environmental stewardship
 30. MFEA will:
 - > issue a full "*Opportunity Report*" on economic and recreation opportunities to follow-up on the spring call for expressions of interest
 - > consider a multi-use, four-season greenway trail along the floodway which could include elements of the Trans Canada Trail
 - > work to eliminate any disruption of Springhill Winter Park and current community festivals that use the floodway
 - > consider designated snowmobile & cross-country ski trails
 - > establish an officer for recreation & economic development within MFEA
 - > create a Floodway Recreation Advisory Group to adopt MFEA guidelines, coordinate next steps, consider increased access to winter recreation and legal issues associated with additional recreation opportunities

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31. MFEA will ensure municipal governments are consulted before any specific recreation plans go forward.
32. MFEA will encourage Canada and Manitoba to consider investments in rural flood protection infrastructure – particularly north of Winnipeg.
33. To the extent mitigation is not totally effective during a major flood, MFEA will ensure compensation is provided to the small number of residents north of the floodway outlet that may experience incremental damage as a result of the floodway expansion.
34. On behalf of residents north of Winnipeg, MFEA will ask the Government of Canada (which is responsible for dredging) to clarify any plans for dredging the Red River around Selkirk.
35. MFEA will continue to consult with Manitoba Aboriginal & Metis communities regarding employment training and various other project elements. These discussions will also include relevant federal officials.
36. MFEA will implement the recommendations of Mr. Fox-Decent's report regarding the establishment of a Master Floodway Agreement to govern labour opportunities directly associated with the project's construction.
37. As per the Master Floodway Agreement, MFEA will establish an Interim Owner's Advisory Committee to ensure meaningful industry participation and provide expertise and guidance. The Committee will include representation from MFEA, Manitoba Heavy Construction Association, Winnipeg Construction Association, the Merit Contractors Association of Manitoba and Construction Labour Relations Association.
38. MFEA will engage industry, labour, aboriginal, training and government agencies to maximize employment training partnerships associated with the project. MFEA will invite Canada to consider the floodway as part of its national plan for workplace skill development.
39. MFEA will consider other opportunities associated with the project, including:
 - > 3-D virtual reality floodway to demonstrate the project's benefits, assist the engineering design and help prepare for flood emergencies
 - > interpretive centre that features flood archives & multi-media presentations
 - > document and archive the project's development, public consultation and construction phases for historic and educational purposes
 - > beautify the floodway's inlet and outlet control structures

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40. MFEA will continue to distribute regular newsletters and progress reports beyond the environmental licensing process and undertake additional public opinion research as the project evolves.
41. MFEA will distribute regular updates and progress reports via direct mail to stakeholders and interested residents at least six times each year.

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APPENDIX 3C

Stakeholder Meetings

Schedule of Dates with Stakeholder Groups

Friday, February 27

Wednesday, March 17

Thursday, March 25

Friday, March 26

Tuesday, March 30

Wednesday, April 14

Friday, April 16

Tuesday, April 20

Wednesday, April 21

Red River Basin Commission

**Coalition for Flood Protection North of the
Floodway**

Manitoba and Winnipeg Chambers of Commerce

Manitoba Business Council

Red River Valley Group

Association of Manitoba Municipalities

Keystone Agricultural Producers

768 Association

Grande Pointe Residents Association

Stakeholder Group: Red River Basin Commission

Date of Presentation: February 27, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Harold Taylor, Executive Director, Red River Basin Commission
Red River Basin Commission Executive members

Total attendance: Approximately 16

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- Red River Basin Commission representatives asked MFEA officials the following questions:
 - When do we expect to begin construction?
 - What is MFEA's consultation schedule?
 - Will we need to purchase more land to complete the project?
 - Have we secured all the financing for the project?
 - Do we plan to reach out to young Manitobans and schools to education them about the project and water stewardship?
 - Do we plan to document and archive the project's development and construction for archival and education purposes?
 - How are we including the International Joint Commission in our ongoing discussions?
 - Do we have a good idea of what impact the project will have on water levels along the river – in particular for rural communities?
 - Are we studying erosion effects?
 - How much deeper are we planning to make the channel? Are we concerned about the impact on local groundwater supplies?

MFEA Response:

Construction of the project is subject to the environmental licensing process, but expected to begin in summer of 2005.

Prior to construction, MFEA is sponsoring an extensive public involvement program with four complimentary elements:

- > **Independent Environmental Impact Assessment** – This separate, independent process is led by an environmental consulting team.
- > **Manitoba Legislature** – Manitoba plans to introduce two pieces of legislation in the spring related to compensation and the establishment of the Floodway Authority. Both will be subject to the normal legislative review process.
- > **Manitoba Floodway Expansion Authority** – MFEA has a mandate to consult Manitobans regarding the various elements of the expansion project. This will include youth outreach.
- > **Clean Environment Commission** - Once the EIS is reviewed and improved, it will be resubmitted to Manitoba. The Clean Environment Commission will then be able to begin additional public hearings.

MFEA stated their intent to invite the Red River Basin Commission – and its various chapters – to participate in regular meetings to review the project's progress.

MFEA stated their goal is to minimize the need to acquire lands to complete the project. Initial estimates suggested MFEA would need to acquire 1000 additional acres of land to complete the channel widening. We expect that to be reduced dramatically.

MFEA does expect to acquire additional lands in association with the expansion of the West Dike south of Winnipeg. These will be finalized once the design of the structure is developed further. MFEA will continue to work closely with municipal governments, local residents and agricultural producers in this regard.

With regard to the remainder of the funding, MFEA has secured \$240 million for the floodway expansion - about one-third the total project costs. MFEA will work with Canada and Manitoba in the coming year to secure the remainder of the funding and ensure the rapid completion of the project.

MFEA will also consider steps to ensure their work is archived and captured for future educational and public interest purposes. MFEA will also provide the IJC with regular project updates – as we are with a variety of important stakeholders.

With regard to flood protection for rural communities, since 1997, rural communities – in particular south of Winnipeg - have accessed \$110 million through the Canada/Manitoba Partnership Agreement on Red River Valley Flood Protection. We expect these communities will receive an increased or stable level of flood protection as a result of the floodway expansion.

During Round Two's Open House series, MFEA plans to demonstrate the floodway's impact on water levels at various locations along the river using a recalculated natural rating curve.

MFEA confirmed erosion is an issue that is being been closely studied by the project's environmental team of engineers. We expect to present initial conclusions to this effect before summer.

With regard to the protection of groundwater and deepening the channel, MFEA signaled its intent to review initial plans to deepen the floodway channel by up to six feet. MFEA recognized legitimate public concern about any negative impacts deepening the channel may have on their groundwater supplies.

Stakeholder Group: Coalition for Flood Protection North of the Floodway

Date of Presentation: March 17, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Jack Johanson, Chairman, Coalition for Flood Protection North of
the Floodway
Coalition Board Members

Total attendance: Approximately 16

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- The Coalition is made up of local residents, fisherman, tourist operators and airport owners. The RM of St. Andrews and St. Clements have supplied grants to them.
- Coalition members asked a number of questions, including:
 - How much deeper are we planning to make the channel? Are we concerned about the impact on local groundwater supplies?
 - Will MFEA mitigate any negative impacts resulting from the project?
 - Why do all the benefits of the project flow to Winnipeg instead of rural areas? What are we doing to increase flood protection north of Winnipeg?
 - Will the whole system of determining natural water levels be reexamined?
 - Will the new compensation plan be available to residents north of the Floodway?
 - Why was the Floodway expansion chosen over other flood protection options in southern Manitoba?
 - What kind of redundancies are we building into the systems – particularly as it relates to the inlet control structure and west dike?
 - What are we doing to make sure agriculture run off does not spill into the floodway?
 - What are we going to do about river bank erosion north of the floodway outlet?
 - Do you plan to dredge any portions of the Red River?

MFEA Response:

MFEA may scale back initial plans to deepen the floodway channel by up to six feet. Announcements will be forthcoming regarding more specific improvements in this regard in the coming weeks. MFEA recognized legitimate public concern about any negative impacts deepening the channel may have on their groundwater supplies.

MFEA confirmed that they do have a mandate to mitigate effects of the floodway expansion as required – including north of the outlet structure. One of the goals of the independent environmental impact assessment process is to identify project effects and recommend mitigation solutions. Wherever possible, MFEA will work toward engineering solutions to these effects.

During the Round Two consultation, MFEA plans to present some initial examples of possible mitigation measures associated with the floodway project.

With regard to project benefits, MFEA suggested the expansion of the floodway will have an economic benefit for the entire province – not just the City of Winnipeg.

A repeat of an 1826 flood (the largest recorded flood in Manitoba history) today would create untold environmental damage and a \$5 billion loss to the Manitoba (and Canadian) economy. The expanded floodway will have the capacity to handle a repeat of the 1826 flood by protecting hundreds of thousands of additional residents and businesses in and around Winnipeg.

MFEA is sensitive to the concerns of rural residents and will ensure their views are taken into account during the project design – particularly as it relates to groundwater, drainage, compensation and highway bridge construction.

The expanded floodway will feature double the current water-flow capacity. Initial indications suggest the river banks north of the outlet will be able to contain that increased flow. MFEA indicated their intention to present floodway's impact on water levels at various locations along the river.

With regard to measuring the natural water level, Manitoba is reviewing the current rating curve. We are hopeful the improved calculation will be available for the public before the end of April.

The compensation package introduced by Manitoba will be available to all residents affected by the spring operation of the floodway. Manitoba will continue to be responsible for the floodway's operation.

With regard to alternatives to floodway expansion, 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. We have also received a suggestion to extend the floodway all the way to Lake Winnipeg.

After reviewing all the facts and the various options, the expansion of the current floodway was chosen as the most cost-effective flood protection option by Canada and Manitoba. A funding agreement has been negotiated to this effect. MFEA confirmed the West Dike will be raised to provide increased flood protection in the event of wind or rain during a flood event. Water levels south of the City during a major flood event will be maintained in accordance with the current operating rules of the floodway.

The inlet control structure is undergoing a full safety analysis. MFEA will make the improvements required to ensure the inlet control structure is secure. It was noted that a number of redundancies currently exist within the structure.

MFEA shares the Coalition's concern about agricultural run off. This is the subject of review by the independent environmental assessment team. MFEA plans to replace and improve the current drainage structures along the floodway channel.

MFEA also confirmed a new, wider outlet structure will be constructed at the current location. It will be designed reduce water velocities and dissipate waves re-entering the Red River during major flood events. More detailed design plans will be presented in the coming months. MFEA will also consider plan to stabilize the riverbanks immediately opposite the outlet control structures as part of our mitigation plan.

MFEA also confirmed that they have no plans to include dredging as part of the project.

Stakeholder Group: Manitoba Chamber of Commerce

Date of Presentation: March 25, 2004
Manitoba Chamber of Commerce Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Graham Starmer, President – Manitoba Chamber of Commerce
David Angus, President, Winnipeg Chamber of Commerce
John Pittman, Chairman, Manitoba Chamber of Commerce
Manitoba Chamber of Commerce support staff

Total attendance: Approximately 10

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- Both Manitoba and Winnipeg Chamber of Commerce expressed general support for the project and recognized the importance of the floodway to the local economy. Both Chambers also agreed to assist MFEA by forwarding the call for expressions of interest regarding recreation and economic opportunities to their membership.
- They also asked the following questions:
 - Why are we moving forward with a master labour agreement for the project?
 - Have we examined the relevance of recent changes to Manitoba labour laws to our plans project labour agreement?
 - Do we plan to consult stakeholders before concluding any deals?
 - Will Manitobans be forced to join a union to work on the project?
 - Have we assessed what the long term impact of establishing a floodway master labour agreement would be on future Manitoba construction projects?
 - What is our schedule and budget? Do we have all the money for the project?
 - How do plan to let out the construction tenders?

MFEA Response:

MFEA confirmed their plans to establish a single labour agreement to manage the direct employment opportunities associated with the project. Similar agreements are common on many large infrastructure projects in Manitoba and Canada. They have a record of helping deliver large projects on-time and on-budget.

MFEA confirmed the project labour agreement will not include the flood protection works that may be undertaken by the City of Winnipeg as part of the project and identified a number of the agreement's objectives, including;

- orderly, efficient & effective completion of work
- continuous work & labour peace for the life of the project
- local hiring & comprehensive job training provisions
- predictable labour & administrative costs
- dispute resolution mechanisms & enhanced workplace safety
- equal access to bids for union and non-union contractors
- increased productivity

MFEA confirmed that no final decisions had been made regarding the status of workers on the site. MFEA announced plans to initiate a more formal consultation process in the coming weeks to address a number of the outstanding issues the Chamber had identified. MFEA invited the Chambers of Commerce to participate in that discussion - which would include issues associated with tendering of construction contracts.

With regard to Manitoba labour laws, MFEA confirmed that they would be respected and Manitoba government officials would be invited in to participate in the consultation process with the Chamber, where these issues can be discussed and explored further.

MFEA said that they feel with an increased emphasis on employment training, there may be many positive spin-offs from the floodway expansion for future construction projects in the province.

MFEA confirmed they plan to begin construction in summer 2005 and planned to be working with Manitoba and Canada in the coming months to secure the remainder of the project's funding. MFEA said they expect to remain within the \$660 million budget - pending any conditions that may be associated with the eventual environmental license.

Stakeholder Group: Manitoba Business Council

Date of Presentation: March 26, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Jim Carr – President and CEO, Business Council of Manitoba
Business Council of Manitoba (BCM) Executive members
Total attendance: Approximately 15

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- Business Council executive members raised the following questions:
 - What assets will MFEA own?
 - Will any new bridge crossings be constructed as part of the project?
 - What is the detailed cost breakdown?
 - How many people will actually be working on the site?
 - Is the City of Winnipeg contributing to the project?
 - Have governments committed all the money?
 - Why do we need a labour agreement for the project?

MFEA Response:

MFEA detailed the various assets associated with the floodway and confirmed no new crossings would be added to the floodway. MFEA's plan is to replace and improve the existing floodway bridges only.

MFEA said it was too soon to give exact numbers on budget items and employment numbers as much of the pre-design work will not be complete for a few months. Once the pre-design work is complete, we will be in better position to make some specific announcements.

MFEA confirmed that the City of Winnipeg will be contributing to the project – however a final list of flood protection priorities had not been determined. Discussions are ongoing with the City. Discussions are also taking place between federal and provincial officials regarding the balance of project funding.

In response to questions about the need for a project labour agreement, a fact sheet was distributed to meeting participants which identified MFEA's principles and objectives in this regard.

Stakeholder Group: Red River Valley Group

Date of Presentation: March 30, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Frank Woytowich – Chair, Red River Valley Group
Red River Valley Group Executive members
Total attendance: Approximately 15

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- Red River Valley Group members raised the following questions:
 - The recomputation of natural water levels is critical to the whole issue of compensation. When will the new rating curve be released?
 - Why have we not given more consideration to other flood protection alternatives beside floodway expansion? Why aren't pumping stations being considered instead?
 - What are our plans to address backwater flooding in Winnipeg?
 - Will the inlet control structure be able to withstand increased water flows?
 - What kind of studies are we doing to address possible erosion that may occur as a result of the project – in particular around the outlet control structure and along Red River Drive?
 - Will there be compensation for residents that will be flooded as result of overland flooding caused by the west dike?
 - How will residents and businesses living outside the Grande Point dike be impacted by the floodway expansion?
 - Will the inlet model being constructed by the University of Manitoba be available for public viewing?
 - Will residents south of the floodway see increased water levels with a repeat of the 1997 flood and an expanded floodway?
 - Can we lower the lip on the floodway inlet by 5ft?

MFEA Response:

MFEA agreed with Red River Valley Group's conclusion that the recomputed water level was needed to properly assess the new compensation proposals from Manitoba.

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MFEA is encouraging Manitoba to release the water level report as soon as possible. Our plan is to have this information available prior to the upcoming Open House series so we can better demonstrate various local water levels along the river that will be associated with the expanded floodway – including the Grande Pointe region.

With regard to alternatives to floodway expansion, 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. We have also received a suggestion to extend the floodway all the way to Lake Winnipeg.

After reviewing all the facts and the various options, the expansion of the current floodway was chosen as the most cost-effective flood protection option by Canada and Manitoba. A funding agreement has been negotiated to this effect.

Similarly, raising the lip of the inlet structure has also been examined. It was concluded that this measure would be very costly with little benefit for flood protection.

On the issue of backwater flooding, the City of Winnipeg will be expected to upgrade their flood protection infrastructure as part of this project. The specific measures required by Winnipeg have not been fully identified through the engineering design process and as a result, discussions of Winnipeg's financial commitment will not be formalized until later this year.

The inlet control structure south of Winnipeg is currently undergoing a complete analysis. A full copy of that report will be available in the coming months. We expect only minor improvements will be required. The University of Manitoba model of the inlet structure will be available for public viewing.

Erosion is a key part of our ongoing engineering analysis. We are expecting that initial conclusions will be available before summer. MFEA will mitigate any negative impacts on erosion that will be created by the floodway expansion.

Specifically, with regard to downstream effects, a new, wider outlet structure will be constructed at the current location. It will incorporate leading edge technology to reduce water velocities and dissipate waves re-entering the Red River during major flood events. Side walls will be constructed in the outlet channel and other erosion control measures will be applied north of the outlet.

The West Dike will be raised 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 event will be maintained in accordance with the current operating rules of the floodway.

Stakeholder Group: Association of Manitoba Municipalities

Date of Presentation: April 14, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Joe Masi, Executive Director, Association of Manitoba
Municipalities
Association of Manitoba Municipalities

Total attendance: Approximately 12

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- In particular, MFEA described their ongoing consultation as it related to local municipal governments impacted by the project.
- AMM stakeholders asked the following questions:
 - Do we expect to increase the size of the floodway's right of way through land purchases? If so, how much land do we expect to expropriate?
 - Are we talking to the Department of Fisheries and Oceans and do we plan to mitigate any concerns they may have?
 - What do we plan to do with the current drainage structures on the floodway?
 - Do we plan to increase flood protection levels for all communities – or just Winnipeg?
 - Why are we establishing a project labour agreement?
 - Will MFEA pay municipalities grants in lieu of taxes?
 - How much deeper are we planning to make the channel? Are we concerned about the impact on local groundwater supplies?

MFEA Response:

MFEA's goal is to minimize the need to acquire lands to complete the project. Initial estimates suggested MFEA would need to acquire 1000 additional acres of land to complete the channel widening. We expect that to be reduced dramatically.

MFEA does expect to acquire additional lands in association with the expansion of the West Dike south of Winnipeg. These will be finalized once the design of the structure is developed further. MFEA will continue to work closely with municipal governments, local residents and agricultural producers in this regard.

Under the Floodway Authority Act, no changes are expected to the current grants in lieu of taxes in light of the fact the ownership of the floodway right-of-way will stay with the provincial crown.

MFEA confirmed that they are working closely with DFO regarding fish habitat and other issues. These discussions are ongoing and are expected to continue as the environmental licensing process evolves.

MFEA plans to replace and improve all the current drainage structures on the floodway. In addition to these initiatives, MFEA will consider making improvements to Seine River Siphon as part of its overall drainage plan. No new drop structures are planned and a schedule of improvements will be announced before summer.

With regard to flood protection for rural communities, since 1997, rural communities – in particular south of Winnipeg - have accessed \$110 million through the Canada/Manitoba Partnership Agreement on Red River Valley Flood Protection. AMM has been an important supporter of this agreement.

We expect these communities will receive an increased or stable level of flood protection as a result of the floodway expansion. During Round Two's Open House series, MFEA plans to demonstrate the floodway's impact on water levels at various locations along the river using a recalculated natural rating curve.

To manage the direct employment opportunities associated with the project, MFEA confirmed they plan to establish a single labour agreement. Similar agreements are common on many large infrastructure projects in Manitoba and Canada. They have a record of helping deliver large projects on-time and on-budget.

MFEA assured AMM that the process was in its very early stages and they intended to engage all relevant stakeholders in the weeks ahead to develop an agreement that was fair to all parties and maximized the significant employment and job training opportunities presented by the floodway expansion.

With regard to the channel design, MFEA signaled its intent to scale back initial plans to deepen the floodway channel by up to six feet. Announcements will be forthcoming regarding more specific improvements in this regard in the coming weeks. MFEA recognized legitimate public concern about any negative impacts deepening the channel may have on their groundwater supplies.

Stakeholder Group: Keystone Agricultural Producers

Date of Presentation: April 16, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
David Rolfe – Chair, Keystone Agricultural Producers
Keystone Agricultural Producers Executive members
Total attendance: Approximately 13

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- Keystone Agricultural Producers raised the following questions:
 - What will be the impact on local groundwater supplies?
 - What do we plan to do with all the excavated earth? Will we need to purchase new land for this?
 - What is our plan to ensure that drainage infrastructure is not negatively impacted?
 - What do we plan to do about the current haying leases on the floodway? What are our plans for haying once the expansion is complete?
 - Will the operation rules be changed? Are there plans to conduct summer operation of the floodway?
 - How will we ensure agricultural producers have access to their land during construction?
 - What kind of recreation use is MFEA considering?
 - What kind of downstream effects are expected with increased floodway capacity?

MFEA Response:

MFEA recognizes the important connection between access to groundwater and economic opportunity in rural communities. MFEA will scale back initial plans to deepen the floodway by up to six feet and consider the creation of a mitigation fund to address any localized unforeseen groundwater impacts.

With regard to access to the excavated earth, MFEA cautioned that construction of the project is subject to the environmental licensing process and not expected to begin until summer 2005. That said, MFEA will consider initiating a separate process regarding access to the excavated material closer to our planned construction date.

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MFEA's goal is to minimize the need to acquire lands to complete the project. Initial estimates suggested MFEA would need to acquire 1000 additional acres of land to complete the channel widening. That has been reduced to a maximum of 500 acres. MFEA will make efforts to reduce land requirements even further in the months ahead.

MFEA does expect to acquire additional lands in association with the expansion of the West Dike south of Winnipeg. These will be finalized once the design of the structure is developed further. MFEA will continue to work closely with municipal governments, local residents and agricultural producers.

MFEA recognized the important connection between access to local drainage systems and economic opportunity in rural communities. MFEA plans to replace, repair and improve the current drainage structures in the floodway and along the West Dike to accommodate future growth.

MFEA will work with agriculture producers regarding haying on the floodway and access during construction. MFEA is considering the use of brome and native species to revegetate disposal piles along the floodway channel.

Manitoba will continue to be responsible for the operation of the floodway. MFEA will work closely with provincial officials and local residents to help ensure effective and improved communication regarding future floodway operation.

MFEA will encourage Manitoba to release their review of summer operating rules for the floodway and consult stakeholders accordingly. Regardless of that review and to ensure rapid completion of the project, MFEA will ask Manitoba not to operate the floodway in the summer during construction – except in the event of an emergency.

MFEA has invited Manitobans to submit ideas for economic and recreation opportunities that may be associated with the project. Opportunities include hiking, jogging & bike trails, tobogganing, snowboarding & snowmobiling, horseback riding, hang gliding, Nordic and downhill skiing. Initiatives which compete for water with the Red River or require new project engineering costs should be rejected.

MFEA will establish working principles to guide any future recreational use activities and issue a full "*Opportunity Report*" to follow-up on the spring call for expressions of interest and initiate further discussion.

With regard to downstream effects, a new, wider outlet structure will be constructed at the current location. It will incorporate leading edge technology to reduce water velocities and dissipate waves re-entering the Red River during major flood events. 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, up to 1km of "riprap" and/or other erosion control measures will be applied to mitigate any additional erosion during floodway operation.

Stakeholder Group: 768 Association

Date of Presentation: April 20, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Rob Duerkson – Director, 768 Association
768 Association members
Total attendance: Approximately 10

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- 768 Association provided an overview of their mandate which was to represent the residents of the Turnbull Drive Dike area south of the Floodway. They raised the following questions:
 - Will we deepen the “borrow pit” south of the West Dike between Turnbull Drive and Pembina Highway?
 - If so, can you use the excavated earth to raise the West Dyke to prevent summer flooding?
 - What is our plan for summer operation of the floodway?
 - Are we considering erosion impacts that may be associated with summer floodway operation?
 - What are our drainage plans for the West Dike?

MFEA Response:

MFEA has not completed the final design of the West Dike but will take the issues raised by the 768 Association into consideration as plans evolve.

The West Dike is being raised 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 event will be maintained in accordance with the current operating rules of the floodway.

It is expected these pre-designs will be complete prior to the submission of the environmental impact statement this summer. MFEA will initiate an additional round of public consultation in the fall.

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With regard to floodway operation, Manitoba will continue to be responsible for the operation of the floodway. MFEA will work closely with provincial officials and local residents to help ensure effective and improved communication regarding future floodway operation.

MFEA will encourage Manitoba to release their review of summer operating rules for the floodway and consult stakeholders accordingly. Regardless of that review and to ensure rapid completion of the project, MFEA will ask Manitoba not to operate the floodway in the summer during construction – except in the event of an emergency.

MFEA plans to replace, repair and improve the current drainage structures in the floodway and along the West Dike to accommodate future growth. There are currently no plans to add any new drainage structures but more detailed plans will be available before June.

Combating erosion is also a top priority for MFEA. Erosion impacts are being reviewed by the independent environmental consultant. Initial findings are expected before the end of June.

Stakeholder Group: Grande Pointe Residents Association

Date of Presentation: April 21, 2004
Manitoba Floodway Expansion Authority (MFEA)
Boardroom

Attendees: Ernie Gilroy – MFEA CEO
MFEA Executive Board
Grande Pointe Residents Association Directors and Individual
Members

Total attendance: Approximately 16

Key Discussion Points:

- MFEA presented the project description and highlighted key elements – consistent with the content of all Round Two presentations – and invited questions.
- In particular, MFEA described a variety of different, local flood scenarios that may occur as a result of the expanded floodway.
- Grande Pointe residents asked the following questions:
 - How much deeper are we planning to make the channel? Are we concerned about the impact on local groundwater supplies?
 - What will be the water level in Grande Pointe with a repeat of the 1997 flood?
 - Will the operating rules change?
 - What do we plan to do with the earth that is removed to expand the channel?
 - What are our plans for the West Dike?
 - Is MFEA responsible for community ring dikes?
 - Will our project be impacted by the Devils Lake initiative in North Dakota?
 - What impact will the project have on ice jams that occur in the river?
 - What is the impact of the “notches” that were carved into the floodway following the 1997 flood? Will they remain?
 - Has there been any discussion about “buying out” residents of Turnbull Drive?
 - What are our plans for the Seine River Siphon?
 - What plans are being considered regarding compensation of residents displaced by flooding?

MFEA Response:

MFEA signaled its intent to scale back initial plans to deepen the floodway channel by up to six feet. Announcements will be forthcoming regarding more specific improvements in this regard in the coming weeks. MFEA recognized legitimate public concern about any negative impacts deepening the channel may have on their groundwater supplies.

With regard to water levels, Grande Pointe will see an increased level of flood protection. Initial indications suggest Grande Pointe's water level would be close to 2 feet lower with a repeat of the 1997 flood with an expanded floodway.

The floodway operating rules are not expected to change – however summer operation is not expected during construction – unless there is an emergency. Manitoba will continue to be responsible for the operation of the floodway and all community ring dikes.

MFEA will work closely with provincial officials and local residents to help ensure effective and improved communication regarding future floodway operation.

Construction of the project is subject to the environmental licensing process, but expected to begin in summer of 2005. MFEA will consider initiating a separate process regarding public access to the excavated earth closer to our planned construction date.

With regard to the West Dike, MFEA confirmed they plan to raise the dike 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 event will be maintained in accordance with the current operating rules of the floodway

Detailed designs for the new West Dike will be available before summer and residents will be informed and consulted.

MFEA recognized flooding caused by ice jams near Selkirk is an historic reality that pre-dates the floodway. That said, in light of ongoing public concerns, MFEA is giving the situation more analysis.

MFEA will plans to replace and improve all the current drainage structures on the floodway. In addition to these initiatives, MFEA will consider making improvements to Seine River Siphon as part of its overall drainage plan.

With regard to compensation, MFEA confirmed Manitoba had introduced the *Red River Floodway Act* which allows individuals, farms, businesses, non-profit organizations and local authorities that suffer property damage and economic loss from artificial spring flooding on the Red River to claim compensation.

MFEA will invite comments from the public about the Act and reporting suggestions to Manitoba. MFEA also confirmed they are not considering "buying out" residents of Turnbull Drive.

MFEA also confirmed the “notches” south of Winnipeg will remain and the Devils Lake project in North Dakota has no impact on water levels in Manitoba. The issue there relates more to water quality.

Other Ongoing Discussions

In addition to the stakeholder meetings noted previously in this section, MFEA also had an opportunity to discuss the project with other key stakeholder groups.

Aboriginal & Metis

MFEA is committed to an inclusive consultation process with First Nation and Metis communities in the region. Communities have been asked to identify whether they have an interest – actual or perceived – in the project. This process will be accelerated in the coming months as issues are identified.

Project Labour Agreement

To manage the direct employment opportunities associated with the project, MFEA announced plans in March to establish a single labour agreement. Similar agreements are common on many large infrastructure projects in Manitoba and Canada. They have a record of helping deliver large projects on-time and on-budget.

In April, MFEA announced plans to engage stakeholders directly in this process. Mr. Wally-Fox-Decent was retained to facilitate discussions between labour, industry, Aboriginal, Metis and government representatives. These sessions included issues associated with the construction tender process and employment training opportunities.

Invited participants in the April 12 meeting included:

- Winnipeg Chamber of Commerce
- Manitoba Chamber of Commerce
- Winnipeg Construction Association
- Manitoba Heavy Construction Association
- Manitoba Federation of Labour
- Manitoba Building & Construction Trades Council
- Winnipeg Labour Council
- Taking Charge – Women in Trades
- Assembly of Manitoba Chiefs
- Mansfield Construction
- Manitoba Department of Aboriginal Affairs
- Manitoba Department of Education & Training

Federal & Provincial Government

MFEA is consulting and updating relevant federal and provincial officials on an ongoing basis. This process has been formalized in a number of ways including an Agreement Oversight Committee and a special Cabinet Committee in the provincial government. Federal officials are also participating in ongoing dialogue with officials from the federal departments of Indian and Northern Affairs and Fisheries & Oceans.

MFEA is also in regular communication with Manitoba Conservation and Water Stewardship officials regarding ongoing maintenance, operation and state of the floodway.

North Ritchot Action Committee

MFEA has attempted on a number of occasions to arrange a direct stakeholder meeting with the North Ritchot Action Committee – without success. MFEA will continue to pursue a direct meeting with the group.

However, various members of the Committee have actively participated in the Round Two open houses and the independent environmental review process.

Presentations

MFEA has been invited by a number of organizations to present the project details and participate in a more informal question and answer session. Opportunities during the round two consultation process included:

- Consulting Engineers of Manitoba – March 3
- Manitoba Heavy Construction Association – March 4
- Manitoba Environmental Industries Association – March 11
- Sturgeon Creek United Church Men's Group – April 17
- Floodway East Drainage Association – April 19
- Governor General's Study Group Conference – May 12
- Manitoba Emergency Measures Organization – May 14
- Canadian Public Works Association (Manitoba Chapter) – May 19
- Chinese Delegation (Anhui Province) – May 21
- Manitoba Hydro Civil Engineering Department – May 26

APPENDIX 3C

Municipal Meetings

6. Meetings with Municipalities

As part of MFEA's public consultation process, meetings were arranged with various municipalities across the proposed Floodway expansion region. A number of councils participated in the process. These councils were invited to listen to a presentation and engage in a question and answer session in a round-table format. Discussion took place in specific reference to the Environmental Assessment process and the current description of the Project with the intention of identifying specific issues of concern. Presentations to each municipality followed much the same format; however, particular emphasis was given to specific concerns that were identified in each municipality during the Round 1 consultation process.

All attendees received a copy of the MFEA newsletter and the presentation that would be given that day. As the participants arrived, they could review the storyboards for the Project. Participants were engaged in the presentation by MFEA followed by a question and answer session. The presentation outlined the background and current status of the proposed Floodway Expansion Project EIA and how public input has been incorporated and will continue to be in the future. Members of MFEA described the 5 components of the proposed Project: Floodway Channel Expansion, Inlet Control Structure, Outlet Control Structure, Channel crossings, the West Dyke and answered questions throughout the meeting.

The following documentation is included for each workshop:

- A copy of the invitation letter
- Presentation
- Action Items
- Follow-up

Meetings with Municipalities

Tuesday, April 6	Rural Municipality of Ritchot
Thursday, April 8	Rural Municipality of West St. Paul
Tuesday, April 13	City of Selkirk
Tuesday, April 13	Rural Municipality of Springfield
Tuesday, April 13	Rural Municipality of Taché
Wednesday, April 14	Rural Municipality of Morris
Tuesday, April 20	Rural Municipality of St. Clements
Tuesday, April 27	Rural Municipality of St. Andrews
Wednesday, April 28	Rural Municipality of East St. Paul
Tuesday, May 4	Town of Niverville
Thursday, May 20	City of Winnipeg

Manitoba

Floodway Expansion Authority



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

April 1, 2004

Mayor Robert Stefaniuk
Rural Municipality of Ritchot
352 Main Street
St. Adolphe, Manitoba
R5A 1B9

Dear Mayor Stefaniuk,

I am writing in advance of next week's presentation by the Manitoba Floodway Expansion Authority to the Rural Municipality of Ritchot. We greatly appreciate the opportunity to meet with you and Council to discuss improvements to the floodway.

The expansion of the floodway will increase flood protection in southern Manitoba and create thousands of jobs. This important national project will protect the environment and give residents an opportunity to help shape the future of their communities.

The current round of public consultation is very important to the pre-design work of the floodway. The key elements of this second phase are:

- round one follow-up
- *Floodway Authority Act & Red River Floodway Act*
- water levels
- floodway operation
- recreation & economic opportunities
- mitigation

Included with this package is a discussion sheet on these topics for your review in advance of our presentation next week. Please feel free to distribute copies of this package to your colleagues. MFEA staff will contact your administration in the coming days to finalize the format of our presentation. Thank you for your time, consideration and continued input.

Yours truly,

Ernie Gilroy, CEO
Manitoba Floodway Expansion Authority

Attach.

Discussion Points: *Rural Municipality of Ritchot – April 6, 2004*

The expansion of the Red River Floodway will increase flood protection for residents of southern Manitoba and create thousands of jobs. This important national project will protect the environment and give residents an opportunity to help shape the future of their communities.

The current round of public consultation is the second of a series that will take place over the coming year. It includes individual stakeholder meetings, presentations to local government, ongoing dialogue with provincial and federal officials and public open houses. The key elements of this round are:

Round One Recap

During the first round of public consultation, the environmental assessment team met with the Rural Municipality of Ritchot on February 3, 2004. MFEA representatives also attended the meeting. Key issues identified by councilors at that time were:

- Could we use the materials excavated from the floodway to help construct local dikes?
- Would varying channel widths increase riverbank erosion?
- Will there be an increased risk of flooding to residents south of Winnipeg with the new floodway?
- What will be the impact of the project on local floodway crossings?
- Will there be improvements to current compensation regulations?
- Is this project just about protecting residents of Winnipeg? What kind of benefits will flow to this region?
- Are improvements being planned for the inlet structure – in particular as it relates to ice control?
- What is the status of intervener funding for the Clean Environment Commission review process?

Water Levels

Each flood has an associated water level that peaks at different locations along the Red River Basin. The expanded floodway will protect us from floods larger than the water levels in 1997. The new channel will provide almost double the water capacity – from the current 2,550 cubic meters of water per second to 4,000.

A review of natural water levels has been initiated. The results of that review will be made public prior to the submission of the project's environmental impact statement this summer.

In the upcoming public consultation process, MFEA will compare a variety of water levels to the current and expanded floodway.

Floodway Authority Act

In March, Manitoba introduced the *Floodway Authority Act*. The legislation outlines the roles and responsibilities of the Manitoba Floodway Authority as an independent, publicly accountable provincial agency that will manage the expansion and maintenance of the floodway on behalf of Manitobans. The Authority will:

- own the floodway's physical assets
- manage the project's design, construction and maintenance
- maximize economic and recreation opportunities

Copies of the proposed legislation are available at www.gov.mb.ca or 1-866-356-6355.

Red River Floodway Act

In March, Manitoba introduced the *Red River Floodway Act*. The new compensation program allows individuals, farms, businesses, non-profit organizations and local authorities who suffer property damage and economic loss from artificial spring flooding on the Red River to claim compensation. The benefits are in addition to assistance available under other disaster relief programs. The Act will:

- cover a much broader range of damage and loss, with the goal of restoring claimants to their pre-flood financial position
- have no claim limit and no deductible
- be assessed on proof of loss rather than proof of repair or replacement, providing better response times

Flood protection rather than flood compensation will remain the primary goal in an emergency. Manitoba Emergency Measures Organization will administer the program, providing claimants with a single claim procedure and improved appeal procedures. The legislation is available at www.gov.mb.ca or toll free at 1-866-356-6355.

Floodway Operation

Specific operating rules exist which govern the operation of the floodway. They were last updated after the 1997 flood.

According to the terms and conditions of the *Floodway Authority Act*, the Province of Manitoba will continue to be responsible for the operation of the floodway. MFEA will work closely with provincial officials and local residents to help ensure effective and improved communication.

Separate rules govern summer operation of the floodway. It has only been operated once in the summer – in 2002. The Province of Manitoba is currently reviewing the current summer operating rules. The results of that review will be available prior to the completion of the project's environmental impact assessment is complete.

Regardless of that review, and failing an emergency, the floodway will not operate in the summer during the project's 2005 – 2009 construction phase.

Recreation & Economic Opportunities

As one of the largest capital projects in Manitoba history, the expansion of the Red River Floodway will create a variety of opportunities for municipalities, residents, community organizations and businesses.

On March 18, MFEA issued a call for expressions of interest regarding economic and recreation opportunities associated with the project. Possible opportunities are:

- hiking, jogging and bike trails
- research and innovation partnerships
- youth employment and job training partnerships
- tobogganing, snowboarding and snowmobiling
- horseback riding, hang gliding and dirt biking
- tourism promotion
- Nordic and downhill skiing
- cultural and historic initiatives
- Aboriginal and Metis business development
- Environmental technologies & sustainable development

Initiatives that compete for water with the Red River or require new project engineering costs will not be considered.

Submissions will be accepted until April 20, 2004. Information packages are available toll-free at 1-866-356-6355.

The project will also create thousands of direct jobs for Manitobans. To ensure labour peace and cost certainty, MFEA has decided to establish a master labour agreement to govern the project.

Managing one single labour agreement that guarantees labour peace for the life of the project is a better deal for taxpayers than juggling dozens of varied labour agreements and the risk of labour uncertainty.

Master labour agreements are common on many large scale infrastructure projects in Manitoba and Canada. Agreements are completed between an "owner" and a "labour organization" prior to the start of the project.

In addition to labour peace, orderly, efficient and effective completion of work, MFEA also hopes to establish local hiring and employment equity provisions, a comprehensive employment training program and increased productivity measures as part of the master labour agreement framework.

Union and non-union contractors will be eligible to bid on project work. No final decisions have been made regarding the status of workers on the site. MFEA is facilitating a consultation process with stakeholders to establish a framework for a master labour agreement that will help meet these various objectives.

Mitigation

MFEA has a mandate to help mitigate effects of this project as required. One of the goals of the current independent environmental impact assessment process is to identify project effects. Following that, various mitigation measures can be proposed.

Wherever possible, MFEA will work toward engineering solutions to these effects. Specific mitigation measures will be identified and submitted for public consultation prior to the start of the project's construction.

Examples of possible mitigation measures associated with the floodway project are:

- Effect - Deepening the floodway in a particular location may impact on local well water supply and quality. Possible mitigation is:
 - widen the floodway instead of deepening it in that location
 - lower the pump in the well
 - drill a new well
- Effect - Replacing bridges across the floodway may cause traffic disruption. Possible mitigation is:
 - stage construction projects
 - use existing bridge until new bridge is complete
 - construct temporary structure
- Effect - Increased water flows through an expanded floodway may have the potential to increase river bank erosion. Possible mitigation is:
 - design control structure in a way that reduces water speed
 - strengthen riverbanks by using rip rap and other materials
 - design flood channel in a way that helps reduce water speed

Next Steps

The current round of public consultation being led by MFEA will conclude in early May. A report of findings will be compiled and released to the Province of Manitoba, Government of Canada and independent environmental assessment team. The report will also be made available to the public.

The report will reflect the issues discussed, questions raised and answers provided. The report will identify outstanding issues and next steps.

The next round of the environmental impact assessment process will take place from mid-May to mid-June. This stage will represent our third round of public consultation. Specific project impacts will begin to be identified. More specific solutions will be discussed as the pre-design work on the project is finalized to reflect the public consultation and engineering studies.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of Ritchot
Municipal Office – St. Adolphe, Manitoba
April 6, 2004**

In Attendance

For RM of Ritchot Council

B. Stefaniuk – Reeve
L. Morin – Councillor
M. Leclaire – Councillor
R. Philippe – Councillor
V. Rutherford – Councillor
Y. Sabourin – CAO

For Residents of St. Adolphe

D. Ford
F. Woytowich

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator
R. Hay – Floodway Engineer

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: water levels, floodway operation, summer operation, compensation, mitigation, and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Discussion Topics Identified in PIP Round 1

- Questions were raised regarding Floodway Crossing improvements, with specific questions related to; whether a sidewalk can or will be added to the St. Mary's crossing, what will be done with the highway 59 crossing, and if the Waverley bridge at La Barriere Park can be improved as part of the Floodway Expansion project.

Water Levels

- It was questioned if the St. Adolphe, Ste. Agathé and Grande Pointe community ring dykes would be raised to provide adequate flood protection in response to the Water Surface Profile South of Winnipeg for the 700 Year Flood. Similarly it was questioned if people outside of the ring dykes would have increased flood protection.

Floodway Operation

- Comments were made that additional information should be included in the presentations such as; what sea level is at 24.5 feet James Avenue and what the design numbers are for Flood Protection Levels.
- The question was raised whether the effects of Back Water from the north end of the floodway were being discussed and considered.
- Clarification was requested regarding the rule for gate operation in relation to ice on the Red River.

Summer Operation

- Concern was expressed that the summer operation maximum upstream level of 760' puts the area in a flood condition as much of the landowners yards and land will be flooded.

- Concern was expressed that the elevated waters during summer operation will increase river velocity and therefore erosion would increase south of the existing inlet control structure.
- The question was raised whether the summer operation of holding the Red River at 8 feet James Avenue in the city during major storm events, would provide much benefit, as they understand that damages are due to overland flooding.

Compensation

- Concern was expressed that during the compensation process for the 1997 flood some farmers were transferred between several different case workers and that under the new compensation this should not happen.
- The question was raised in regards to the compensation criteria of claimants having to show compliance with applicable flood proofing criteria, would structures such as recreation facilities that are built below set flood limits be covered under the compensation regulation.

Mitigation

- Concern was expressed in regards to the definition of mitigation in that the examples of mitigation provided, such as staging projects, appeared more to be project management activities as opposed to mitigation.

Other Issues

- The question was raised asking when construction was scheduled to begin.
- Concern was expressed as to whether there would be any cost to the Rural Municipality for the printing of MFEA reports.
- A comment was made to the effect of why fund the \$60 million Master Labour Agreement, when not enough money is being allotted to cover upstream mitigation such as widening the St. Mary's area or enhancing the inlet structure.
- A comment was made in regards to ice control at the inlet structure and that the Portage Diversion has a system for screening ice.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - Spoil material may be made available to the RM of Ritchot for ring dyke construction or other suggested ideas and recreation uses as long as it does not delay the floodway expansion schedule or cause additional cost.
 - Compensation regulation will be improved as part of the Red River Floodway Act.
 - Impacts to local floodway crossings will be positive and include improvements such as changes in alignment, improvements in decking and potentially new crossings (59 South).
 - There are no plans to improve the Floodway entrance sill (or lip) in particular as it relates to ice control.
 - Benefits that will flow into the region include better flood protection, job opportunities through local hiring, possible recreation and economic opportunities and input into community planning.
- In response to questions it was noted that the Waverley Street bridge over the LaSalle River would not likely be improved under this project as the mandate is for crossings related to the floodway expansion, however the RM was encouraged to express an interest in the bridge improvement as part of a recreation proposal.

- In response to questions, it was noted that to date there are no plans to raise community ring dykes at St. Adolphe, Ste. Agathé and Grande Pointe even though primary dykes in the City of Winnipeg are being raised, as the primary objective is to protect the City of Winnipeg and the city is expected to contribute financially to this project.
- In response to questions, it was noted that in the event of a 700 year flood there would be a back water effect at the floodway outlet that would back up water and raise water levels. At the north end of Winnipeg water levels would be raised by approximately 18 inches and this back up would be reduced upstream to 0 inches at the Inlet.
- In response to questions, it was clarified that the rule for gate operation is once the river ice is broken up and moving as opposed to waiting until the river is clear of ice.
- In response to questions regarding summer operations it was noted that summer operation would not begin until the expansion is completed, except in emergency situations, so this will allow time for further investigation of riverbanks. Additionally it was noted that the summer operation level of 760' will cause artificial flooding and associated damages have been investigated.
- In response to a question it was noted that the summer operation of holding the river at James 8 feet in the city provides a substantial benefit by reducing basement flooding due to sewer back-up during significant rain events.
- In response to questions regarding compensation it was noted that facilities that have been approved for construction in low-lying areas meet the applicable flood proofing criteria as they have been approved and therefore any damage incurred in the event of artificial flooding would be compensated.
- In response to concerns regarding how claimants were handled during compensation following the 1997 flood, it was noted that these concerns would be included in comments forwarded to the province.
- In response to a question it was noted that the RM's would not incur costs associated with printing MFEA reports as these costs have been included as part of the MFEA budget.
- In response to comments regarding ice control measures at the Portage diversion it was noted that the control measure used was a log boom and that it typically fails on an annual basis.

Manitoba

Floodway Expansion Authority



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

May 11, 2004

Mayor Robert Stefaniuk
Rural Municipality of Ritchot
352 Main Street
St. Adolphe, Manitoba R5A 1B9

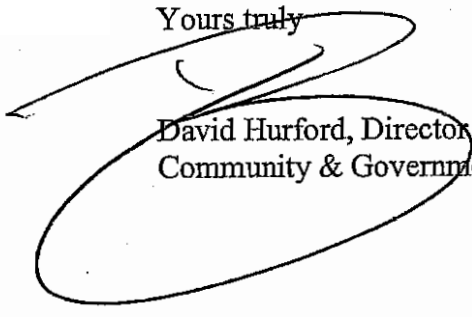
Dear Mayor Stefaniuk,

Please find included with this package a copy of the material presented by the Manitoba Floodway Expansion Authority (MFEA) during our round two appearance before Council. A detailed analysis of our round two consultation will be complete in the coming weeks.

In the meantime, please forward this item to your Council colleagues. If you have any questions or comments, please contact me at (204) 945-4900, 1-866-356-6355 or dhurford@gov.mb.ca.

On behalf of MFEA, I would like to take this opportunity to thank you for your ongoing advice and input regarding the expansion of the Red River Floodway. We look forward to working with you in the months and years ahead.

Yours truly



David Hurford, Director
Community & Government Relations

PRESENTATION TO THE R.M. OF RITCHOT

April 6, 2004

Manitoba Floodway Expansion Authority

OUTLINE

- Manitoba Floodway Expansion Authority
- Project Description
- Public Involvement Program
- Water Levels
- Floodway Operation
- Summer Operation

Manitoba Floodway Expansion Authority

OUTLINE

- Compensation
- Mitigation
- Recreation and Economic Opportunities
- Communication
- Next Steps

Manitoba Floodway Expansion Authority

MANITOBA FLOODWAY EXPANSION AUTHORITY

Manitoba Floodway Expansion Authority

FLOODWAY AUTHORITY ACT

- In March 2004, Manitoba introduced the *Floodway Authority Act* (see www.gov.mb.ca)
- An independent, publicly accountable provincial agency
- The Authority will:
 - Own the Floodway's physical assets
 - Manage the expansion (design, construction) and maintenance of the Floodway
 - Maximize economic and recreation opportunities

Manitoba Floodway Expansion Authority

PROJECT DESCRIPTION

Manitoba Floodway Expansion Authority

FLOODWAY EXPANSION

- The following components are involved:
 - Bridges and roads
 - Floodway Channel
 - Inlet Structure
 - Outlet Structure
 - Utility Crossings
 - West Dyke Extension
 - Environmental Assessment/Licensing

Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

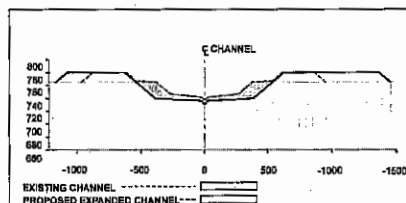
- Bridge modifications: 6 highway and 6 railway
 - Combination of replacement and retro-fit



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

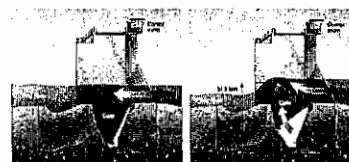
- Channel Enlargement
 - Combination of widening and deepening



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

- Inlet Control Structure Improvements
 - Dam Safety Analysis
 - Erosion Protection
 - Integrity and Security Upgrading



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

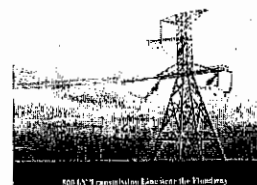
- Outlet Structure Expansion



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

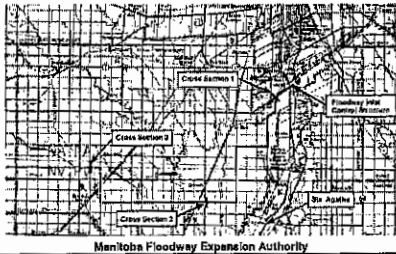
- Utility Crossings
 - Overhead Hydro Lines, telecommunication cables, gas and oil pipelines, watermains



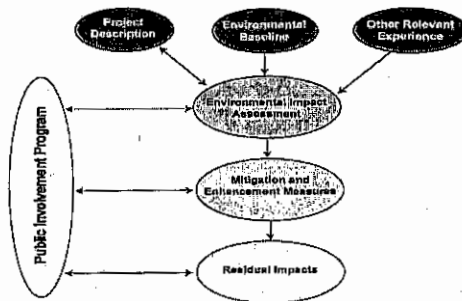
Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

- West Dyke
 - Raising and extending



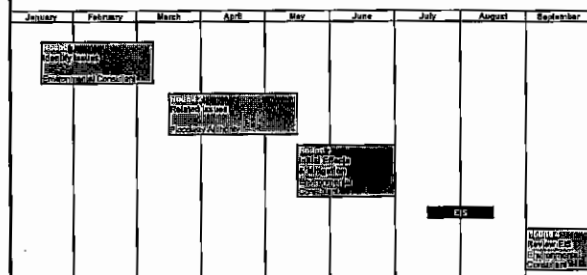
Environmental Impact Assessment Process



PUBLIC INVOLVEMENT PROGRAM

Manitoba Floodway Expansion Authority

FIRST FOUR ROUNDS IN PIP



FIRST ROUND PIP RE-CAP

- Environmental Assessment Team met with municipal councils, stakeholders and the general public
- Authority reps attended as well
- Recorded the concerns and issues
- Consulted with our engineering consultants and government
- Design modifications under review

Manitoba Floodway Expansion Authority

FIRST ROUND PIP RE-CAP

- Presentation to RM of Ritchot February 3, 2004
- Examples of discussion topics:
 - Is spoil material available for ring dyke construction?
 - Will compensation regulations be improved?
 - What is impact on local Floodway crossings?
 - Are there plans to improve the Inlet Structure, in particular as it relates to ice control?
 - What kind of benefits will flow to this region?

Manitoba Floodway Expansion Authority

SECOND ROUND CONSULTATION

- April and early May
- Conducted by the Authority
- Key issues: operating rules, summer operation, natural river level, compensation, mitigation, recreation and economic opportunities
- Presentations to municipal councils, stakeholders and the general public
- On-going dialogue with provincial and federal officials

Manitoba Floodway Expansion Authority

WATER LEVELS

Manitoba Floodway Expansion Authority

WATER LEVELS

- Each flood has an associated "natural" water level
- Determination of what the "natural" water level at the Inlet should be is fundamental to Floodway operation
- "Natural" is a point in time when the City of Winnipeg had no flood protection infrastructure

Manitoba Floodway Expansion Authority

WATER LEVELS

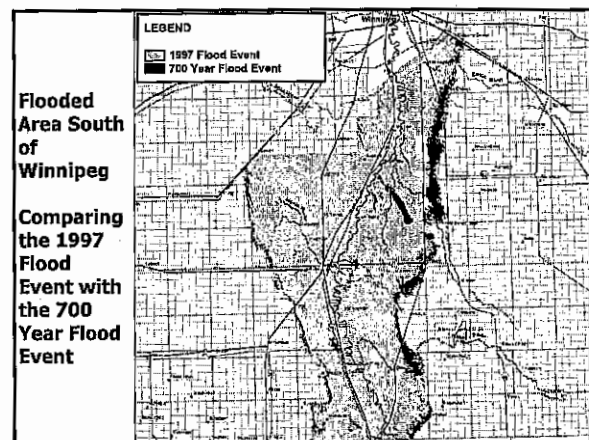
- A relationship between Red River flows in downtown Winnipeg to water levels to the Inlet was developed during design of the existing Floodway
- Historical peak levels from 1826 and 1852 floods based on imprecise information
- A review of "natural" water levels is almost complete

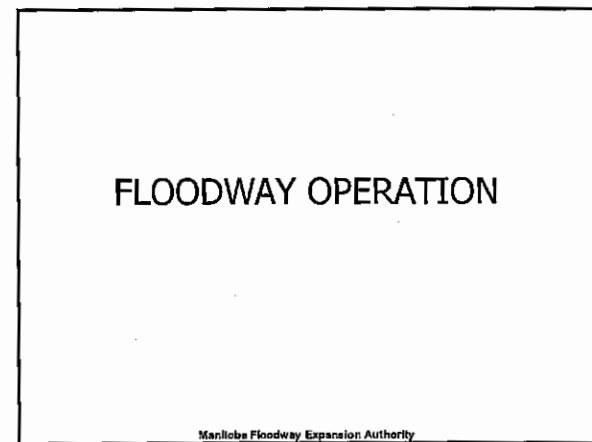
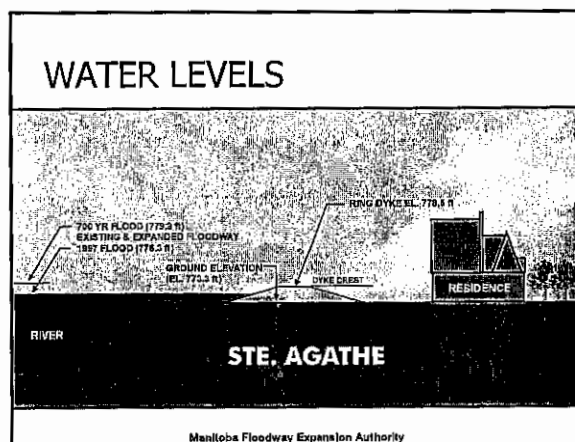
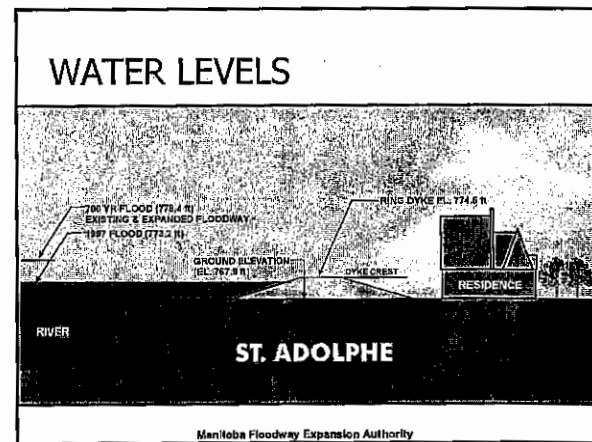
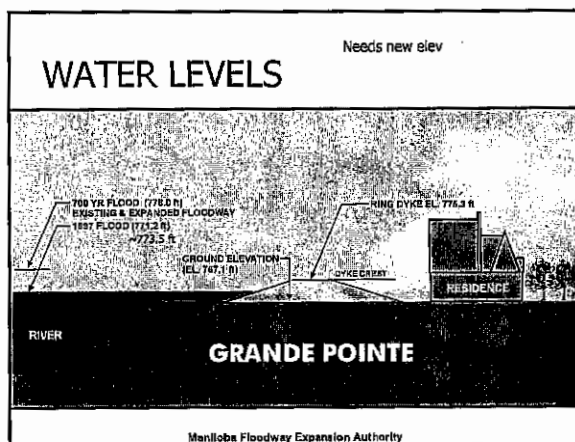
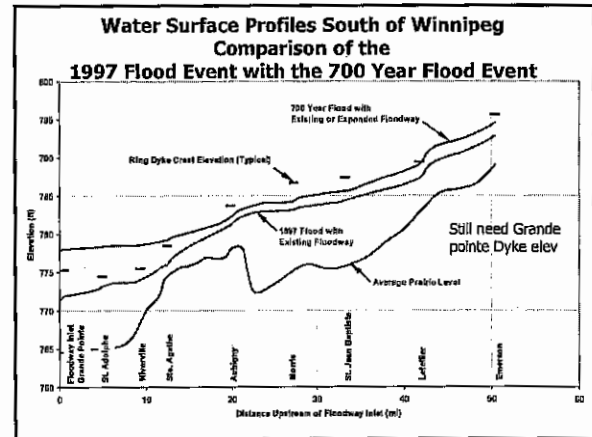
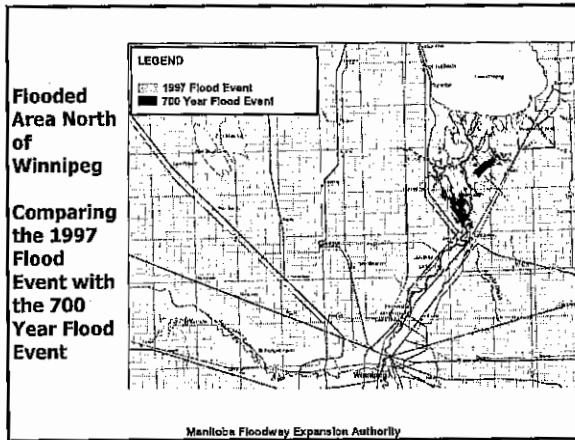
Manitoba Floodway Expansion Authority

WATER LEVELS

- In upcoming public open houses and other meetings, MFEA will:
 - Present the results of the "natural" water level study
 - Compare a variety of water levels for:
 - The existing Floodway
 - The expanded Floodway

Manitoba Floodway Expansion Authority





FLOODWAY OPERATION

- Specific operating rules exist which govern the operation of the Floodway
- Basic principle: Protect Winnipeg without raising levels south of Winnipeg above "natural"
- There is a distinction between spring and summer operation
- The Water Branch will continue to operate the Floodway (per *Floodway Authority Act*)

Manitoba Floodway Expansion Authority

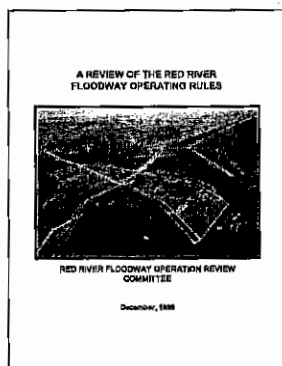
OPERATING RULES DEVELOPMENT

- First prepared in 1970 as part of original Floodway project
- Reviewed by CEC in 1980 after comments following the 1979 flood
- Reviewed again after 1997 flood
- Approved by Federal Government in 2000
- Provincial ownership of Operating Rules signed in 2003

Manitoba Floodway Expansion Authority

1997 REVIEW

- 3 main rules
 - normal operation
 - large floods
 - extreme floods
- Recommended re-computation of natural levels
- Technical studies
- Appoint Operation Advisory Board (Fed., Prov., and Municipal officials)



Manitoba Floodway Expansion Authority

CURRENT OPERATING RULES

- **Normal operation** – maintain "natural" levels at Inlet
- **Major flood operation** – attempt to keep level in Winnipeg at 24.5 feet James Avenue (or two feet below the FPL=27.8')
- **Extreme flood operation** – river level at Floodway Inlet must not exceed 778 feet above sea level

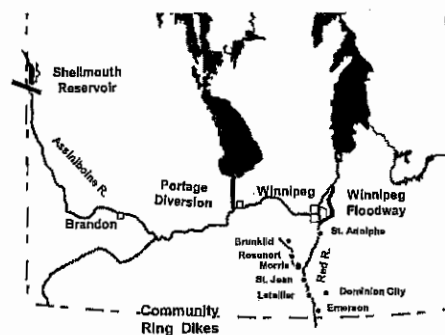
Manitoba Floodway Expansion Authority

CURRENT OPERATING RULES

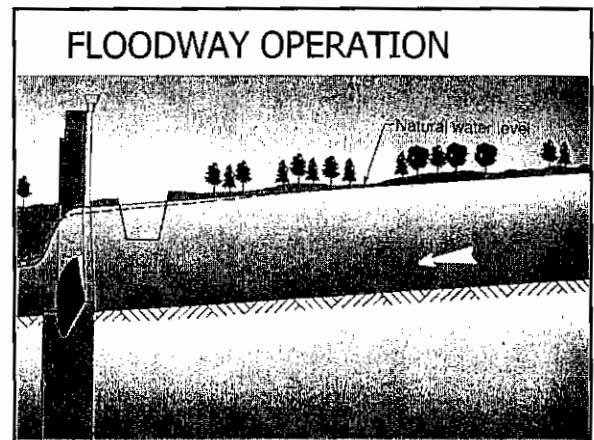
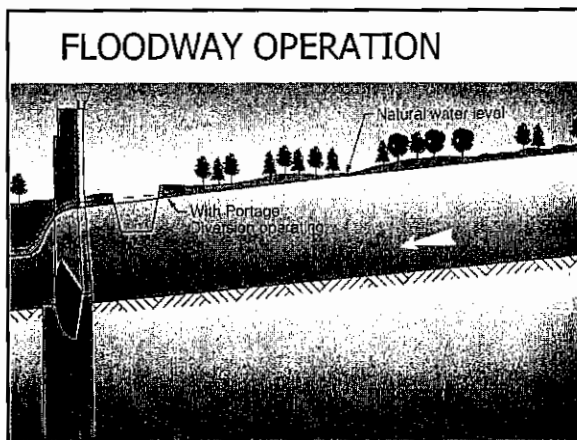
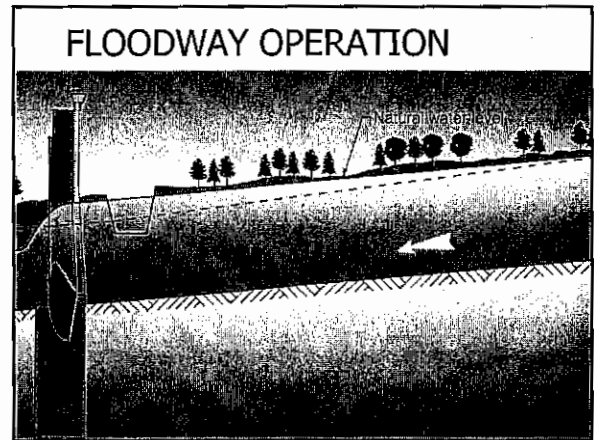
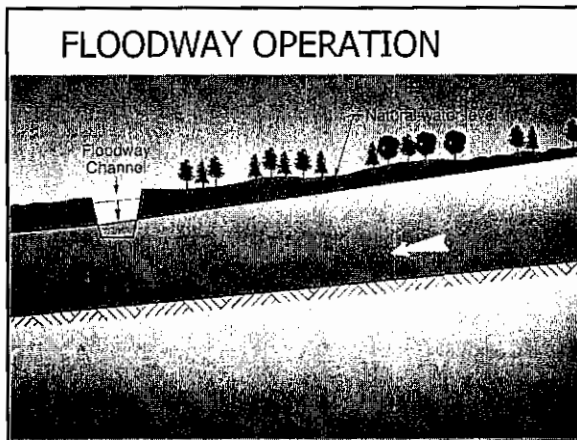
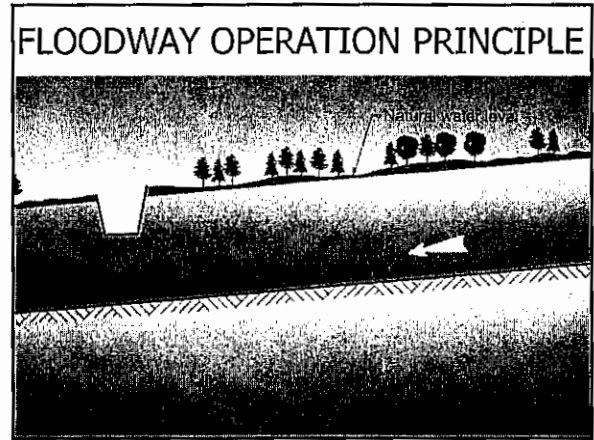
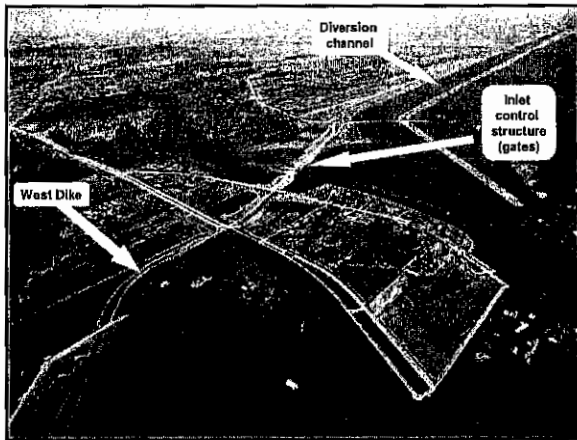
- **Initial gate operation** – normally not until ice is moving
- **Final drop of gate** – in consultation with City
- **Horn Operation** – before first gate operation only

Manitoba Floodway Expansion Authority

FLOOD CONTROL WORKS



Manitoba Floodway Expansion Authority



SUMMER OPERATION

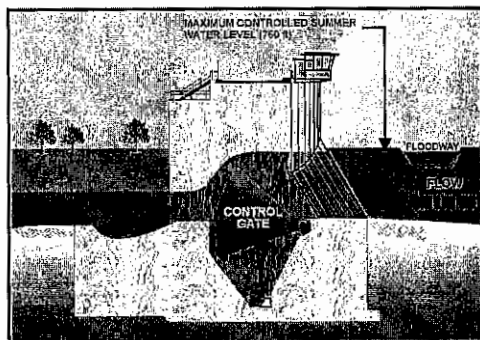
Manitoba Floodway Expansion Authority

SUMMER OPERATION

- The Floodway gates have only been used once for summer operation - July 2002
- There are proposed separate rules for summer operation
- A preliminary study of benefits and costs was completed in fall 2003
- No summer operation during Floodway expansion

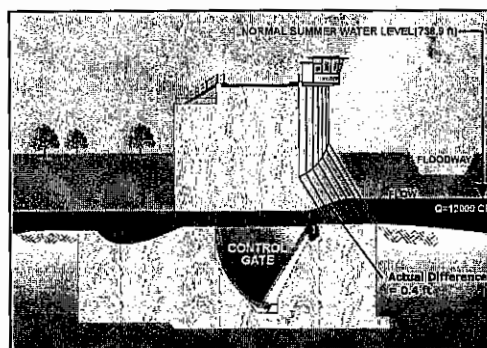
Manitoba Floodway Expansion Authority

Maximum Summer Operation



Manitoba Floodway Expansion Authority

Normal Summer Conditions



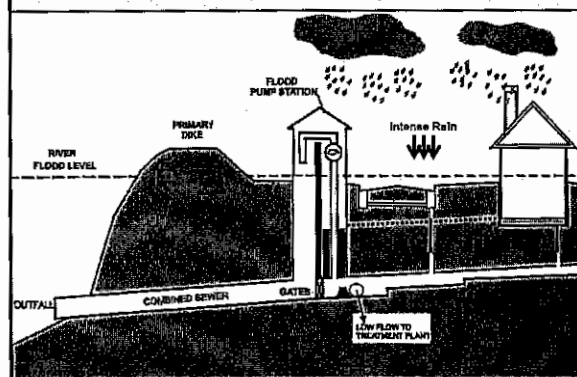
Manitoba Floodway Expansion Authority

SUMMER OPERATION BENEFITS

- Reduced basement flooding in Winnipeg
 - Reduced river levels leads to increased sewer capacity
 - Increased sewer capacity reduces basement flooding during significant rain

Manitoba Floodway Expansion Authority

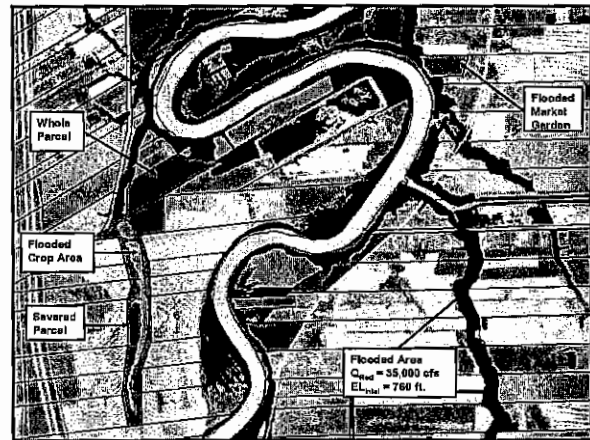
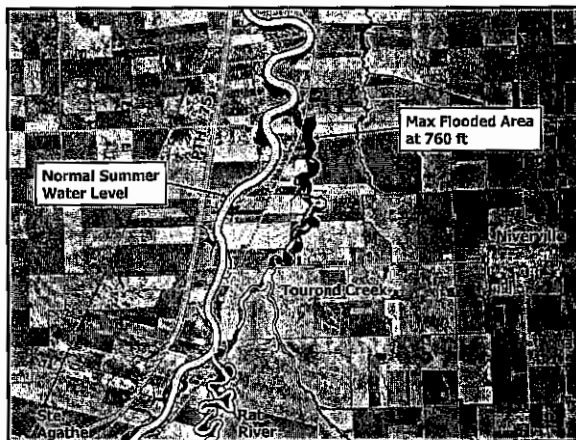
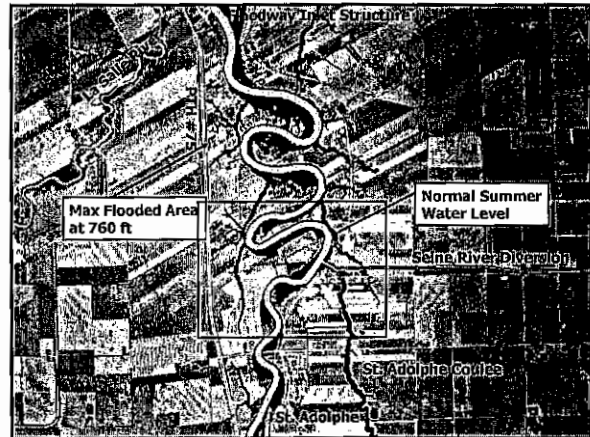
Flood Pump Station Operation



SUMMER OPERATION IMPACTS

- Water levels raised above "natural"
- Artificial flooding upstream
- Maximum level 760 feet above sea level
- River within its banks

Manitoba Floodway Expansion Authority



NO SUMMER OPERATION

- From 2004 to 2008
- Unless there is an emergency
- Provides time to study riverbanks
 - Complex interaction between natural effects and human-made influences
 - Assess effects upstream and downstream of Inlet control structure
 - Instrumentation and monitoring

Manitoba Floodway Expansion Authority

FLOODWAY OPERATION

- Your comments are requested
- MFEA will be reporting to Manitoba

Manitoba Floodway Expansion Authority

COMPENSATION

Manitoba Floodway Expansion Authority

COMPENSATION

- Assistance to cope with flooding below the "natural" water levels will continue to be provided under the current terms and conditions of the Disaster Financial Assistance (DFA) Program
- DFA Programs are subject to approval for each flood event

Manitoba Floodway Expansion Authority

RED RIVER FLOODWAY ACT

- In March 2004, Manitoba introduced the *Red River Floodway Act*
- Compensation for artificial flooding north and south of Winnipeg
- Purpose is to financially restore claimants to their former, pre-flood position
- Not retroactive – mediation on-going for outstanding claims

Manitoba Floodway Expansion Authority

IMPROVED PROGRAM CRITERIA

- All persons who suffer artificial flood damage or loss are proposed to be eligible
- Includes individuals, farms and businesses, non-profit organizations and local authorities
- Covers much broader range of damage and loss
- Includes financial loss due to inability to work or carry on a business

Manitoba Floodway Expansion Authority

IMPROVED PROGRAM CRITERIA

- No claim limit and no deductible
- Assessed on proof of loss rather than proof of repair
- Expectation that claimants would make all reasonable efforts to avoid or mitigate damage and loss
- Claimants have to show compliance with applicable flood proofing criteria

Manitoba Floodway Expansion Authority

PROGRAM ADMINISTRATION

- Important that program is fairly administered in a timely, cost-effective manner
- Manitoba Emergency Measures Organization to offer an integrated, one stop claims procedure
- Existing Disaster Assistance Board could review disputed claims using rules under proposed legislation

Manitoba Floodway Expansion Authority

COMPENSATION LEGISLATION

- Your comments are requested
- MFEA will be reporting to Manitoba

Manitoba Floodway Expansion Authority

MITIGATION

Manitoba Floodway Expansion Authority

FLOODWAY AUTHORITY MANDATE

- To help mitigate effects of this project as required
- Current independent environmental impact assessment process is to identify project effects
- Mitigation measures will also be identified prior to detailed design and construction

Manitoba Floodway Expansion Authority

EFFECTS AND MITIGATION Example #1

- Effect: Deepening the Floodway in a particular location may impact on local ground water supply and quality
- Possible mitigation:
 - Widen Floodway instead of deepening
 - Lower the pump in the well
 - Drill a new well

Manitoba Floodway Expansion Authority

EFFECTS AND MITIGATION Example #2

- Effect: Replacing bridges across the Floodway may cause traffic disruption
- Possible mitigation:
 - Stage construction projects & re-route traffic
 - Use existing bridge until new bridge complete
 - Construct temporary detours

Manitoba Floodway Expansion Authority

EFFECTS AND MITIGATION Example #3

- Effect: Increased water flows through an expanded Floodway channel outlet may have potential to increase river bank erosion
- Possible mitigation:
 - Design outlet structure to reduce water speed
 - Strengthen riverbanks using riprap
 - Design flood channel to reduce water speed

Manitoba Floodway Expansion Authority

RECREATION AND ECONOMIC DEVELOPMENT OPPORTUNITIES

Manitoba Floodway Expansion Authority

OPPORTUNITIES

- Floodway expansion is one of the largest capital projects in Manitoba history
- It creates a variety of opportunities for recreation and economic development
- Opportunities for municipalities, residents, community organizations and businesses

Manitoba Floodway Expansion Authority

The Manitoba Floodway Expansion Authority Wants To Hear From You.

Expressions of interest invited on Recreation and Economic Opportunities associated with one of the largest infrastructure projects in Manitoba's history.



The Manitoba Floodway Expansion Authority (MFEA) has been established to oversee the planning and management of the Red River Floodway Expansion. This project will create economic opportunities and thousands of jobs. We have been given the mandate to maximize opportunities associated with the project - particularly as it relates to recreation, innovation and tourism initiatives.

WE WANT YOUR IDEAS!

To get a copy of a detailed information package, share your ideas or find out more about the floodway expansion project, contact 1-866-356-4555.

Expressions of interest must be submitted by April 20, 2004.

For information on the environmental assessment aspects of the project, contact www.floodways.ca

EXPRESSIONS OF INTEREST

- Expressions of Interest Invited
 - Purpose is to maximize economic opportunities associated with expansion
 - Advertised March 18, 2004
 - Submissions requested from any individual, municipality, business or organization that has an idea
 - Deadline for submissions is April 20, 2004

Manitoba Floodway Expansion Authority

POSSIBLE OPPORTUNITIES

- Hiking, jogging and bike trails
- Youth employment & job training
- horseback riding, dirt biking
- Tourism promotion
- Nordic and downhill skiing
- Cultural and historic initiatives
- Aboriginal & Metis business development

Manitoba Floodway Expansion Authority

WHAT WE'RE NOT LOOKING FOR

- Initiatives that compete for water with the Red River
- Projects that compromise the primary objective of flood protection
- Projects that require incremental engineering costs

Manitoba Floodway Expansion Authority

COMMUNICATION

Manitoba Floodway Expansion Authority

ON-GOING COMMUNICATION

- The Authority is going to provide on-going communication during the project
 - Direct and ad mail
 - Advertising and media relations
 - Public opinion research
 - Questionnaires
 - Toll free phone access 1-866-356-6355
 - Web site

Manitoba Floodway Expansion Authority

NEXT STEPS

Manitoba Floodway Expansion Authority

MAY AND JUNE

- Current round of public consultation will conclude in May
- Findings will be reported to the Province and Canada, the independent environmental consultant and the public

Manitoba Floodway Expansion Authority

MAY AND JUNE

- Round 3 Public Consultation
 - Review and comment on draft issues and impacts as well as proposed mitigative measures
- Pre-design completed

Manitoba Floodway Expansion Authority

SUMMER

- Environmental Impact Statement (EIS) submitted
- Public review of EIS started
- Detailed design process initiated

Manitoba Floodway Expansion Authority

FALL 2004

- Round 4 Public Consultation
 - Review and comment on Environmental Impact Statement
- EIS Referral to Clean Environment Commission

Manitoba Floodway Expansion Authority

QUESTIONS ?

Manitoba Floodway Expansion Authority

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
R.M. of West St. Paul
Municipal Office – Middlechurch, Manitoba
April 8, 2004**

In Attendance

For the R.M. of West St. Paul Council

C. Dearman – Reeve
B. Henley – Councillor
G. Kraemer – Councillor
D. Garcea – Councillor
R. Michalishyn – Councillor
E. Arnold – CAO

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
D. Hurford – Community and Government Relations Coordinator

For KGS Group

D. Brown

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: water levels, Floodway operation, summer operation, compensation, mitigation, recreation and economic opportunities, dredging and ice jamming.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and intention of the presentation and provided dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered a verbal presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Water Levels

- A question was asked how the Floodway expansion will affect the R.M. of West St. Paul.
- A question was raised about the magnitude of the increased backwater level at the North Perimeter Bridge resulting from the expanded Floodway.
- A question was raised regarding what impact the increased backwater would have on the local drains.
- A question was raised why the 700 year flood peak occurs later than a typical flood peak.
- A question was raised regarding whether MFEA would upgrade the local drainage creeks if impacted by the expanded Floodway.

Floodway Operation

- A question was raised regarding whether the Floodway will be operated in the summer during construction of the expanded Floodway.
- A question was asked if the Floodway would remain operational during the spring throughout construction.

Recreation

- A question was raised regarding the deadline for recreation submissions.

Other Issues

- A question was raised, if the funding for the project ceased, what would happen to the construction of the expanded Floodway, would it proceed in phases?
- A question was raised whether MFEA will be preparing the contracts for construction and if they will be tailored to union work.
- A question was raised regarding what form of protection the local contractors will have within the contracts.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

Water Levels

- In response to a question regarding how the Floodway expansion will affect the R.M. of West St. Paul, it was noted that the expanded Floodway would result in increased backwater levels on the Red River upstream of the Floodway Outlet.
- In response to a question regarding the magnitude of increased backwater level at the North Perimeter Bridge resulting from the expanded Floodway, MFEA stated that they did not have the exact numbers and that they are currently being determined.
- In response to a question regarding impacts on local drains from increased backwater, it was noted that the local drains would be impacted only if the invert of the drain was below the backwater level. MFEA stated that the flood peak in the Red River will occur much later than the peak runoff from the local area and therefore the increased backwater should not affect the local runoff.
- In response to a question regarding why the 700 year flood peak occurs later than a typical flood peak, it was noted that this occurs due to a number of reasons that could include:
 - a typically large snowpack that would take longer to melt,
 - the air temperatures rise faster in the later spring, which would result in a faster melt for any portion of the snowpack remaining, and
 - the late snowpack melt could coincide with a major rainfall event in the late spring.
- In response to a question regarding whether MFEA would upgrade the local drainage creeks if impacted by the expanded Floodway, MFEA stated that local drainage creeks would only be upgraded if the design water levels were worse than for natural conditions.

Floodway Operation

- In response to a question regarding whether the Floodway will be operated in the summer during construction of the expanded Floodway, it was noted that the Floodway would not be operated during the summer throughout construction.
- In response to a question regarding if the Floodway would remain operational during the spring throughout construction, it was noted that the Floodway would remain operational every spring throughout construction if required with no impedance to flow.

Recreation

- In response to a question regarding the deadline for recreation submissions, it was noted that the deadline is based on the timing required for the environmental impact assessment.

Other Issues

- In response to a question regarding if the funding for the project ceased, what would happen to the construction of the expanded Floodway, would it proceed in phases? MFEA stated that while only \$240 million has been committed to date, MFEA is proceeding with pre-design and the environmental impact assessment for the entire project.
- In response to a question regarding whether MFEA will be preparing the contracts for construction and if they will be tailored to union work, it was noted that there will be a master labour agreement developed that will address all of the labour concerns, but it is expected that the tenders will be open for union and non-union contractors.
- In response to a question regarding what form of protection the local contractors will have within the contracts, it was noted that contracts would follow standard labour rules.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
City of Selkirk
Town Office – Selkirk, Manitoba
April 13, 2004**

In Attendance

For City of Selkirk Council

D. Bell – Mayor
D. Swiderski – Deputy Mayor
D. Nicol – Councillor
M. Cook – Councillor
R. Borsa – City Engineer / Acting CAO
J. Livingstone – Director of Finance and Legislation

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For Resident of Selkirk

P. George

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: water levels, floodway operation, summer operation, compensation, mitigation, recreation and economic opportunities, dredging and ice jamming.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Water Levels

- The question was raised if the predicted water levels for the 700 year flood event are taking into consideration the lack of dredging.
- The question was raised if the Red River was constricted in any areas north of Selkirk, and if this would affect water levels.

Floodway Operation

- It was noted that the public expressed concerns that the floodway gate was operated to soon this year as the ice at Breezy Point was still solid such that huge chunks of ice resulted when the ice did break up due to the rising water.

Compensation

- The question was raised as to who determines whether the flooding is considered below or above the state of nature level.

Mitigation

- The question was raised as to whether mitigation has been budgeted for.
- Concern was expressed that there was no mitigation of raising the City of Selkirk dykes planned, when a report from Wardrop indicated that the dykes would require raising.

Ice Jams

- It was suggested that the floodway authority provide a handout at the upcoming Public Open House showing a record of when ice jams have occurred as there will be a large number of

people from the Breezy Point area in attendance and their main concern is they feel there has been an increase in the occurrence of ice jams.

- The question was raised why water when diverted through the floodway will not cause additional impacts in relation to ice jamming compared to when it flows naturally along the Red River.

Other Issues

- The question was asked whether the City of Winnipeg was receiving improvements to its flood protection as part of the project other than the expansion of the floodway. Specific reference was made to three pumping stations that the councillor thought were newly installed.
- Comments were made regarding promises that were made to the City of Selkirk as part of the expansion work, however, elaboration as to what was promised and by whom would not be provided.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - With the expanded floodway there will be some increased water levels associated with floods larger than the 1997 flood, however there will be benefits associated with the expanded floodway for the 700 year flood event. Erosion in relation to the expanded floodway is still being studied but they anticipate that there may be a small increase in erosion opposite of the floodway outlet.
 - It is anticipated that the expansion will not affect access to Selkirk's drydock in relation to deposition from siltation.
 - In regards to increased potential for flood water to enter the community via Whisky Ditch, Acres is producing the inundation maps for the 700 year flood event.
 - Raising combined sewer system outlets and adding pumping stations in Selkirk would only happen in conjunction with the expansion project if it was determined that the project would result in additional impacts.
 - Summer operation of the floodway will not raise water levels in Selkirk, the water will simply reach the area sooner by being diverted through the floodway.
 - Dredging is not being considered to deal with issues associated with silt build-up and ice jams as there is no significant impact associated with increased flow from an expanded floodway.
 - Bank stabilization is planned for anywhere that is determined to have increased erosion, and most likely will be isolated to immediately opposite of the floodway outlet.
 - Impacts of the expansion project north of the floodway outlet are being investigated as part of the EIS.
 - The Selkirk and District Planning Board were invited to a stake holder meeting as requested.
- In response to a question regarding the effect of not dredging on water levels it was noted that the area that would be dredged is relatively small compared to the overall area available for the water and therefore would not make a significant difference in water levels.
- In response to questions regarding river constriction it was noted that yes the river is narrower in some areas between Lockport and Selkirk however they are not constricted as there is a steeper slope capable of carrying a greater volume of water.

- In response to a question regarding who determines whether flooding is below or above the state of nature it was noted that the Manitoba Water Branch is required to report the water levels following the operation of the floodway gates.
- In response to a question regarding mitigation funds it was noted that mitigation has been included in the floodway expansion budget and specifically for mitigation of groundwater.
- In response to a concern regarding raising the City of Selkirk dykes it was noted that the Wardrop report, which indicated dykes would need to be raised, used old information on water levels. Once the new water level information is released Wardrop would need to revisit their report and make the appropriate corrections and recommendations.
- In response to the question of whether Winnipeg is receiving additional flood protection it was noted that Winnipeg has put in a submission of projects and asked for assistance, however, nothing has been promised yet and there have been no formal discussions to determine cost sharing. Additionally it was noted that the 3 pumping stations identified were likely part of an on-going maintenance program run by Winnipeg and that these were not funded by MFEA.
- In response to the comment made regarding promises made to Selkirk it was noted that if an impact occurs as a result of the expansion project then compensation would be appropriate so the floodway authority needs to know what promises have been made to respond to these.
- In response to questions regarding floodway impacts in relation to ice jamming it was noted that operation of the floodway does not change the impact it simply results in the water reaching the ice jam earlier. The greater amount of time it would take the water to reach the ice jam by not being diverted through the floodway is not enough time for the ice jam to break up or melt so the impacts would still be the same.
- In response to the concern regarding the timing of gate operation it was noted that the rule for ice break-up prior to operation relates to ice break-up at the inlet structure and not for the entire length of the Red River.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of Springfield
Municipal Office – Oakbank, Manitoba
April 13, 2004**

In Attendance

For RM of Springfield Council

J.D. Holland – Reeve
W. Paulishyn – Councillor
D. Shaver – Councillor
R. Bodnaruk – Councillor
K. Lalonde – Councillor
B. Osiowy – Councillor
J. Nylen – Secretary/Treasurer

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: water levels, floodway operation, summer operation, compensation, mitigation, and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Public Involvement Process

- Concern was expressed that the Public Open Houses are occurring without enough advance notice to achieve full public involvement.
- A question was asked if the Environmental Consultant was no longer part of the PIP.

Discussion Topics Identified in PIP Round 1

- Concern was expressed regarding the loss of land to local residents due to the placement of spoil material, they wanted to know if there had been changes to the original proposed spoil pile locations.
- Concern was expressed regarding consideration of alternative options to the floodway expansion as council felt that the alternatives were considered only superficially.
- Concerns were expressed regarding drainage in the area as they feel it currently is not working, evidenced by several properties remaining flooded for an extended period in the spring and following summer storms. The council wishes to improve drainage in the area by starting at the downstream end (floodway drop structures) and working back towards Cooks Creek. However, before they can budget money for improvements they need to know what is happening with the drop structures. Additionally they feel the current locations of the drop structures do not work and they would like to direct MFEA were to locate the drop structures as they know were the drainage patterns naturally exist.
- Concern was expressed that if and when Highway 15 is expanded to four lanes that it would act as a blockage to drainage in the area.

Summer Operation

- The question was raised if a landowner east of the floodway would be compensated if they are flooded due to water backing up through drainage in association with summer operation.

Compensation

- Concern was expressed regarding compensation for impacts to local water supply as they feel it is not acceptable to be forced to move if they need a new potable water source.

Recreation and Economic Opportunities

- Concern was expressed that if recreation activities are increased in the area that there could be a potential increase in trespassing on local resident's properties. It was indicated that local residents have no interest in increased recreation use.
- The question was raised if recreation activities are approved for the area will leases of land for agricultural use of hay be revoked or is agriculture going to be considered an applicable land use as the area is good land for hay.

Other Issues

- Concern was expressed that as MFEA now owns all the land in the vicinity of the floodway that the RM of Springfield will no longer receive money from Spring Hill Winter Park.
- It was noted that MFEA (the proponent) was advised that the RM of Springfield would no longer participate in the PIP until they receive the intervenor funding applied for.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - Since 1997 there have been two studies conducted assessing options other than the floodway expansion. In the KGS Group study many of these options were very quickly eliminated due to the relatively higher cost and lower benefits compared to the floodway expansion option.
 - Earth removed during excavation will be put in spoil piles along the banks. The design process is going through 3 iterations to determine the final design and since the first design it has been determined that less earth will need to be spoiled and there have been changes to the location and heights of spoil piles. The final design, quantities of spoil and locations will be included in the EIS.
 - UMA is looking at the potential to increase the capacity of the drop structures to address local drainage issues associated with the project. It was indicated that the drop structure locations are not likely to change, as the specific drainage routing is not being reviewed. It was noted that the municipalities concerns have been recorded and will be brought to the drainage engineers to review if the current drainage system meets the current capacity needs of the drainage district and if they will meet the future needs. It was noted that the floodway authority would reply to the council indicating the results of what is determined, and who will be conducting the different tasks.
 - The floodway authority is currently accepting expressions of ideas and have developed a framework for recreation ideas that will be further developed, which includes a business plan looking at what benefits there will be to the area and what services would be required.
 - As part of the expansion the Highway 15 bridge will be raised and although there is no final answer as yet, expanding the bridge to four lanes is still being considered.
 - If possible the existing floodway crossings would be used to provide traffic access during the reconstruction of crossings.
 - The channel will be deepened up to six feet, however the depth will be determined based on results of two ongoing studies looking at potential impacts to groundwater.

- The floodway authority has been in contact with the CEC to determine the status of Intervener Funding however the status has not yet been determined.
- In response to concerns regarding recreation opportunities it was noted that the floodway authority has no preconceived ideas of what the land will be used for. An expression of interest was advertised to see what ideas there might be regarding how to use the land. The floodway authority will present the ideas for public discussion and if the municipalities do not like the options presented this will be noted as part of the EIS.
- In response to concerns regarding flooding east of the floodway from water back-up during summer operation it was noted that water levels in the floodway during summer operation will be lower than the elevations of the drop structure and therefore will not cause any drainage back-up. Additionally it was noted that the earliest summer operation is anticipated to be in 2009, except in an emergency.
- In response to the concern regarding short notice for the upcoming open house it was noted that additional means of advertising were being taken that included the use of billboard signs along major highways accessing the area.
- In response to the statement by council that they would no longer partake in the PIP until awarded intervener funding it was noted that the floodway has no control in this matter as the decision to award intervener funding is the responsibility of the CEC.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of Taché
Municipal Office – Lorette, Manitoba
April 13, 2004**

In Attendance

For RM of Taché Council

W. Danylchuk – Reeve
J. Trudeau – Councillor
R. Koop – Councillor
C. Lapointe – Councillor
R. Perrier – Councillor
A. Rivard – Councillor
D. Polsset – CAO
J. Laramée – Assistant CAO

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

For Others

G. Teuichow – Reporter for The Carillon
D. Popper – EA to Ron Lemieux MLA
B. Gallagher – RM of Springfield Resident
W. Heather – RM of Taché Resident

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.

- Address in detail key issues that include: water levels, floodway operation, summer operation, compensation, mitigation, and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process. David Hurford followed up the presentation by providing the dates and locations for the upcoming Public Open Houses.

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

- The Council and residents asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council and residents.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Public Involvement Process

- Questions were raised regarding the availability of information and in particular how will the municipality know if flooding is the result of an expanded floodway.
- Concern was expressed that the RM Council would like to see more public involvement beyond representation by the council, however, the PIP is poorly timed for public response as many of the local residents are away over the summer.
- Concern was expressed that everything discussed during the PIP needs to be recorded so that any discussions and promises are followed up.

Discussion Topics Identified in PIP Round 1

- It was noted that wells had been adversely impacted during the original floodway construction and so the question was raised if the floodway authority would cover the cost for wells impacted during the floodway expansion. Additionally concern was expressed that effects may not be immediately obvious as they may take up to 6 – 8 months to be noticed.
- The suggestion was made that the floodway authority send out an information circular to municipality residents recommending to have the water levels and quality of their wells tested. This would provide baseline information to assess any impacts from floodway expansion.

Water Levels

- The question was raised as to what the water level for the 700 year flood would be without the existing floodway.
- Clarification was requested regarding state of nature as it was misunderstood that as soon as the gates were elevated that water levels exceeded the state of nature.

Summer Operation

- The question was raised if raw sewage was being pumped into the Red River during flood events associated with major storms and combined sewers in the City of Winnipeg.

Compensation

- The question was raised to show compliance with applicable flood proofing criteria, would a resident be required to construct a dyke around their house if the house had been reconstructed following the 1997 flood at the 1997 flood level plus 2'.

Other Issues

- A comment was made to the effect that people in the municipality realize and understand that the floodway expansion project focus is the protection of Winnipeg, however, the municipality wants protection as well as they feel people outside of the floodway should not be ignored.
- The question was asked if the Seine River and Centre Line Diversions will be combined, with interest expressed as to what is happening with the Seine River drop structure.
- The question was asked if the addition of a 5th lane was being considered as part of the improvements on the Trans Canada Highway.
- The question was raised if spoil material would be available to residents in the area if they want it, in particular for people outside of the ring dyke to construct their own flood protection.
- Interest was expressed in the progress of the Master Labour Agreement and the council noted that most local labourers are not unionized and therefore forced unionization would exclude labourers in this municipality.

Key Questions and Comments Made by Residents

Public Involvement Process

- Concern was expressed that the various municipalities have differing sets of concerns and as a result at the open houses people often feel uncomfortable about speaking their opinion if it is different from the general group in attendance. This concern was also voiced by the council.

Discussion Topics Identified in PIP Round 1

- A Taché resident commented that following the original floodway construction his groundwater wells dried up causing lots of cost and frustration and that it was two years before the government drilled new wells as compensation. It was suggested that a contingency plan be formed for special case scenarios, such as having 200 head of cattle, so this type of delay does not occur following the floodway expansion.

Water Levels

- A Springfield resident noted that the Prairie Grove area was not eligible for flood protection in 1997 as the area was above the flood water levels, however as the 700 year flood would

cause flooding the question was asked if the area would receive money for additional flood proofing as part of the floodway expansion.

- Concern was expressed by the Springfield resident that at a water level of 765' or above, water would equalize and back-up into the Seine River (photographs were provided). Concern was also noted that the Prairie Grove area could flood as a result of this because there are three culverts from the Prairie Grove area into the Seine River that have no gates.

Compensation

- The question was raised whether the compensation legislation as part of the Red River Floodway Act needs Federal approval.
- A comment was made to the effect that under the new compensation legislation there is the inability to sue.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - There are no plans to establish a Seine River diversion drop structure as it is outside of the project scope, however, the engineers are looking at how it could potentially be accommodated in the future or combined with an expanded centre line diversion drop structure and at what cost.
 - Additional funds will not be made available for other local flood protection measures not directly associated with the project, unless it can be proven that the expansion project has a direct impact on these areas over and above what would occur with the existing floodway.
 - The project will have no significant impacts on Netley Marsh.
 - The addition of further materials to spoil banks will remove some land from the agricultural land base, however, the amount of impacted land anticipated in the concept stage has been reduced.
 - Impacts of the project on fish habitat are being determined and will be incorporated along with appropriate mitigation measures in the EIS.
 - Mitigation for groundwater impacts associated with the floodway expansion will first include engineering measures such as deepening or relocating a well or as a last resort compensation.
- In response to concerns regarding the timing of the PIP it was noted that the EIS is scheduled for submission in August, 2004 and following release to the public there is a 60-day period for public review and comment. Additionally it was noted that information collected as part of the PIP is required by the federal authorities to be included in the EIS.
- In response to concerns and questions regarding impacts to groundwater wells it was noted the original floodway construction was a large change to groundwater conditions, whereas the floodway expansion is a relatively small change. Additionally there are two on-going studies that include monitoring groundwater wells in the entire area and modelling groundwater in the upper limestone and Birds Hill aquifers. It was noted that there are no outstanding impacts today from the original construction and that effects will be monitored during and after the expansion with any effects due to expansion mitigated by MFEA.
- In response to concerns regarding compensation it was noted that with the establishment of MFEA as a crown corporation resolution of issues would be faster than previously occurred. There is a budget for mitigation and issues will be investigated immediately. Additionally it was noted that if there is reasonable doubt as to whether an impact resulted due to expansion, MFEA would likely err on the side of caution and mitigate the impact.

- In response to concerns and questions regarding water levels it was noted that focus of investigation is the difference between the existing and expanded floodway and not what would occur without a floodway. Additionally it was noted that the 700 year flood event is so large that water levels and flooding is the same with or without the expanded floodway.
- In response to concerns regarding flooding in relation to the Seine River drop structure it was noted that MFEA will confirm the numbers provided in the Acres report and the potential for flooding and respond to the council.
- In response to questions regarding flood protection south of the floodway it was noted that a cost/benefit analysis is used to determine the appropriate protection measures for the rare big events.
- In response to a question it was noted that the new compensation legislation does not require federal approval.
- In response to questions regarding flood proofing criteria as part of the compensation legislation it was clarified that if you are currently at or above the criteria of 1997 flood level plus 2' then you are currently in compliance. However, efforts must be taken to protect against flooding in order to be compensated in the event of artificial flooding.
- It was noted that the reports on State of Nature water levels would be released very soon and that the information would be available at the Public Open Houses.
- In response to concerns it was noted that there are several Public Open Houses scheduled for the various areas affected by the floodway expansion so that public can attend an Open House where their concerns will be similarly reflected.
- In response to questions regarding public involvement it was noted that a newsletter covering issues that have been addressed to date, is being mailed out to all rural residents to create further public discussion.
- It was noted as part of the improvements to floodway crossings that the Trans Canada Highway will likely have a 3rd east bound lane added to accommodate acceleration and deceleration of traffic.
- In response to a question spoil material may be made available for the RM of Taché for flood protection or other suggested ideas and recreation uses as long as it does not delay the floodway expansion schedule or cause additional cost.
- In response to questions regarding the Master Labour Agreement it was noted that the purpose of the agreement is as a management tool so that the work can be conducted more efficiently under a single agreement as opposed to numerous different and separate agreements. There have been and are many on-going meetings with all the stakeholders involved with the objective to sort out issues around: union and non-union workers, the size of work contracts and the opportunity to train a workforce.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of Morris
Municipal Office – Morris, Manitoba
April 14, 2004**

In Attendance

For RM of Morris Council

H. Martens – Reeve
L. Kornelson – Councillor
B. Fraese – Councillor
R. Grooning – Councillor
S. Neuman – Councillor
E. Buhler – CAO

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: water levels, floodway operation, summer operation, compensation, mitigation, and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned, as information from the Environmental Assessment becomes available.

Meeting Process

The council welcomed MFEA and provided introductions. David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Project Description – West Dyke

- The question was raised if Morris would need to increase the height of the town dykes in response to the proposed increases for the West Dyke. Additionally it was asked why there needs to be 3 feet of freeboard along the dyke to protect Winnipeg when only 1 foot of freeboard is required for the rural town dykes.
- Concern was expressed that the proposed re-orientation of the West Dyke has removed several sections of land that would have otherwise been available to store flood waters and that this will result in increased potential for flooding in Morris.
- The question was raised if the section of the West Dyke along highway 305 will need to be increased in height by an additional 1.5 feet. It was commented that it would have been better to have raised the height at one time instead of completing it in the two stages as this area is still soft from the first construction.
- Concern was expressed that overland flooding impacts people within the area of the West Dyke construction, as the water can not drain away. Additionally, there are differing opinions from the two sides of the West Dyke regarding when the Manness and Domain drains should be opened.

Public Involvement Program

- The council commended MFEA for their approach of keeping the public and municipalities informed throughout the development of the project and obtaining public opinion compared to the traditional approach of only providing information once the design was complete.

Water Levels

- The question was raised if the water level in the event of a 700 year flood would stay within the river banks at Selkirk and not cause flooding.
- The question was raised as to how far south of the inlet structure would the benefits of an expanded floodway compared to the existing floodway be realized. In other words would there be any difference for Morris during a 700 year flood event due to the floodway expansion.

- The question was asked if the current dyke at Rosenort would still be sufficient to protect against the 700 year flood event.
- The comment was made that the council is happy to know that the current flood protection for Morris will protect the town from a 700 year flood event, so that the town does not need to be unnecessarily evacuated.

Floodway Operation

- The comment was made that the schematic drawings showing the floodway operation in relation to the natural water level along with the description provided by Doug McNeil was very effective to help clarify what is meant by natural water level.

Summer Operation

- Confirmation was requested that the floodway has only been operated once in the summer time since the original construction.
- A comment was made that if the floodway intake were lower, water would naturally flow into the floodway and keep the water levels lower without the need for summer operation and that this would result in less impact on the riverbanks due to fluctuating water levels.

Compensation

- Clarification was requested regarding compensation in that because flooding above the state of nature doesn't extend upstream of Ste. Agathé, Morris would not receive compensation.
- It was noted that the council has a map showing some small areas that were flooded during the summer operation in 2002 and that there were approximately 10 market gardeners in the area that were compensated as a result.

Recreation and Economic Opportunities

- Concern was expressed that if recreation activities are increased in the area that there could be a potential increase in trespassing on local resident's properties. It was indicated that local residents have no interest in increased recreation use.
- The question was raised if recreation activities are approved for the area will leases of land for agricultural use of hay be revoked or is agriculture going to be considered an applicable land use as the area is good land for hay.

Other Issues

- Following the 1997 flood the council had been promised a copy of the Lidar data showing the extent of flooding in the whole valley, it was noted that they thought they had not received this yet and requested a copy of this information.
- It was noted that the diversion project ARD 4, that was designed to alleviate extra water in the area, had never been completed. The council felt that if it had been completed then it would have removed sufficient water that Ste. Agathe would likely not have been as impacted. It could be a potential benefit to the Avonlea Corner situation and the council has requested that the diversion project be completed as part of the floodway expansion project.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - The compensation program that has been developed as part of the Red River Floodway Act, is for anyone that is flooded due to artificial flooding.

- Where it is deemed that the floodway expansion will have an impact on river bank stability, MFEA will be responsible for providing erosion control, likely using riprap.
- Dredging will not be a part of the floodway expansion project as studies have shown that dredging has an insignificant effect on flow rates and therefore has no relation to the expansion.
- The expansion work should not slow down any local projects such as ring dyke construction in the area as long as there are enough resources (equipment).
- There has been no formal discussions with the City of Winnipeg to date, regarding their financial contribution to the project. Additionally the first \$240 million of the project has not included the City and any of the their projects.
- There is no mandate as part of the expansion project to improve bridges beyond floodway crossings, however, all of the floodway crossings will be improved or replaced to meet current standards.
- Some land may be removed from the RM's tax base as it is required for the West Dyke improvements and floodway crossings, however, the amount of land required has been reduced from what was originally proposed.
- MFEA responsibility for drainage ends at the floodway property boundary, however, the drainage engineers are examining the future needs for drainage in the area east of the floodway to construct the drop structures to potentially accommodate improvements made by the municipality.
- The design and operation of the floodway is such that it prevents most ice and debris from getting into the floodway. Anything that does make its way into the floodway typically flushes through and the bridges will be designed to consider some debris loading, although they are not designed for ice loading.
- In response to a question it was confirmed that the water level in the event of a 700 year flood would stay within the river banks at Selkirk.
- In response to questions regarding benefits of the expanded floodway it was noted that the benefits will primarily be noticed for the inlet structure south to approximately Ste. Agathé.
- In response to a question regarding the Rosenort Dyke it was noted that there will still be approximately 1.3' of freeboard above the water levels for a 700 year flood event.
- In response to questions and comments regarding the West Dyke it was noted that following the 1997 flood it was determined that there was a high risk of overtopping due to wave and wind actions. Based on a risk analysis the cost of damage to the City of Winnipeg required that the amount of freeboard be increased. This increase is to protect against wind and wave action and is not to allow an increase in upstream water levels, therefore, Morris will not have to increase their dykes as the floodway expansion and West Dyke work will not impact them. Additionally, the amount of land storage area for flood waters that will be lost due to the re-orientation of the West Dyke, is insignificant compared to the area of the valley being flooded and therefore, will have no effect on flooding. With the West Dyke extension a plan is being constructed to deal with drain opening following the passing of the flood crest in order to release water from the area and alleviate flooding from trapped water.
- In response to a comment it was agreed with that it would have been better to raise the West Dyke in the highway 305 area at one time, however, the final numbers regarding how much it needs to be raised have not been determined, and the public wanted to see immediate action following the flood in 1997. Once the final numbers are in they will be made available to the public.
- In response to the comment regarding the diversion project ARD 4 it was noted that MFEA would look into this further and reply to the council once information is available.
- In response to a comment regarding lowering the floodway intake it was noted that the elevation of the lip was specifically designed to prevent ice flows into the floodway and it

would be too expensive to change anything about the floodway entrance. Further, summer water level control involves using the gates only.

- In response to questions regarding compensation it was noted that Morris would likely not be impacted even during a 700 year flood event, however if flooding occurs in the area and water levels are above the state of nature then any impacts would be compensated.
- In response to the compliment regarding the process being followed by MFEA it was noted that this process also benefits MFEA as they are provided with good information by a better informed public.
- It was noted that Rick Bowering of the Water Branch will be contacted to ensure that a copy of the Lidar data showing the extent of the 1997 flood will be made available to the council.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of St. Clements
Municipal Office – East Selkirk, Manitoba
April 20, 2004**

In Attendance

For RM of St. Clements Council

E. Gunning – Councillor
D. Fisette – Councillor
R. Cameron – Councillor
S. Strang – Councillor
R. Frey – Councillor
R. Poirier – CAO
A. Chiu – Financial Officer

For Residents of St. Clements

K. Pohl
P. Saltel
P. Chanas

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: water levels, floodway operation, summer operation, compensation, mitigation, recreation and economic opportunities, dredging and ice jamming.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Discussion Topics Identified in PIP Round 1

- It was clarified that the council along with the RMs of East St. Paul and Springfield wanted to see a permanent floodway crossing (i.e. a bridge) as opposed to the at surface crossing existing at Dunning Road. It was noted that following the round 1 meeting an amendment to the minutes was sent to MFEA indicating that the council wanted this permanent crossing as there are residents on both sides of the floodway who need to be accessed equally by fire, ambulance and police services.
- The question was raised regarding what the current recommended depth of excavation is for the expansion project.
- It was noted that regarding drainage the concern is water coming into the RM of St. Clements from surrounding areas. Therefore, they hope to be able to increase the discharge of spring run-off into the floodway to reduce the impacts of this additional water. Additionally, they wanted to know if the RM continues to expand in the future would they have access to drain water into the floodway from the west side similar to how East St. Paul drains into the floodway.
- It was noted as part of the expression of interests for recreation ideas, the council had submitted the idea to develop a section of trail from East St. Paul to St. Clements as part of the Trans Canada Trail.
- It was clarified that the council's concern regarding the impact of the expansion project on the sewage treatment for Lockport is that the treatment plant building is immediately adjacent to the floodway. The concern is that the floodway expansion will impact the ability to expand the treatment plant as the demand requires.

Water Levels

- Concern was expressed that with the volume of water being discharged associated with the steep river banks in the constricted area by Lower Fort Garry, that there would be increased potential for erosion of the banks and flooding.
- Concern was expressed that with the floodway water levels are higher as the water is channelled and all forced through to the outlet, whereas if the water were to flow through the city it would have a chance to disperse.

Ice Jams

- The question was raised as to what will happen with increased water velocities from channelling water through the floodway in association with ice jamming. Additionally, it was asked if any investigations were occurring to deal with ice jamming in the area.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - The CEC is responsible for deciding who receives intervener funding and they have not made any decisions to date. MFEA is also waiting for the CEC decision, as they will be working closely with whoever is awarded intervener funding.
 - Dunning crossing will likely remain open, however, it is unlikely that a new bridge will be constructed to permanently replace the surface crossing as the addition of new floodway crossings is beyond the mandate of the expansion project. The information and request will be forwarded to the province to consider.
 - To address possible impacts to local groundwater wells there are two on-going studies that include monitoring groundwater wells and modelling impacts to groundwater in the upper limestone (KGS Group) and Birds Hill (Wardrop) aquifers.
 - If the RM of St. Clements has any ideas for improved drainage for their area these should be submitted to MFEA and depending on the results of hydraulic investigation MFEA will try to accommodate these ideas. Similarly, MFEA is working with the RM of Springfield to increase the drop structure capacities to meet current and potentially future drainage needs in that area.
 - The maximum water levels downstream of the Outlet Structure will stay within the banks of the Red River, the details of this will be shown in the presentation.
 - MFEA is still determining how much if any land will need to be expropriated for floodway use, and if any land is required the issue of municipal taxes will be forwarded to the province.
 - The deadline for expressions of interest was April 20th, 2004 and the ideas presented will be reviewed. Any of the ideas submitted, such as the Trans Canada Trail, will be included in an opportunity report that will be incorporated into the EIS if they met the criteria that were set out.
 - Dredging was determined to have no significant impact on flows in the Red River as the areas dredged are very small relative to the entire area available for flow. Therefore, dredging is not considered a part of the expansion project and will not occur.
 - As long as the discharge from the Lockport Waste Water treatment facility is into the Red River and not the floodway then the expansion project will have no impact on plans to expand the treatment facility.
- In response to a question regarding excavation it was noted that the original recommended depth had been 6', however, to reduce potential impacts to groundwater the engineers are looking at lessening the excavation depth, the final depths will be presented in the EIS.

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- In response to questions regarding water levels it was noted that the focus of the EIS is to determine potential impacts of the expanded floodway compared to the existing floodway. The results of investigations indicate that with an expanded floodway there will be very little change in water levels north of the floodway during a 700 year flood event, and therefore there is very little difference in impacts compared to the existing floodway.
 - In response to questions regarding floodway impacts in relation to ice jamming it was noted that operation of the floodway does not change the impacts it simply results in the water reaching the ice jam slightly earlier. The greater amount of time it would take the water to reach the ice jam by not being diverted through the floodway is not enough time for the ice jam to break up or melt so the impacts would still be the same. Because operation of the floodway has no relation to ice jamming, the control of ice jamming is beyond the MFEA mandate for the floodway expansion.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of St. Andrews
Municipal Office – Clandeboye, Manitoba
April 27, 2004**

In Attendance

For RM of St. Andrews Council

D. Forfar – Reeve
S. Spicer – CAO
L. Wodchyc – Assistant CAO
R. Boch – Councillor
R. Ataman – Councillor
L. Hunt – Councillor
E. Keryluk – Councillor
K. Krasnesky – Councillor
W. Boch – Councillor

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: floodway operation, natural river level, water flows and levels, summer operation, compensation, mitigation, recreation and economic opportunities, groundwater, dredging and ice jamming.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Project Description – Expansion Components

- The question was raised if the proposal made two years earlier during the CEC meetings would still be considered. It was noted that the proposal was to move the floodway outlet so that the floodway enters the Red River at 15° as opposed to the current 30°. Concern was expressed that with the increased capacity of the floodway it will be hard to redesign the outlet to prevent erosion, as there are already two locations that are being severely eroded with the existing floodway. It was felt that riprap would be required to prevent further erosion of the riverbanks.

Public Involvement Program

- Concern was expressed regarding the time of the public review for the EIS as it was noted people will be on holidays during the summer period.
- The comment was made that the council is frustrated for two reasons. First they felt the presentation was too long causing other meetings to be delayed. Secondly they felt that the key issues they raise in round 1 of the PIP; dredging, ice jamming, compensation, impacts to their aquifer and river bank stability, were all dismissed.
- Concern was expressed that the council had asked about two other issues; backwater flooding, and groundwater contamination, during the round 1 PIP and that these were not answered.
- The question was raised whether the presentation will be posted on the website or if it will be sent to the municipalities.

Groundwater

- The question was raised regarding how transferable the information found during groundwater studies on the east side of the Red River would be to the aquifer on the west side of the Red River. It was noted that they are concerned about impacts to groundwater quality for their aquifer and that they would like \$800,000 to conduct their own studies as the results would likely differ from the studies conducted for MFEA.

Dredging

- Concern was expressed that during the presentation MFEA down plays the amount of area dredged for their benefit. It was noted that the criticism is towards the scale used to present the images and it was suggested that a more realistic representation be used.
- The comment was made that if MFEA were to help lobby the federal government to reinstate the dredging program or if the authority were willing to pay the \$1 million/year budget for the dredging program that people in the area would be more likely to support the floodway expansion project.

Ice Jamming

- The comment was made that this presentation will not convince the municipality that ice jamming is not a floodway related issue.
- Concern was expressed regarding the inequality that ice jamming can not be permitted in the floodway yet it is not the authorities concern if it occurs outside of the floodway.

Other Issues

- Clarification was requested regarding the different capacities of 60,000 cfs and 90,000 cfs presented for the existing floodway.
- The question was raised regarding what the proposed size was for the original design events, and confirmation was requested that there had been some discussion about moving the outlet further north.
- It was stated that the council consists of politicians and not engineers and therefore they are taking a political approach. It was noted that during the initial CEC hearings the council was in support of the expansion project as long as the issues were dealt with. However the council is frustrated as the Premier stated that dredging will be done and ice jamming will be dealt with yet nothing is happening.
- The question was raised regarding how MFEA would obtain approval from DFO so quickly.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - There will be no impact of widening and deepening the floodway channel on local groundwater supply and quality on the west side of the Red River. Groundwater on the west side flows east towards the river, whereas the effects from the floodway are on the east side of the river.
 - Water from the Birds Hill aquifer is interrupted by the existing floodway and the expansion will not change this. Additionally, historically the water would have only reached the Red River and not impacted the aquifer in the municipality.
 - Dredging was determined to have no significant impact on flows in the Red River as the areas dredged are very small relative to the entire area available for flow. Therefore, dredging is not considered a part of the expansion project and will not occur.

- Riverbank erosion downstream from the outlet will be addressed through redesign of the outlet structure and armouring the opposite bank as discussed below in further detail.
- In response to a question regarding the capacity of the existing floodway it was noted that originally it was designed for 60,000 cfs. However, since the 1997 flood it has been determined that it can handle up to 90,000 cfs although, at this flow there would be the potential to cause failure of the 12 bridges crossing the floodway.
- In response to a question regarding the outlet structure it was noted that the proposal is widening as opposed to moving it, although no decisions have been finalized yet. In addition to widening, the structure will be redesigned to slow the speed and dissipate the power of water exiting the floodway so that the expansion project does not increase erosion to the opposite bank. This is being tested at the University of Manitoba engineering department using a 1:40 scale model of the expanded structure. If necessary riprap will also be used to armour the opposite bank and prevent erosion.
- In response to a concern regarding the public review period for the EIS it was noted that the 60 days was a minimum length of time for public review and that if more time was deemed necessary the review period would be extended to allow adequate time for public response.
- In response to a question it was noted that the original proposed design was for the 1:500 and 1:1,000 year events, however, when the information was reviewed it was realized that these events were actually the 1:700 and 1:1,200 year events.
- In response to comments regarding dredging it was noted that dredging is a separate issue from the floodway expansion project, however, MFEA will forward to Manitoba the request by the RM to help lobby the federal government to reinstate the dredging program.
- In response to comments regarding ice jamming it was noted that historically ice jamming occurred regularly in the area long before the floodway was constructed and since the original construction ice jamming has occurred before, during and after the floodway gates have been operated. Additionally it was noted that operation of the floodway does not change the impacts of flooding in relation to ice jamming, it simply results in water reaching the ice jam slightly earlier. The greater amount of time it would take water to reach the ice jam by not being diverted through the floodway is not enough time for the ice jam to break up or melt so the impacts would still be the same. Because operation of the floodway has no significant impact on ice jamming, the control of ice jamming is beyond the MFEA mandate for the floodway expansion.
- In response to a concern it was noted that ice jamming can not be permitted in the floodway as the bridges in the floodway were never designed to take the lateral loading associated with ice jamming.
- It was noted that MFEA will be sending mailers out to the municipalities to clarify in better detail the key issues such as dredging, ice jamming and natural water levels so that the public will have a better understanding of these issues.
- In response to frustrations expressed by the council, MFEA apologized for the meeting taking longer than anticipated. It was noted that issues identified in round 1 PIP were not casually dismissed. The issues of dredging and ice jamming have been studied and it has been determined that the floodway expansion has no significant impact on them and therefore, they are not the responsibility of MFEA. Regardless, MFEA recognizes these are legitimate concerns and are willing to offer support for these issues in ways that they can. The issues of compensation, groundwater impacts, riverbank stability, and backwater flooding are still being studied and any impacts found related to the expansion work will be mitigated. More information could not be presented at this time as the design has not been finalized. As soon as the design is finalized the information will be included in the EIS and available for public review.

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- In response to a question it was noted that the presentation would be posted on the MFEA webpage as well as being sent to the municipality.
 - In response to a question regarding approval from DFO it was noted that MFEA has been working very closely with DFO from the very beginning of the project so that there would be no delays in obtaining DFO approval.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of East St. Paul
Municipal Office – Birds Hill, Manitoba
April 28, 2004**

In Attendance

For RM of East St. Paul Council

P. Rebeck – Reeve
T. Hallett – Councillor
D. Gera – Councillor
L. Morris – Councillor

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: floodway operation, natural river level, water flows and levels, summer operation, compensation, mitigation, recreation and economic opportunities, groundwater, dredging and ice jamming.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Project Description – Expansion Components

- Clarification was requested regarding the schematic sketch of the channel expansion as they were under the impression that the channel would be widened instead of deepened in the East St. Paul area.
- Concern was expressed regarding the expansion of the Highway 59 (north) bridge as the space is very limited because of an adjacent property with a house close to the highway.
- A question was raised whether the proposed floodway crossing at Highway 59 (north) would be able to accommodate a proposal by the highway department to have 6 lanes of traffic connecting Birds Hill with Garvin Road.
- Concern was expressed regarding acquisition of land in the municipality. It was noted that approximately 15 years earlier the municipality with surrounding municipalities asked for a grant in lieu of taxes that would be lost and they were turned down. Additionally they were concerned that they have no real benefit from the floodway yet they will be potentially giving up taxes and room for their municipality to grow if land acquisition is required.

Public Involvement Program

- A request was made for MFEA to hold an open house in the municipality to provide an opportunity for the local residents to voice their concerns.

Water Levels

- A question was raised regarding how water will drain into the floodway with the increased water levels of the expanded floodway. Concern was expressed that the drop structures may back-up and prevent drainage.

Recreation and Economic Development Opportunities

- It was noted that some of the Trans-Canada Trail will be located on the floodway property.
- Concern was expressed regarding who would monitor the use of the floodway property for conflicting interests such as hikers and the 4x4 trucks that currently use the gravel quarry adjacent highway 59.

- Concern was expressed for public safety issues around the drop structures located in the floodway as they are unprotected.

Groundwater

- It was noted that groundwater issues are the biggest concern in the area.
- The question was raised if MFEA had discussed with the Province the possibility of Winnipeg selling water to the municipalities if necessary due to groundwater quality impacts.
- The question was raised if the floodway had never been constructed would the sand and gravel aquifer flow into the Red River.
- The question was raised regarding when the municipality would know if there would or would not be any groundwater problems or concerns.

Dredging

- A comment was made that in the image showing the dredged area the bottom of the boat should really be a lot closer to the river bottom to the point of dragging.

Ice Jamming

- The question was raised if water coming faster through the floodway in addition to the river water would cause the ice to lift and break-up sooner.

Other Issues

- The question was raised regarding how the bridges would be knocked off their moorings if the original design capacity of 90,000 cfs were reached in the existing floodway.
- The question was raised regarding what the small squares represented on the 1997 and 700 year flood maps shown during the presentation.
- The question was raised whether the outlet would have a structure to control the release of water. Concern was expressed that the expanded capacity of the floodway would result in increased downstream erosion and erosion of the floodway channel.
- It was noted that there was a drop structure on the west side of the municipality and that they could provide the plans for it if required.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - The impact of widening and deepening the floodway channel on local groundwater supply and quality is still being studied and should be determined by June. The amount of impact will depend on how much deepening as opposed to widening and this will be determined based on the results of the ongoing groundwater studies.
 - MFEA is required to mitigate any impacts that are a result of the floodway expansion. Mitigation will use engineering solutions where possible and rely on compensation as a last resort.
 - The two on-going groundwater studies are investigating the potential for river water to contaminate private groundwater wells.
 - With the possible exception of St. Mary's Bridge the floodway crossings will retain their present alignment and as such acquisition of land is unlikely, however, final design is not complete yet. Temporary detours during the bridge work may require leasing adjacent properties during the construction period.
 - MFEA contacted the provincial government regarding grants-in-lieu of taxes to the municipality and the legislation calls for no change in the current system of grants and taxes.

- Some land may be removed from the RM's tax base as it is required for the spoil piles and floodway crossings however, the amount of land required has been substantially reduced from the originally proposed 900 acres.
 - The cost of replacing drains, drop structures and water lines that need to be replaced as part of this project are included in the budget.
 - Improvements are proposed to the compensation program such as no deductible, no limits and proof of loss rather than proof of replacement, as long as the criteria have been met.
- In response to a request by the council it was noted that for the next round of public open houses MFEA will try to schedule one for this municipality.
- In response to a question it was noted that the channel expansion schematic is simply to show examples of possible methods of deepening and or widening and where material will be spoiled. It was noted that the engineers are looking at widening instead of deepening where possible, however, the Highway 59 (north) area may pose some problems for widening because of the existing bridge, the existing ski hill and the large number of hydro lines.
- In response to a questions and concerns it was noted that the Highway 59 (north) bridge would have acceleration and deceleration lanes added to it that would accommodate the highway departments plan of having 6 lanes of traffic connecting to Garvin Road. With the additional lanes the bridge will be a little larger, however, there has been no decisions made yet regarding property acquisition.
- In response to a question it was noted that the bridges were not built high enough to accommodate the original design flow of 90,000 cfs. If this flow were reached in the floodway there is the possibility that air would get trapped between the bridge deck and the rising water levels causing the bridge to float off of it's moorings. In addition it was noted that the bridges were not designed to withstand the force that would result from a flow of 90,000 cfs.
- In response to a question it was noted that the smallest squares on the 1997 and 700 year flood maps represented a square mile (1 mile x 1 mile).
- In response to a question regarding water in the pilot channel of the floodway it was noted that the initial intent was for the pilot channel to have had a consistent grade so that no water pooled. Over time there has been some scouring that has led to water pooling in the pilot channel. During the channel expansion this will be corrected so no pooling occurs and the pilot channel can completely dry out during dry weather so that it does not create fish habitat.
- In response to a question it was noted that the floodway outlet would not have a control structure, however, it will be designed to dissipate the force of water entering the Red River to reduce potential erosion of the opposite bank.
- In response to a concern it was noted that the floodway channel includes design measures such as the slope and vegetation cover to slow down the water speed and prevent erosion of the channel.
- In response to questions and concerns regarding recreation opportunities it was noted that once the proposed ideas have been reviewed any plans to implement an idea will include public safety issues to present day standards. It was also noted that as part of the expansion people would be encouraged to use the floodway for recreation activities that are approved however, the people currently using the property are trespassing.
- In response to question and concerns regarding drainage it was noted that MFEA is working with the Cook's Creek Conservation District and Floodway East Drainage Association to look at the drainage needs in the area and whether the drop structures can be designed to

meet current and possibly future needs. There is the potential that drainage could be delayed in the area.

- In response to questions and concerns regarding groundwater it was noted that the sand and gravel aquifer would have flowed into the Red River but this was interrupted by the original floodway construction. Areas where the groundwater was breached were sealed during the original construction and part of the expansion project may include sealing any further breaches or breaches remaining from original construction. Final results indicating whether there will be any impacts or not will be released as part of the EIS and during the upcoming open houses. MFEA is unaware whether or not there have been any discussions regarding Winnipeg selling water to the municipalities.
- In response to a question it was noted that the water passing through the floodway only reaches Selkirk approximately 6 hours earlier and that after 6 hours the water volume would stabilize and therefore it does not cause the ice to break-up any sooner.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
Town of Niverville
Town Office – Niverville, Manitoba
May 4, 2004**

In Attendance

For Town of Niverville Council

G. Daman – Mayor
G.J. Buys – CAO
M. Carruthers – Councillor
S. Neufeld – Councillor
J. Funk – Councillor
K. Stott – Councillor

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator

For KGS Group

S. Moffatt

For Interest Groups in the Area

B. Heinrichs – AM 1250
G. Macdonald – Resident

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.
- Address in detail key issues that include: floodway operation, natural river level, water flows and levels, summer operation, compensation, mitigation, recreation and economic opportunities and groundwater.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

David Hurford of the Manitoba Floodway Expansion Authority introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the background information on MFEA, the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process.

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

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Project Description – Expansion Components

- The question was raised if the increased clearance for floodway crossings was to address the concern for ice damage. Additionally it was asked if any of the existing crossings were under water in 1997.

Water Levels

- The comment was made that the 778' level associated with the 700 year flood event was the same level as the community's south dyke so they would need to raise it. However, they are not concerned as there is time to prepare for the flood and they have a large area of land inside the existing dyke to use as a borrow pit for material to build up the dyke.
- The question was raised if Grand Pointe and other areas would have the necessary room to build up their dykes if required.
- The question was raised if there were water levels for Niverville with the existing and expanded floodway.
- The question was raised regarding what sections of Winnipeg would be flooded in the event of a 700 year flood with the existing floodway.
- Concern was expressed that in 1997 Grand Pointe was flooded by the Seine River because the siphon had a limited capacity to pass water through.
- The question was raised if the notches had been in the floodway during the 1997 flood, would Grand Pointe still have flooded.
- The question was raised if there is any evidence that a 700 year flood event has ever occurred in Southern Manitoba.
- The question was raised regarding what the 1997 water level would have been with no floodway.

Summer Operation

- The question was raised whether the area around Niverville would be flooded during summer operation as it was noted that in 2001 and 2002 the St. Adolphe coulee was flooded in the area and some farmers lands were affected. Additionally it was noted that based on the water levels this year of 760' the maximum summer operation water level would result in a fair amount of water in this area.

Compensation

- The question was raised whether the compensation only applies if summer flooding results from operation of the floodway.
- The question was raised with reference to the compensation in the summer of 2002 how would people find out about the availability of compensation.

Other Issues

- The question was asked if any work is conducted to improve community dykes will it be done equally for all communities as opposed to preferentially for one community over another.
- Concern was expressed regarding what would happen to the appraised values of properties in areas that are susceptible to flooding. It was noted that house sales slowed down in the Red River Valley following the 1997 flood, in particular for St. Agathe, however, this was not a problem in Niverville.
- It was noted that the topic of the municipalities paying for 10% of the project was not discussed and the question was raised regarding what Winnipeg would be paying.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - Niverville will not have access by highway 59 as it wasn't raised significantly when they twinned it, however, there will be road access on highway 311 and through Lorette.
 - The freeboard on community dykes are not being raised to the same level as the West Dyke as it is not cost effective to raise above the typical 2' of freeboard.
 - MFEA is required to report the water levels with the existing floodway compared to the expanded to assess the impacts of the project on communities in the Red River Valley.
 - There is not a big change in the water levels in the floodway, however the Seine River siphon will need to be lowered for the channel modifications. Additionally the inlet in Grand Pointe community will be evaluated.
 - The level of water during the 700 year flood event for Niverville with the existing and expanded floodway will be shown in the presentation and this will include the dyke elevation above which water would flow over the dyke.
 - The types of recreation opportunities being considered were discussed further in the presentation.
 - All of the floodway crossings will be replaced and raised so that all girders will be a minimum of 1 foot above the water for a flow of 140,000 cfs.
 - MFEA will not provide money to ensure that all communities have protection to the 700 year level, as it is not cost effective and not part of the authority's mandate.

- There is no plan to lower the floodway inlet as this was investigated and was not cost effective. Additionally the level of the sill was specifically designed in relation to preventing ice from getting into the floodway.
- In response to questions regarding the increased clearance on the floodway crossings it was noted that this was done to reduce hydraulic capacity losses. By raising the bridge girders out of the water, less channel excavation would be required. Additionally it was noted that in 1997 the first 6 crossings were under water and that the side pressure and uplift on the structures could have caused a failure. All the decks needed replacing and the structures strengthened therefore it was decided to replace all the crossings.
- In response to a comment it was noted that the Province would be responsible for raising the community dyke as required in the event of a 700 year flood.
- In response to a question regarding flooding in Winnipeg it was noted that with the existing floodway during a 700 year flood event approximately two thirds of Winnipeg would be flooded. One third would be flooded by overland flooding and the second third would be flooded from sewer back-up.
- In response to a question it was noted that Grand Pointe should have enough area to build up their community dyke if required. In St. Adolphe it would be hard and very costly due to its proximity to the Red River and private property so it would only be done temporarily if necessary.
- In response to a concern it was noted that in 1997 Grand Pointe was flooded due to the Red River and not the Seine River. Beside the Seine River siphon there is a weir designed to dump any water above the capacity of the siphon into the floodway so that there is no flooding from the Seine River. In 1997 there was only the floodway inlet so the flooding near Grand Pointe resulted from water getting trapped between highway 59 and the floodway dykes and having to work back to the inlet. Since 1997 hydraulic studies have been conducted and a series of notches have been cut into the floodway dykes to allow easier flow of water into the floodway. If these notches had been there in 1997 the water level would have been lower but the exact value hasn't been calculated yet to be able to determine if Grand Pointe would have flooded or not.
- In response to a question regarding summer operation it was noted that no flooding would occur in the Niverville area as a result of summer operation. The flooding that was observed in 2001 and 2002 was due to those years being very wet leading to an excess amount of water everywhere.
- In response to a question regarding compensation it was noted that it does not cover flooding from summer operation. The cost / benefit analysis for summer operation looked at options that included compensation per event or buying out the land that will be affected or a combination of both.
- In response to a question regarding community dykes it was noted that if they were to be built up more it would be part of a provincial program not associated with the floodway expansion, however, MFEA will forward the town's concerns to the province.
- In response to a question regarding property values it was noted that areas in Winnipeg that received a lot of media coverage as being threatened by flooding still manage to sell there homes with no problems.
- In response to a question it was noted that there has been no evidence on record of a 700 year flood event occurring in Southern Manitoba. Based on tree ring analysis dating back to the late 1600's and other records, the 1826 flood is the biggest on record and is estimated to be approximately a 300 year flood event.
- In response to a question regarding the compensation in the summer of 2002 it was noted that the land owners of the areas that were determined to be impacted as a result of the floodway operation were dealt with.

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- In response to a question it was noted that MFEA is currently calculating what the water levels would be for the 1997 flood and the 700 year flood event without the existing floodway.
 - In response to a comment and question it was noted that the total project will be \$660 million with \$110 million of this covering work inside Winnipeg. The first \$240 million that MFEA has acquired does not cover any of the work for Winnipeg. There have been no formal discussions with the city yet regarding their projects or cost sharing, although the mayor has been in the news recently discussing these projects.

Manitoba Floodway Expansion Project – Round 3 Council Meetings - EIA

Meeting Highlights

**Meeting With
City of Winnipeg
Emergency Operations Centre, Lower Level Council Building, 510 Main Street
Winnipeg, Manitoba
May 20, 2004**

In Attendance

For City of Winnipeg Council

L. Thomas
J. Gerbasi
G. Steeves
P. De Smedt
J. Angus

For Public Works Staff

P. Regan, Acting Director
R. Fingas

For Water and Waste Staff

B. MacBride – Director
Mike Shkolny, Manager of Engineering
Dave Moerman, Design Coordinator

For Environmental Assessment Team

J. Osler – TetrES/InterGroup
B. McGurk – TetrES/InterGroup

For KGS

Dave MacMillian

For Manitoba Floodway Expansion Authority

J. Thomson – Vice-President – Transportation
D. McNeil – Vice-President - Hydraulics
R. Hay – Floodway Engineer
G. Piasta – Structural Engineer

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 Councils in the areas affected by the proposed Floodway Expansion Project as part of Round 3 of the EIA PIP.

Meeting Process

The Manitoba Floodway Expansion Authority and Environmental Assessment Team made presentations about:

- Water levels in Winnipeg
- Summer operation
- Recreation and economic opportunities
- Floodway operating rules
- Effect on groundwater wells
- Effect on City aqueduct and rail bridges
- Riverbank erosion
- Land Acquisition
- Costs
- Status of the floodway expansion EIA

Copies of the Environmental Assessment Team's 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

While it was originally expected that the flood protection projects in the city would cost \$110 million, including interest and escalation, the City of Winnipeg engineering staff and consultants have now determined that the total cost of these projects will be \$165 million, including 15.5% for interest and escalation costs. Moreover, the engineers also identified an additional cost of \$91 million for improving the primary dykes to provide 0.6 meters of freeboard above the water level associated with the 700-year flood backwater from the Floodway Outlet. The City of Winnipeg expects cost sharing between the three levels of governments for the City of Winnipeg flood protection projects.

Council wanted to determine what City of Winnipeg improvements need to be done as a result of the Floodway Expansion project, and what improvements were needed as result of deteriorating infrastructure and general maintenance. Some Councillors were of the opinion that any City of Winnipeg improvements that are needed as a result of expanding the floodway should be the financial responsibility of the Project Proponent.

Instead of raising the bridges, is it possible to deepen the floodway channel instead?

Response – Originally, the channel was to be deepened by up to 2 meters (6.5 feet); however, widespread public concern about ongoing reductions in groundwater levels and quality due to floodway expansion and further engineering study resulted in the project design being changed where the extent of possible deepening is now up to a maximum of 2 feet, with the ultimate goal being no channel deepening.

Some Councillors felt that the costs to raise bridges as a result of expanding the floodway should be the financial responsibility of the Project Proponent.

Is Manitoba Hydro responsible for the cost of moving its utilities?

Response – The Manitoba Floodway Expansion Authority will cover the costs to move any necessary utilities.

Is money available for intervenors to participate in the Environmental Assessment process?

Response – Intervenor funding is available for the project; however, funding has not been dispersed. A meeting is being held on June 1st, 2004, to discuss this issue between the Manitoba Clean Environment Commission and the applicants for participant assistance.

People are not aware that intervenor funding is available. Is there any advertising to inform the public about possible funding?

Response – There is a formalized process to obtain intervenor funding, which is publicized in the major newspapers in Winnipeg. Furthermore, Manitoba Conservation's website contains information on

applying to obtain intervenor funding for projects. For the Floodway project, this process occurred in the fall 2003.

Action item: MFEA will provide Councillors with copies of its presentation.

If a flood occurred during construction of the project, Council would expect the Federal and/or Provincial governments to cover the damages to the City of Winnipeg caused by such a flood.

Will the province pay for maintenance of recreational facilities in the floodway?

Response – A decision has not been made on who would be responsible for maintenance of any recreational facilities developed in the floodway.

What is the feeling in Springfield with respect to the Floodway Expansion project?

Response – In Springfield drainage and access are very large issues for the municipality. Springfield is requesting that drainage structures be improved.

What will the water levels be in Winnipeg with an expanded floodway?

Response – During major floods, water levels would be reduced by approximately 1 foot than with the existing floodway. During extreme floods, river water levels would be lower by 6 feet than with the existing floodway.

What would the water levels be in the city during a 1 in 700-year flood with the existing floodway?

Response – Water levels would be at least 6 feet above the primary dykes during a 1 in 700-year flood with the existing floodway.

If a decision was made not to proceed with the Floodway Expansion project, would it be possible to have temporary safeguards in place to protect the City from a 1 in 700-year flood?

Response – With a flood of this magnitude, the only way to protect the City with the existing floodway would be to raise the primary dykes. However, the primary dykes could not be raised quickly enough to protect the entire City against such a flood.

If the floodway was expanded, would it reduce the possibility of floodway water entering into the aquifers?

Response – This issue is still being investigated through engineering studies.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Municipal Meeting**

Meeting Highlights

**Meeting With
RM of MacDonald
Municipal Office – Sanford, Manitoba
April 27, 2004**

In Attendance

For RM of MacDonald Council

R. Burns – Reeve
T. Raine – CAO
D. Dobrowolski – Councillor
G. Lavallee – Councillor
B. Erb – Councillor
C. Bisson – Councillor
R. Kirouac – Councillor
G. Junkin – Councillor
R. Morse – Councillor

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics
J. Thomson – Vice-President – Transportation
D. Hurford – Community and Government Relations Coordinator
R. Hay – Floodway Engineer

For KGS Group

S. Moffatt

For Acres Manitoba

W. Gendelezich
P. Pantel

Purpose of Meeting

The meeting was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Review background information on MFEA and their responsibilities.
- Provide a summary of the project description, outlining the components involved.
- Provide an outline of the Public Involvement Process (PIP) with a review of and responses to Round 1 and describe the current activities of Round 2.

- Address in detail key issues that include: floodway operation, natural river level, water flows and levels, summer operation, compensation, mitigation, recreation and economic opportunities and groundwater.
- Outline the ongoing and future communications and the next stages of the process.

The meeting is part of a series of Round 2 sessions being held with municipal Councils in the area affected by the proposed Floodway Expansion Project. At least two additional rounds of meetings with municipal councils are planned as information from the Environmental Assessment becomes available.

Meeting Process

Prior to the meeting Rick Hay of the Manitoba Floodway Expansion Authority was meeting with the RM Council and some local residents to discuss the proposed work for the West Dyke and options under consideration for the construction of a spillway. Concern was expressed by the residents regarding increased snow build up in the winter adjacent the current West Dyke and the potential for this to increase if the West Dyke is built up further. It was noted that the cost to deal with the increased snow build up would have to be considered as part of the mitigation work. David Hurford of the Manitoba Floodway Expansion Authority apologized for the delay in starting the meeting and introduced the presentation, providing the context and the intention of the presentation and provided the dates and locations for the upcoming Public Open Houses. Doug McNeil of the Manitoba Floodway Expansion Authority outlined the contents of the PowerPoint presentation, however, the RM Council preferred to focus on specific concerns they identified during round 1 of the PIP. Throughout and following the verbal presentation, discussion took place in which:

- The Council asked questions, offered perspectives and identified issues about the Public Involvement Program and the key issues addressed.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority offered perspectives on items raised by the Council.

The following are highlights of the meeting, intended to capture the key points, questions and comments 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 description of what was said.

Key Questions and Comments Made by the Council

Project Description – Expansion Components

- The comment was made that the main concern for the municipality is the potential effects of the West Dyke expansion and providing this information to the local land owners adjacent the West Dyke who will be affected the most. The council requested a meeting to be held by MFEA to present the pre-design plans for the West Dyke and spillway construction to the landowners in the vicinity of the proposed work.
- The question was raised regarding what would happen to Sanford in the event that the proposed spillway along the West Dyke were used during an emergency situation. It was noted that the spillway should not be constructed in an area that would cause flooding during it's emergency use to an area that otherwise would not be flooded.

Water Levels

- Concern was expressed that if everyone knows that the small towns south of the floodway inlet are going to be flooded than these towns may not grow as nobody will want to invest in an area where they may potentially be flooded.
- The question was raised if all the hydraulic modelling that has been conducted has taken into account all of the expanded community ring dykes and individual flood proofing sites.

Compensation

- It was noted that Paul Anderson of the Manitoba Emergency Measures Organization would be coming to meet with the municipality to discuss the compensation legislation in further detail.
- The question was raised regarding what the proposed compensation legislation was going to be and if it will be done fairly. It was noted that when a farmer is flooded not only are their crops lost but their margins are affected as well, thus concern was expressed that there will be a large cost for the compensation program.

Other Issues

- The question was raised if someone builds a new building in the area would they be expected to build to a new flood proofing level or will it still be to the 1997 water level plus 2' that was required following the 1997 flood. Additionally it was asked if this flood proofing level was expected to change in the following years.
- The question was raised whether communities protected to the 1997 water level plus 2' would be protected for the design 700 year flood event.
- The question was raised regarding how MFEA could justify to the smaller communities that they will not be provided the funding required to increase their flood protection to the same 700 year flood event that Winnipeg will be protected against.
- The comment was made that the council realizes that Winnipeg needs greater flood protection and they support that as long as everyone is treated fairly. It was noted that the promised compensation is an improvement.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives

- In response to discussion topics raised in Round 1 of the PIP, it was noted that;
 - Dredging was determined to have no significant impact on flows in the Red River as the areas dredged are very small relative to the entire area available for flow. Therefore, dredging is not considered a part of the expansion project and will not occur.
 - The operating rules that will govern the floodway operation are those that were accepted in 2000 following the suggested changes made in the 1997 review.
 - The compensation program has been improved with the Provincial release of the proposed compensation legislation, the information for this can be found on the Province's website.
 - Increased erosion south of the inlet as a result of the floodway expansion is not expected to increase above what would occur with the existing floodway. There are some concerns regarding potential increased erosion resulting from water fluctuations associated with summer operation. This will be studied during the next several years before potential summer operation would begin.
 - Water levels will not increase as a result of raising the West Dyke as the maximum design level is still 778' and this will not be exceeded. The work on the dyke is to increase the amount of freeboard to protect against wind and wave action.

- Funds will not be available for home owners to improve their flood protection to the 700 year flood event as it is not part of the authority's mandate. There is no change to the water levels south of the inlet as a result of the expanded floodway during the 700 year flood event and it is not cost effective and in many cases, not practicable, to raise all the dykes to the 700 year flood event.
 - The baseline of existing conditions for the EIS includes the recent improvements made to community ring dykes following the 1997 flood and the existing floodway.
- In response to questions and concerns regarding compensation it was noted that a key difference of the new compensation legislation is that money is provided on proof of loss and not on proof of repair. It was noted that although compensation for a flooding event would be costly, that these events are very infrequent so overall compensation is not a large cost.
- In response to questions regarding the flood proofing level it was noted that following the 1997 flood the criteria was changed to the 1997 water level plus 2'. It was noted that this provides flood proofing up to the 100 year flood event which is the typical level for building zoning across Canada and the U.S.. It would be impractical to require buildings to be constructed above this level and therefore, unlikely that the flood proofing criteria of 1997 water level plus 2' would be increased.
- In response to a question it was noted that communities and individuals with flood protection to the 1997 water level plus 2' freeboard, would be protected to approximately the 150 year flood event with the expanded floodway. Above this flood level, however, artificial flooding would occur upstream and dykes between the Inlet and Ste. Agathe would need to be raised. During a 700 year flood event the maximum water level of 778' at the inlet structure will be reached with the water level approximately 6.5' higher than it was in 1997.
- In response to a question regarding community ring dykes it was noted that to raise all the community dykes to provide protection up to the 700 year flood event was impractical as the cost was too high. Additionally, it was noted that the community ring dykes are the responsibility of the Province and that they would likely be raised as required when a larger flood event occurs.
- In response to concerns regarding the spillway it was noted that the elevation of Sanford and the distance from the proposed spillway would prevent any flooding in Sanford in the event that the spillway was used.
- In response to a request made by the council it was noted that a meeting would be scheduled in approximately three weeks when design of the West Dyke is finalized. The meeting will address issues of height changes to the dyke and discuss the need for an emergency response plan in the event of a flood greater than the design flood event.

APPENDIX 3C

Open Houses

7. Open House Dates

Open houses were held in various regions that are affected by the Floodway Expansion. The following table provides the dates when each open house was held along with the location and attendance figures

The open houses are conducted as a part of the Round 2 public consultation process to allow the general public the opportunity to hear what the project is all about and have their perspectives incorporated into the process. The open houses were in addition to meetings with municipal officials and stakeholders in the area.

The session began with a review of the open house storyboards, included in this section. MFEA and their consultants were on hand to answer any questions that arose during this informal viewing period. Partway through the evening, the facilitator introduced the formal portion of the open house. A presentation was delivered by MFEA and followed by an opportunity to ask questions.

Open House Schedule

Monday, May 3	OPEN HOUSE- North Winnipeg	Attendance: 25
Thursday, April 29	OPEN HOUSE- South Winnipeg	Attendance: 75
Monday, April 26	OPEN HOUSE- Morris	Attendance: 45
Tuesday, April 20	OPEN HOUSE - East Selkirk	Attendance: 170
Wednesday, April 21	OPEN HOUSE - St. Norbert	Attendance: 115
Monday, April 19	OPEN HOUSE - Oakbank	Attendance: 70

MANITOBA FLOODWAY EXPANSION AUTHORITY

BACKGROUND

- The Red River Floodway is the single most important part of the infrastructure that exists to sustain the City of Winnipeg's future viability.
- Following the 1997 Red River Flood extensive studies and consultation have been conducted to identify and evaluate options to improve flood protection for the Winnipeg area. The Floodway Expansion option was identified as the preferred option.
- The 1997 event showed Winnipeg is vulnerable to "Extreme Floods".
- Damages of more than 5 Billion have been estimated for a flood of 1826 proportions (approx. 40% larger than 1997).
- The Proposed Red River Floodway Expansion Project will increase the level of flood protection for the Winnipeg area.
- The Proposed Project is a major development for Manitoba involving:
 - Excavation of up to 45 Million cubic yards of soil, redesign of 12 bridge crossings, utility and drainage services, dyke enhancements and outlet structure expansion.



Original Floodway - Bridge Crossing Construction

MANITOBA FLOODWAY EXPANSION AUTHORITY (MFEA)

FLOODWAY AUTHORITY ACT

- In March 2004, Manitoba introduced the Floodway Authority Act (see www.gov.mb.ca).
- An independent, publicly accountable provincial agency.
- The Authority will:
 - Own the Floodway's physical assets
 - Manage the expansion (design, construction) and maintenance of the Floodway
 - Maximize economic and recreation opportunities



Original Floodway Construction - Aerial of Floodway Outlet Control Structure



Original Floodway Construction - Outlet Control Structure (1995)

BACKGROUND

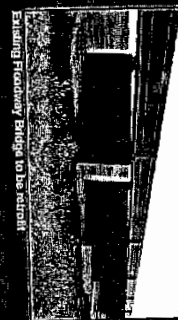
PROJECT DESCRIPTION

MANITOBA FLOODWAY EXPANSION AUTHORITY

PROJECT DESCRIPTION / EXPANSION COMPONENTS

- Bridge modifications:

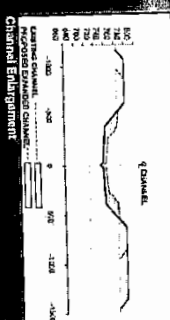
- 6 highway and 6 railway crossings
- Combination of replacement and retro-fit



Existing Floodway Bridge to be retro-fit

- Channel Enlargement:

- Combination of widening and deepening
- Excavation of up to 45 Million cubic feet of Soil



Channel Enlargement

- Inlet Control Structure Improvements:

- Dam safety analysis
- Erosion protection
- Integrity and security upgrading



Inlet Control Structure

- Outlet Structure Expansion:

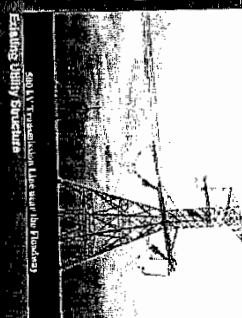
- Widen structure
- Expand downstream Outlet Channel on the north side
- Mitigate Outlet Channel velocities



Outlet Structure expansion

- Utility Crossings:

- Overhead hydro lines, telecommunication cables, gas and oil pipelines, water mains, drainage structures



Existing Utility Structure

- West Dyke

- West Dyke extension to protect to a maximum water level 778 ft
- West Dyke raising to increase freeboard from 2ft to maximum 3.3ft

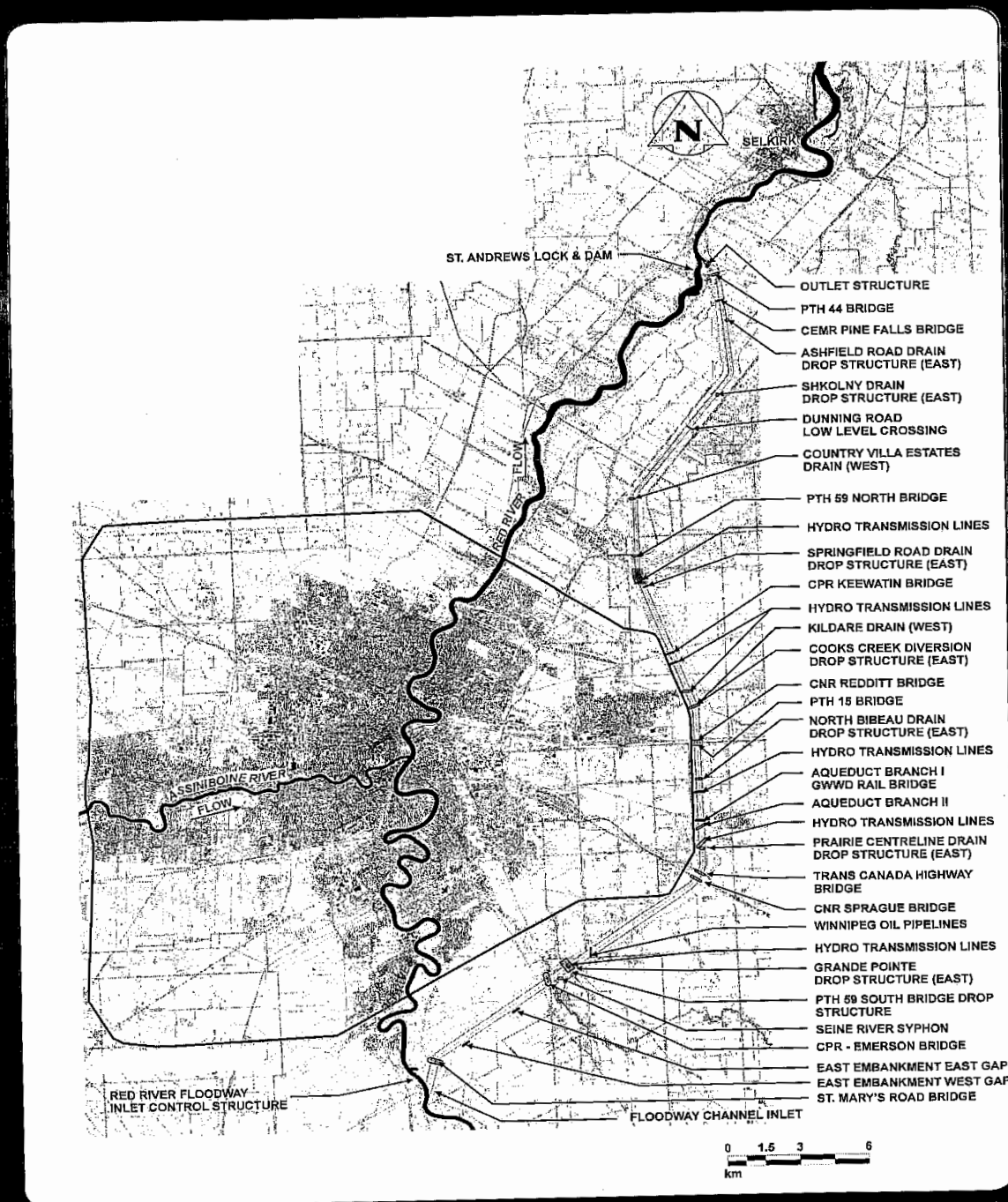


West Dyke Extension

Funding

- Over the past year Canada and Manitoba have announced \$240 million to begin work on the project more than one third of the total cost.
- \$130 million has been spent since 1997 for the flood protection measures, this includes \$100 million for rural communities.

PROJECT DESCRIPTION



MANITOBA FLOODWAY EXPANSION AUTHORITY

PUBLIC INVOLVEMENT PROGRAM

PUBLIC INVOLVEMENT PROGRAM (PIP)

THE PURPOSE OF THIS OPEN HOUSE

- Focus on the Floodway Authority's second round of the PIP.
- Key second round issues
 - Floodway Operation
 - Compensation
 - Water Levels
 - Summer Operation
 - Recreation and Economic Opportunities
 - Mitigation

FIRST ROUND PIP (Environmental Consultant)

- This past January, February and early March
- Environmental Assessment Team met with municipal councils, stakeholders and the general public.
- Authority representatives attended as well.
- Recorded the concerns and issues.
- Consulted with our engineering consultants and government.

SECOND (CURRENT) ROUND PIP (MFEA)

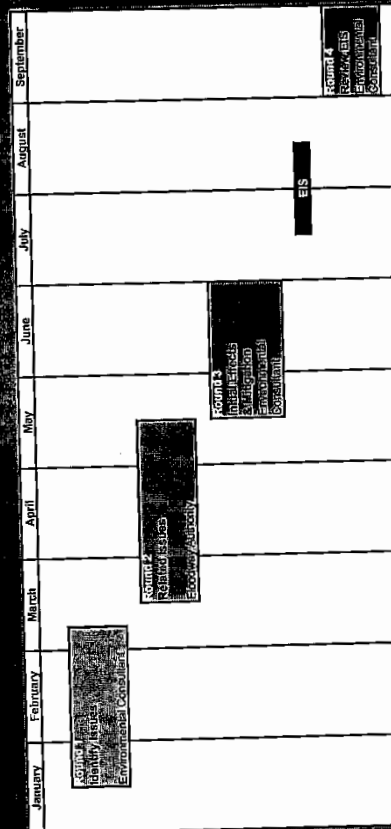
- April and early May.
- Conducted by the Authority.
- Presentations to municipal councils, stakeholders and the general public.
- On-going dialogue with provincial and federal officials.

THIRD ROUND PIP (Environmental Consultant)

- May to June

FORTH ROUND PIP (Environmental Consultant)

- September - following submission of the Environmental Impact Statement (EIS).



First four rounds of the Public Involvement Program

FLOODED AREA COMPARISON

MANITOBA FLOODWAY EXPANSION AUTHORITY

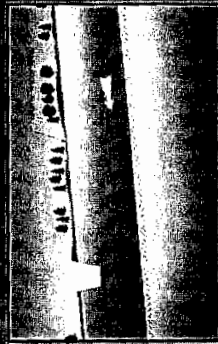


MANITOBA FLOODWAY EXPANSION AUTHORITY

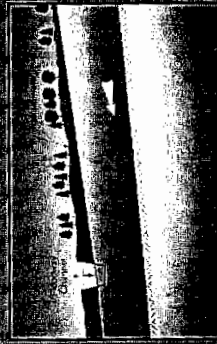
FLOODWAY OPERATION

CURRENT OPERATING RULES

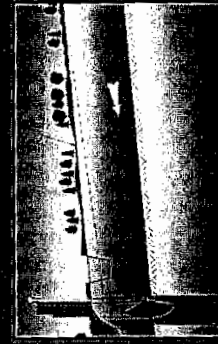
- **Normal operation** - maintain "natural" levels at inlet (see operating sequence on figures on the right).
- **Major flood operation** - attempt to keep level in Winnipeg at 24.5 feet James Avenue while allowing water to rise above "natural" upstream.
- **Extreme flood operation** - river level at Floodway Inlet must not exceed 7.8 feet above sea level - additional flows allowed to go through the City (no change for expanded Floodway).
- **Initial gate operation** - not until ice is moving in vicinity of Inlet Structure.
- **Final drop of gate** - in consultation with the City for consideration of effects on riverbank.
- **Horn Operation** - before first gate operation only, rather than for each gate adjustment.



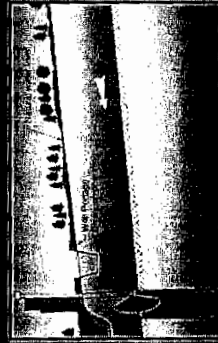
1. Natural Flood Level - Floodway Channel location shown



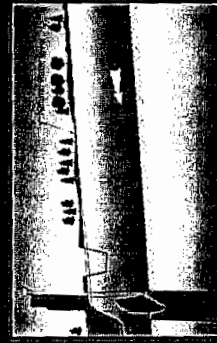
2. Flow split with Floodway in Operation - Water level below "natural"



3. Floodway Inlet Structure Gains Operating - Water levels upstream restored to "natural"



4. Effects of Portage Diversion - Water levels below "natural" with Portage Diversion flow



5. Floodway Gate Operation - Water levels restored to "natural"

FLOODWAY OPERATION

MANITOBA FLOODWAY EXPANSION AUTHORITY

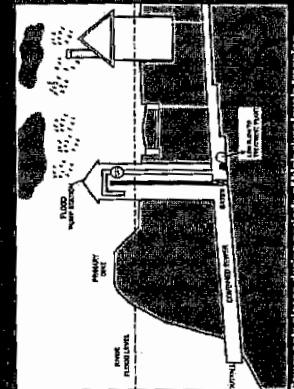
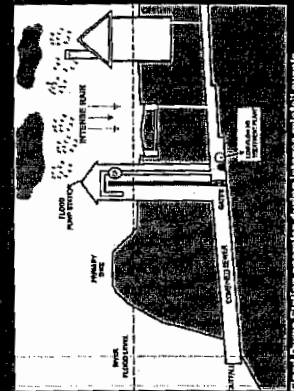
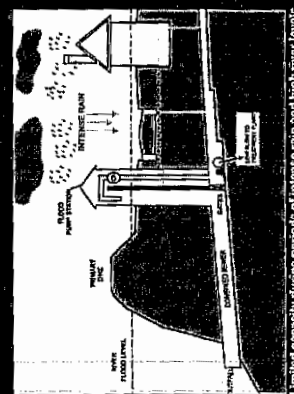
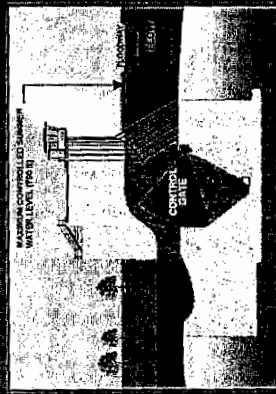
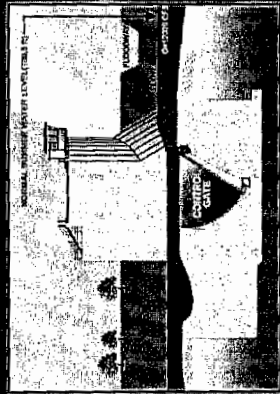
SUMMER OPERATION

SUMMER OPERATION

- The Floodway gates have only been used once for summer operation - July 2002
- There are proposed separate rules for summer operation
- A study of benefits and costs was completed in fall 2003
- No summer operation during Floodway expansion

SUMMER OPERATION BENEFITS

- Reduced basement flooding in Winnipeg:
 - Reduced river levels leads to increased sewer capacity
 - Increased sewer capacity reduces basement flooding during significant rain fall events



SUMMER FLOODWAY OPERATION

SUMMER FLOODWAY OPERATION

MANITOBA FLOODWAY EXPANSION AUTHORITY

SUMMER OPERATION IMPACTS

SUMMER OPERATION IMPACTS

- Water Levels raised above "natural" upstream.
- Artificial flooding upstream.
- Maximum level 760 feet above sea level.
- River within its banks.

NO SUMMER OPERATION

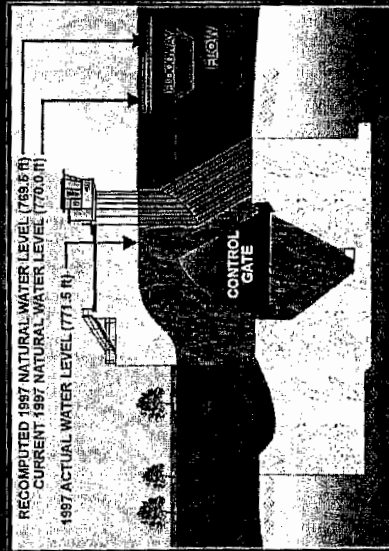
- From 2004 to 2008.
- Unless there is an emergency requirement.
- Provides time to study riverbanks.
- Complex interaction between natural effects and man-made influences.
- Assess effects upstream and downstream of the Inlet Control Structure.
- Instrumentation and monitoring.



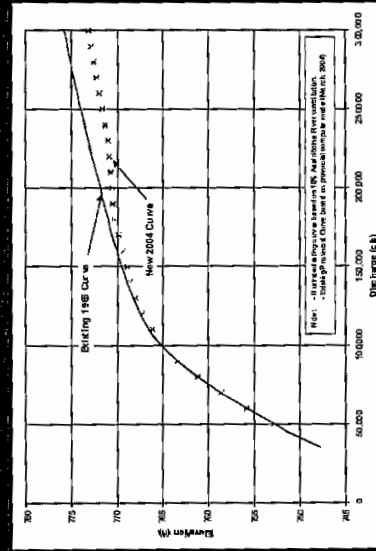
MANITOBA FLOODWAY EXPANSION AUTHORITY

NATURAL WATER LEVELS

- Each flood has an associated "natural" water level
- Determination of the "natural" water level at the Inlet is fundamental to Floodway operation
- "Natural" is a point of time when the City of Winnipeg had no flood protection infrastructure (1950)
- A relationship between Red River flows in downtown Winnipeg to water levels at the Inlet was developed during design of the existing Floodway using historical flood information.
- Historical peak levels from the 1826 and 1852 floods are now known to be imprecise.
- A review of "natural" water levels is complete.



1997 Flood - Actual and Natural Water Levels

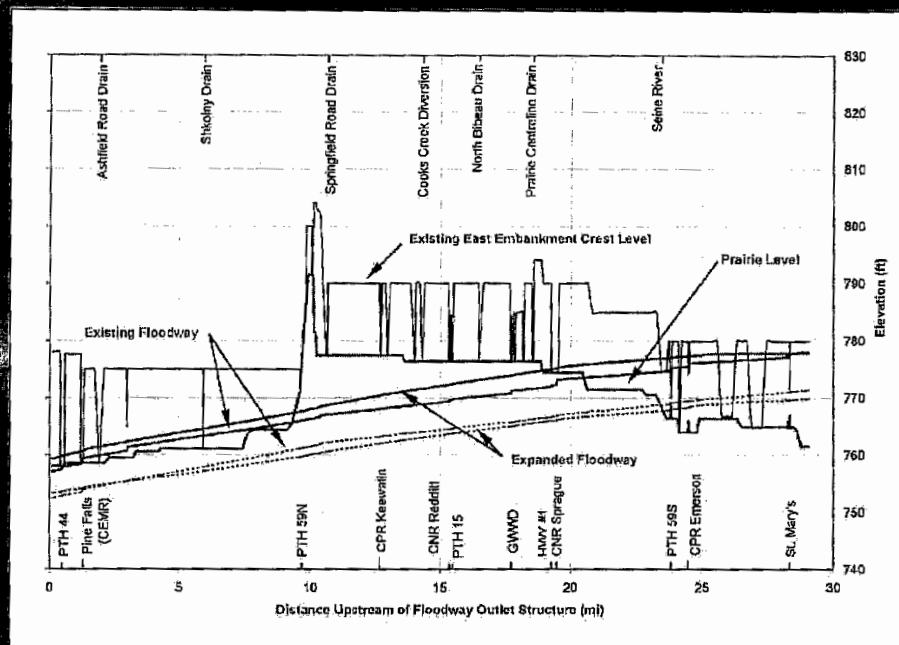


Model Results Comparison of Existing (1997) and New (2004) Inlet Rating Curve

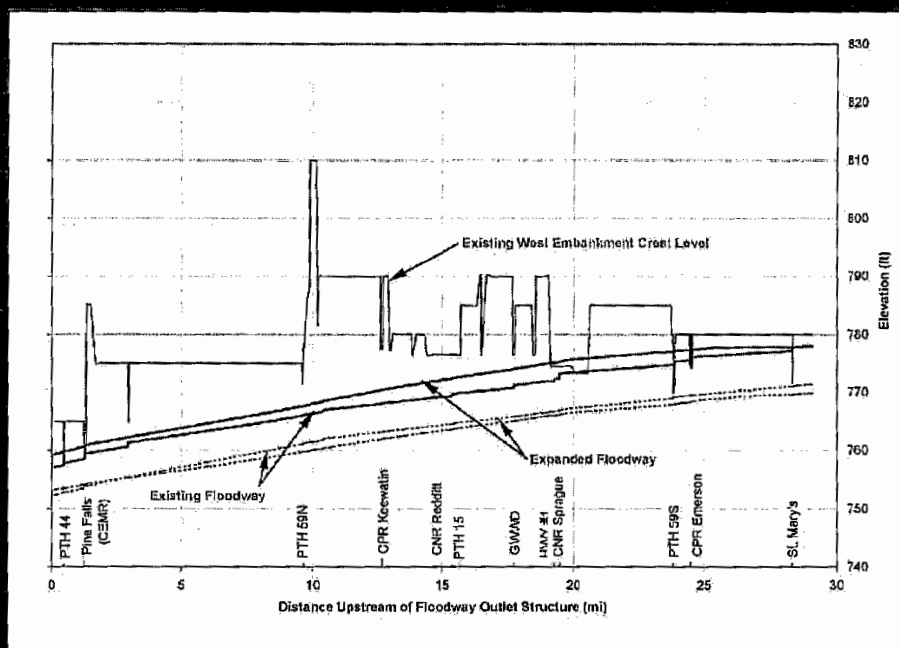
NATURAL WATER LEVELS

MANITOBA FLOODWAY EXPANSION AUTHORITY

FLOODWAY WATER LEVELS

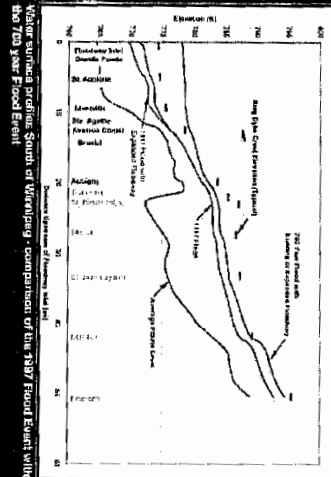


Water surface profile through the Floodway (East Embankment) - Comparison of the 1997 Flood Event with the 700 year Flood Event.



Water surface profile through the Floodway (West Embankment) - Comparison of the 1997 Flood Event with the 700 year Flood Event.

WATER LEVELS SOUTH OF WINNIPEG

MANITOBA FLOODWAY EXPANSION AUTHORITY

Water surface profiles south of Wabigoon - comparison of the 1987 Flood Event with the 700 year Flood Event



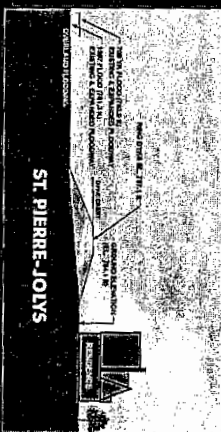
EMERSON



MORRIS



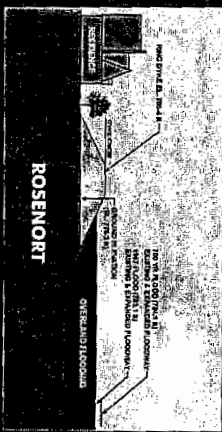
LETTELLIER



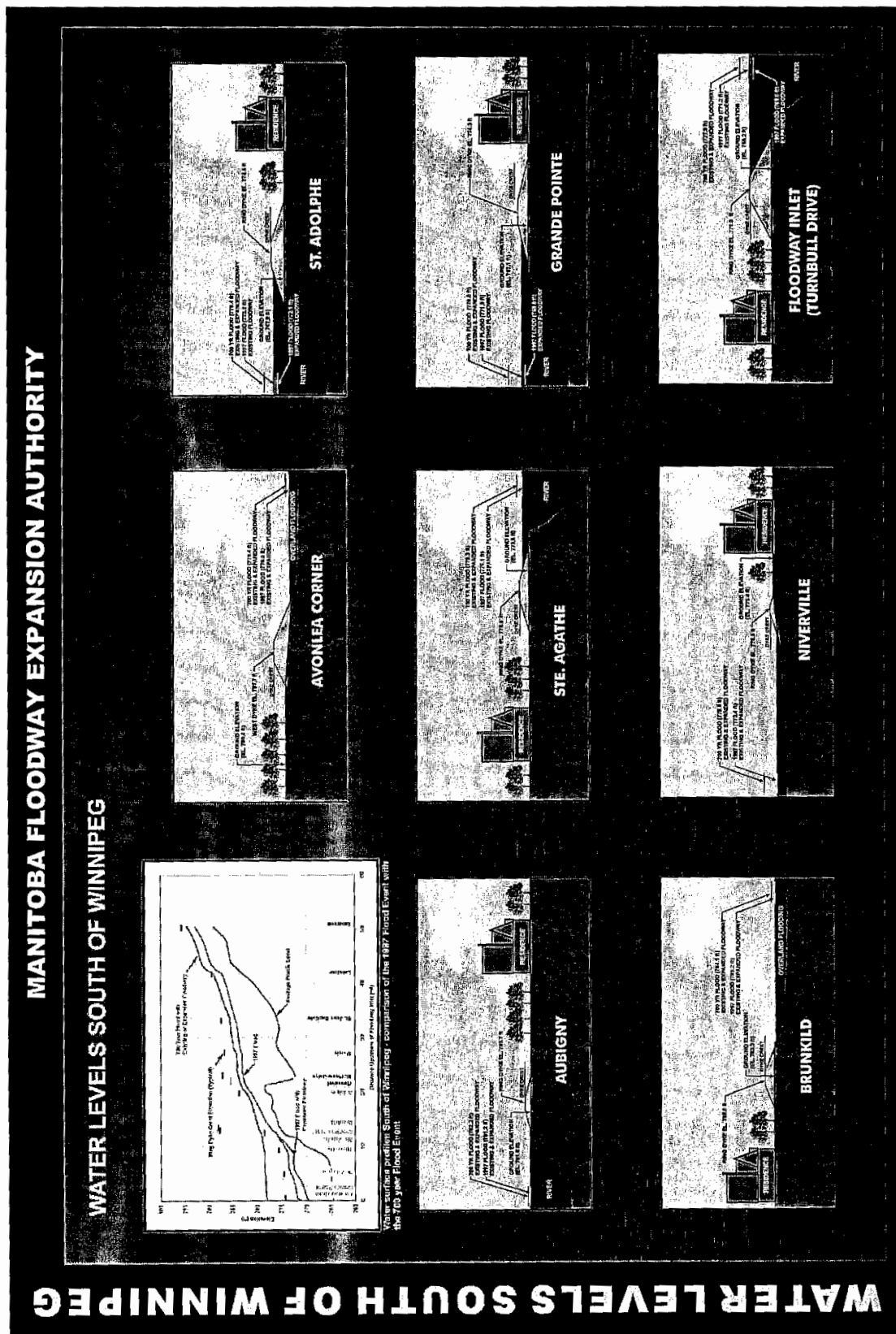
ST. PIERRE-JOLYS



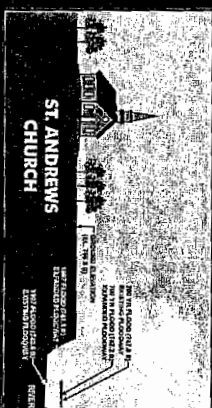
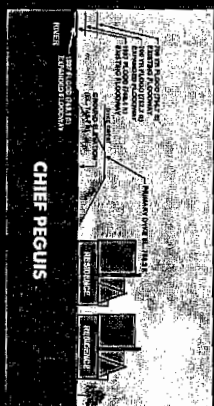
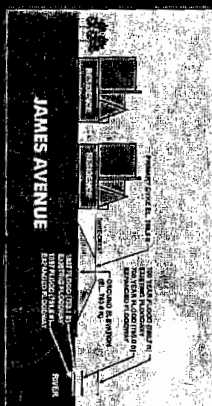
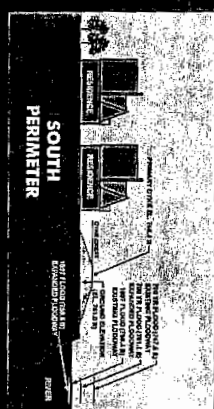
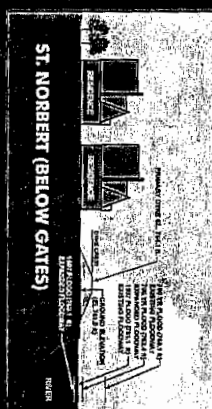
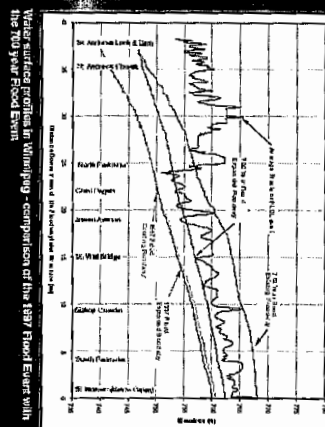
ST. JEAN BAPTISTE



ROSENORT

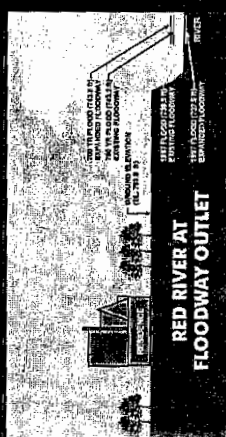
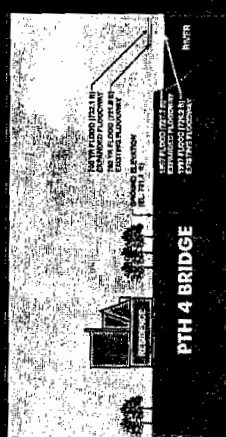
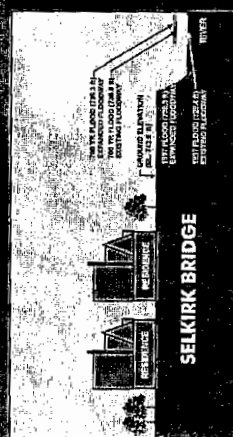
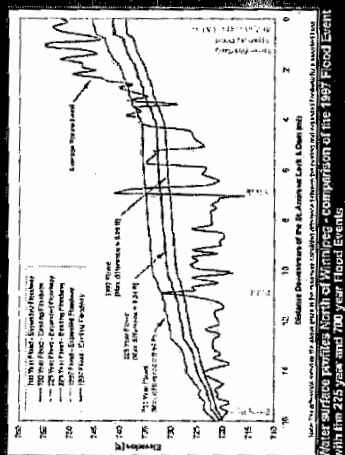


WATER LEVELS IN WINNIPEG

MANITOBA FLOODWAY EXPANSION AUTHORITY

- Primary line of defense and City of Winnipeg flood protection requirements are not shown.
- Preliminary design is ongoing.

WATER LEVELS NORTH OF WINNIPEG



MANITOBA FLOODWAY EXPANSION AUTHORITY

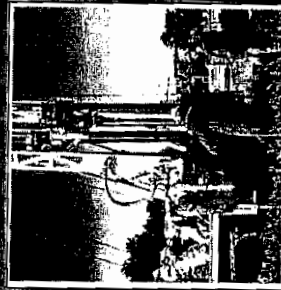
MITIGATION

FLOODWAY AUTHORITY MANDATE

- To help mitigate effects of this project as required.
- Current independent environmental impact assessment process is to identify project effects.
- Mitigation measures will also be identified.

EFFECTS AND MITIGATION EXAMPLE #1

- Effect: Deepening the Floodway in a particular location may impact on local ground water supply and quality.
- Possible mitigation
 - Widen Floodway instead of deepening
 - Lower the pump in the well
 - Drill a new well



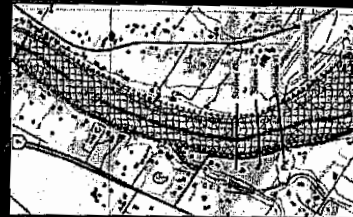
EFFECTS AND MITIGATION EXAMPLE #2

- Effect: Replacing bridges across the Floodway may cause traffic disruption.
- Possible mitigation
 - Stage construction projects & re-route traffic
 - Use existing bridge until new bridge complete
 - Construct temporary detours



EFFECTS AND MITIGATION EXAMPLE #3

- Effect: Increased water flows through an expanded Floodway Channel Outlet may have potential to increase river bank erosion.
- Possible mitigation
 - Design Outlet Structure to reduce water speed
 - Strengthen riverbanks using riprap
 - Design flood channel to reduce water speed



Velocity analysis downstream of outlet

MITIGATION

MANITOBA FLOODWAY EXPANSION AUTHORITY

GROUNDWATER STUDIES

- Groundwater Investigations
 - Regional well inventory (8000)
 - Field well inventory with interviews (200)
 - Water quality testing (25 domestic wells)
 - New monitoring wells along channel
 - Channel baseflow measurements
 - Evaluate long term well water level response
 - Assess Red River influence on bedrock aquifer
- Groundwater Modeling
 - Regional bedrock aquifer
 - Bird's Hill aquifer
 - Salt water front (southwest area)
 - Local interconnection to Floodway aquifers
- Studies ongoing
- Complete by summer 2004

MONITORING DURING CONSTRUCTION

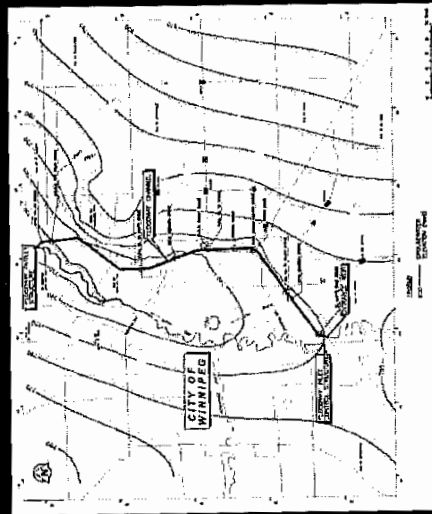
- Extensive network of monitoring wells installed
- Groundwater wells will be monitored prior to and throughout construction period
 - Influence on groundwater levels
 - Effects on water quality
- Appropriate mitigation will be implemented (project budget includes funding)

PROPOSED MITIGATION

- Flood expansion primarily widening, possibly channel deepening (up to 1.5m)
 - Groundwater levels close to the channel may be influenced
 - Mitigation could include measures to protect against groundwater lowering or to remediate area wells as warranted (eg. lower pumps; well replacement)

MITIGATION FUNDING

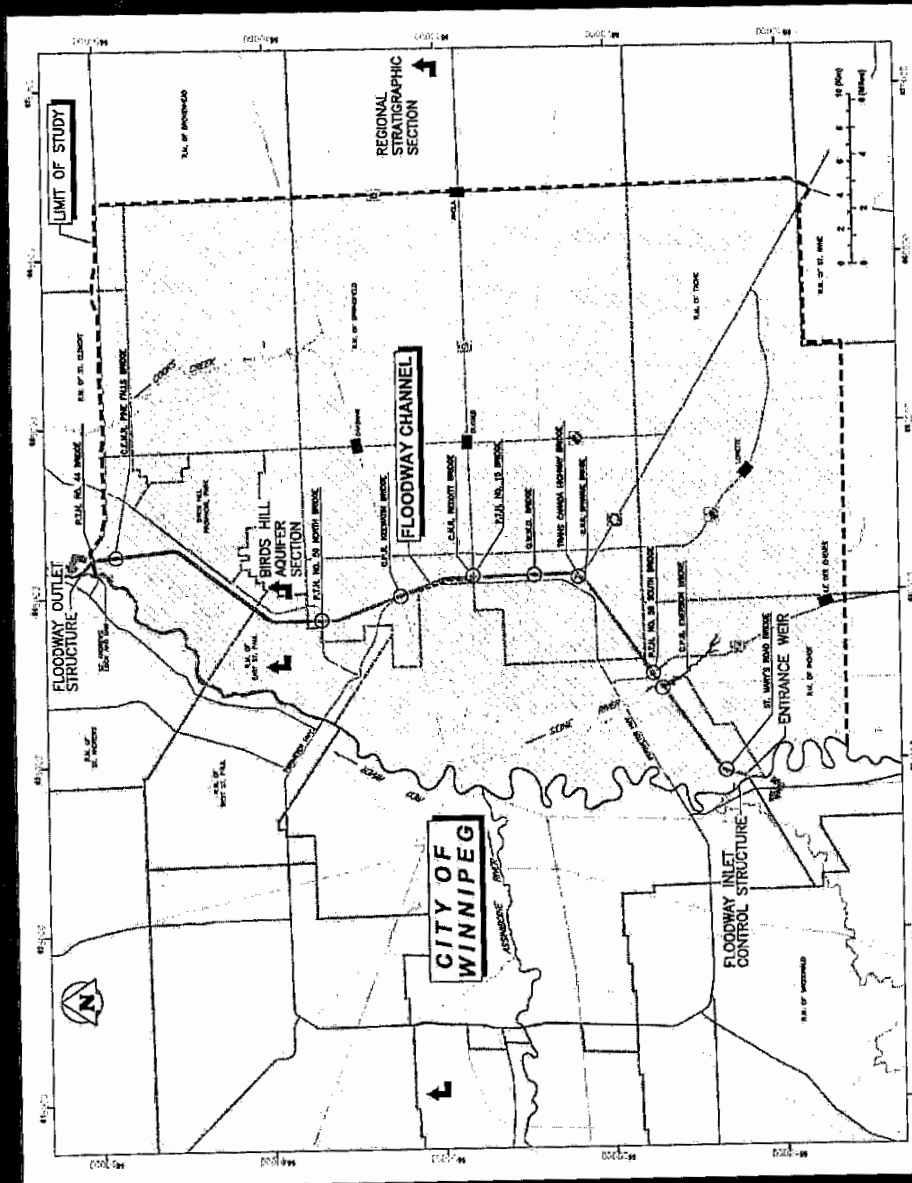
- One of the channel optimization considerations is to minimize impacts on groundwater
- Funding is designated to provide mitigation, as warranted



Bedrock Groundwater Surface (2001)

GROUNDWATER STUDIES

MANITOBA FLOODWAY EXPANSION AUTHORITY

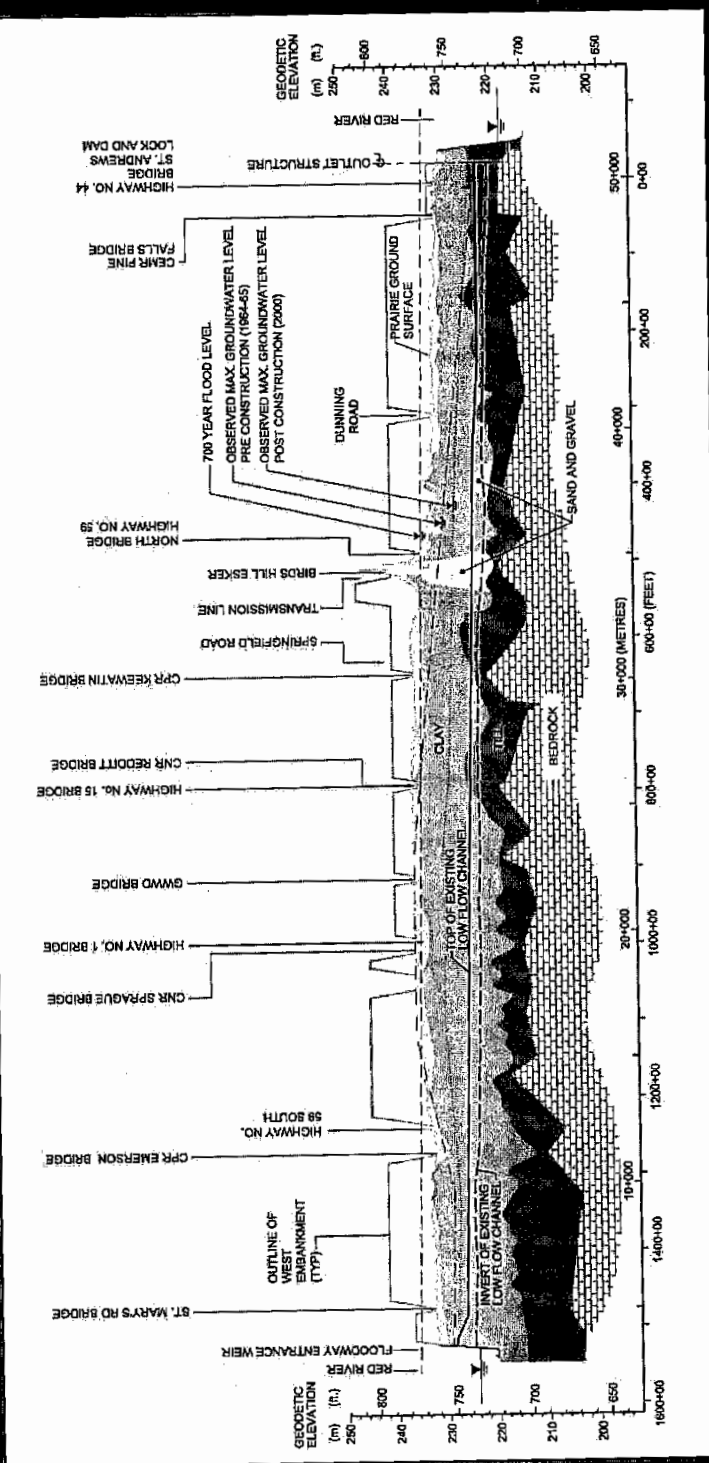


Study Area

GROUNDWATER STUDIES

MANITOBA FLOODWAY EXPANSION AUTHORITY

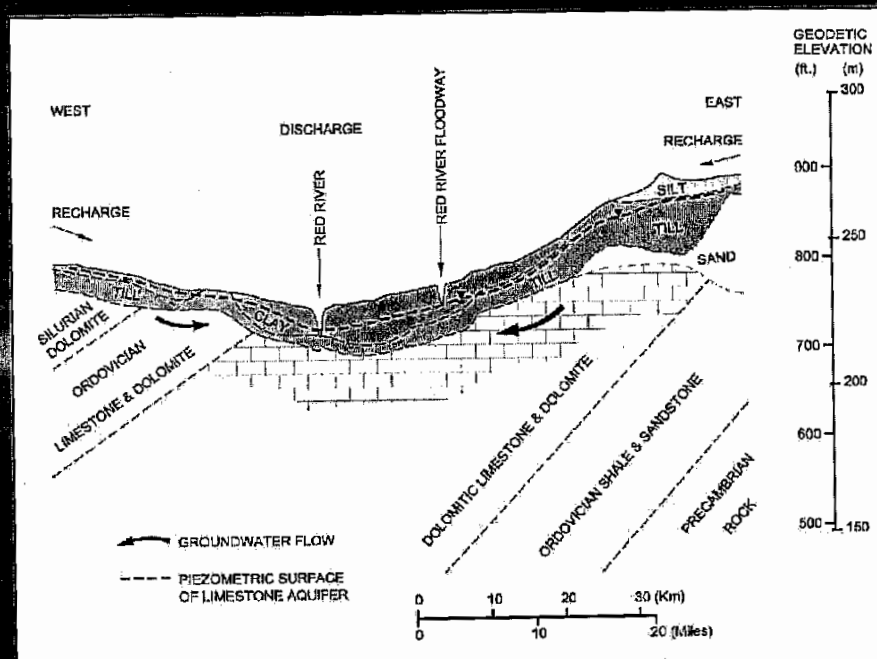
GROUNDWATER STUDIES



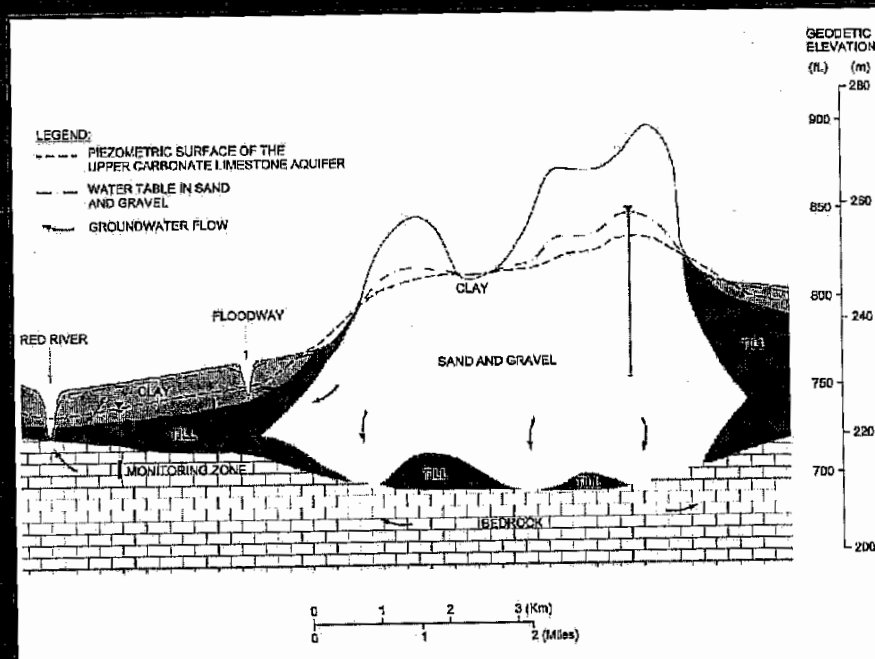
Stratigraphic Profile

GROUNDWATER STUDIES

MANITOBA FLOODWAY EXPANSION AUTHORITY



Regional Stratigraphic Section



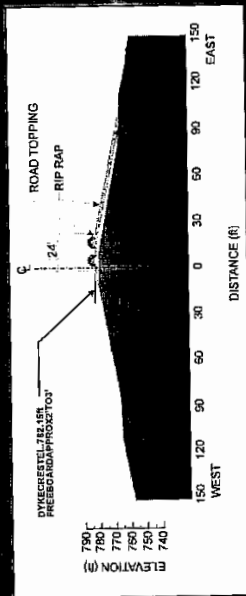
Birds Hill Aquifer

MANITOBA FLOODWAY EXPANSION AUTHORITY

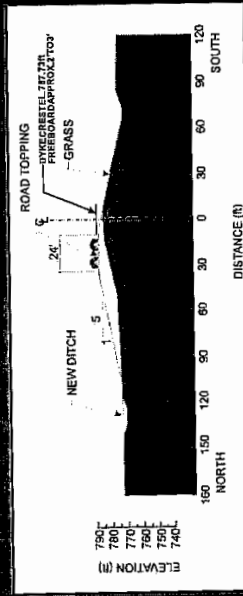
WEST DYKE EXTENSION

- Preliminary Design still underway
- West Dyke
 - West Dyke extension to protect to a maximum water level 778 ft
 - West Dyke raising to increase freeboard from 2 ft to maximum 3.3 ft

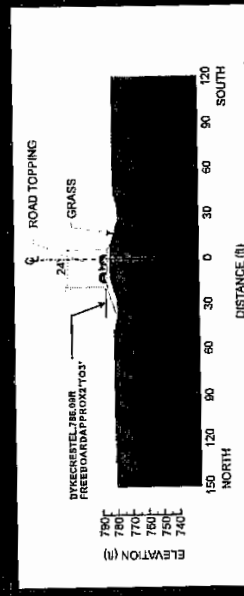
WEST DYKE



Cross Section 1



Cross Section 2



Cross Section 3

MANITOBA FLOODWAY EXPANSION AUTHORITY

COMPENSATION

- Assistance to cope with flooding below the "natural" water levels will likely continue to be provided under the Disaster Assistance (DFA) Program.
- DFA Programs are subject to approval for each flood event.

RED RIVER FLOODWAY ACT

- In March 2004, Manitoba introduced the *Red River Floodway Act*.
- Compensation for artificial flooding north and south of Winnipeg.
- Purpose is to financially restore claimants to their former, pre-flood position.
- Not retroactive - mediation for outstanding claims.

PROGRAM CRITERIA

- All persons who suffer artificial flood damage or loss are proposed to be eligible.
- Includes individuals, farms and businesses, non-profit organizations and local authorities.
- Covers much broader range of damage and loss.
- Includes financial loss due to inability to work or carry on a business.
- No claim limit and no deductible.
- Assessed on proof of loss rather than proof of repair.
- Expectation that claimants would make all reasonable efforts to avoid or mitigate damage and loss.
- Claimants have to show compliance with applicable flood proofing criteria.

PROGRAM ADMINISTRATION

- Important that program is fairly administered in a timely, cost-effective manner.
- Manitoba Emergency Measures Organization to offer an integrated, one stop claims procedure.
- Existing Disaster Assistance Board could review disputed claims using rules under proposed legislation.



Floodway inlet Control Structure Looking Upstream - 2004 Flood



Floodway Inter Control Structure Looking Downstream - 2004 Flood

COMPENSATION

MANITOBA FLOODWAY EXPANSION AUTHORITY

RECREATION AND ECONOMIC DEVELOPMENT

RECREATION AND ECONOMIC DEVELOPMENT OPPORTUNITIES

OPPORTUNITIES

- Floodway expansion is one of the largest capital projects in Manitoba history.
- It creates a variety of opportunities for recreation and economic development.
- Opportunities for municipalities, residents, community organizations and businesses.

EXPRESSIONS OF INTEREST

- Expressions of interest invited

- Purpose is to maximize economic opportunities associated with expansion.
- Advertised March 18, 2004.
- Submissions requested from any individual, municipality, business or organization that has an idea.
- Deadline for submissions is April 20, 2004.

POSSIBLE OPPORTUNITIES


- Hiking, jogging and bike trails
- Youth employment & job training
- Horseback riding, dirt biking
- Tourism promotion
- Nordic and downhill skiing
- Cultural and historic initiatives
- Aboriginal & Metis business development

WE'RE NOT LOOKING FOR

- Initiatives that compete for water with the Red River delta.
- Projects that compromise the primary objective of the flood protection.
- Projects that require incremental engineering costs.

The Manitoba Floodway Expansion Authority Wants to Hear From You.

Expressions of interest invited on Recreation and Economic Opportunities associated with one of the largest infrastructure projects in Manitoba's history.



WE WANT YOUR IDEAS!

To get a copy of a detailed information packet, please send a postcard or email to: ideas@mfec.ca or call 1-800-561-4444. Expressions of interest must be submitted by April 20, 2004. For information on floodway expansion, visit www.mfeca.ca.

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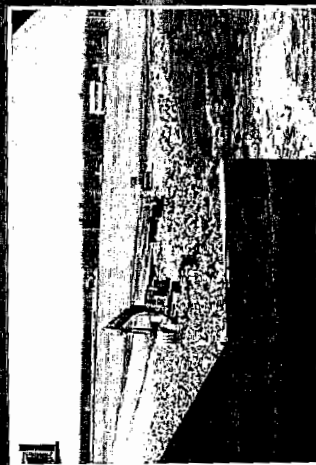
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MANITOBA FLOODWAY EXPANSION AUTHORITY

EMPLOYMENT AND TRAINING

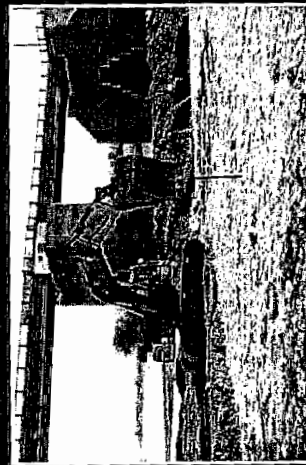
The project will create thousands of direct and indirect employment opportunities for Manitobans. To ensure labour peace and cost certainty, MFEA will establish a single project labour agreement to govern the project.



Managing one labour agreement that guarantees labour peace for the life of the project is a better deal for taxpayers than juggling dozens of varied labour agreements and the risk of labour uncertainty.

Project labour agreements are common on many large scale infrastructure projects in Manitoba and Canada. They have a proven track record of helping deliver projects on time and budget.

In addition to labour peace, orderly, efficient and effective completion of work, MFEA also hopes to establish local hiring and employment equity provisions, a comprehensive employment training program and increased productivity measures as part of the project labour agreement framework.



Union and non-union contractors will be eligible to bid on project work. No final decisions have been made regarding the status of workers on the site. MFEA is facilitating a consultation process with stakeholders to:

- Maximize employment training opportunities
- Establish a framework for the project labour agreement
- Size of contracts to be let for project work

EMPLOYMENT AND TRAINING

SUSPENSION OF DREDGING

MANITOBA FLOODWAY EXPANSION AUTHORITY

SUSPENSION OF DREDGING

- Assessment performed of effects of suspension of dredging by KGS Group in 1998.
- Assessment based on limited data and analysis.

STUDY CONCLUSIONS

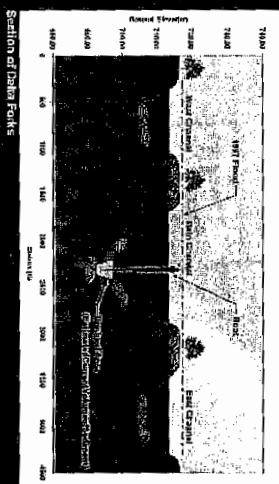
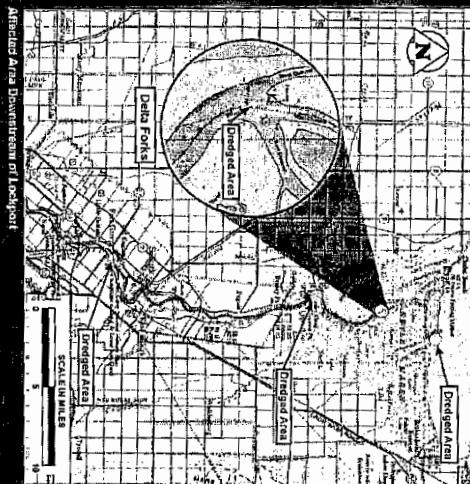
- Continued trend towards infilling of the previously dredged areas, and a degradation of navigability in these areas. This process will not significantly worsen the potential of flooding along the river, in open water conditions. Particularly true of the river reach upstream from Melley Creek.
- May contribute to an increase in potential for ice jamming along the river and to the increases in water levels that could be caused by those ice jams. The influence that could occur is believed to be small, but would require detailed field investigation.
- Prediction of the rate of infilling in the traditional dredging zones would be a very complex undertaking.

STUDY RECOMMENDATIONS

- Establish a monitoring process to identify the on-going trend in channel build up at the areas where dredging has been traditionally carried out. This will require consistent and systematic measurements at selected locations over a period of years.
- Investigate possible means to reduce the potential for spring ice jam formation in the lower Red River. This would include a literature and industry review of precedents of ice-sawing, hole-cutting, ice-breaker deployment, hovercraft usage, and any other such means.

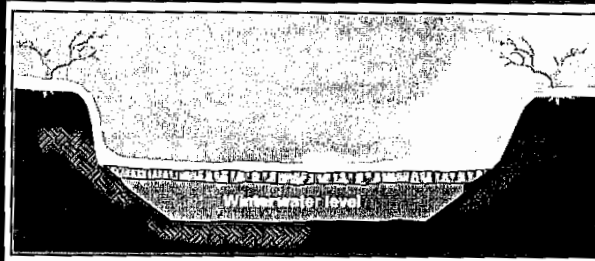
FLOODWAY EXPANSION

- The Floodway Expansion will have no significant impact on the suspension of dredging.



ANATOMY OF AN ICE JAM ON THE RED RIVER

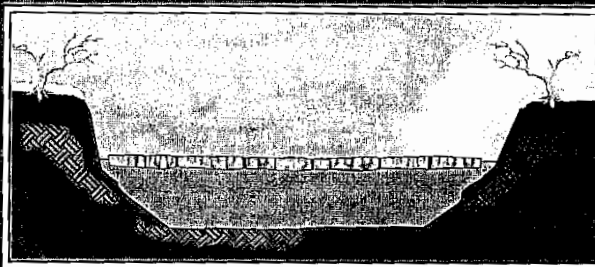
MANITOBA FLOODWAY EXPANSION AUTHORITY



Winter

Ice attached to the shore.

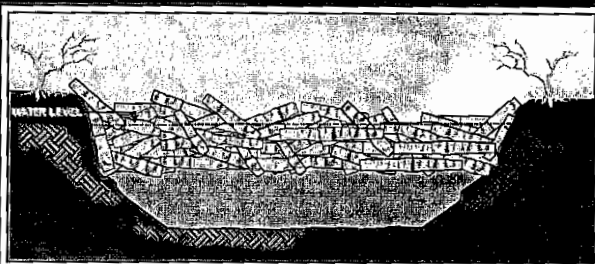
200 to 4,000 cfs



Start of Spring Flow

Ice cover lifts away from the banks and starts to break up.

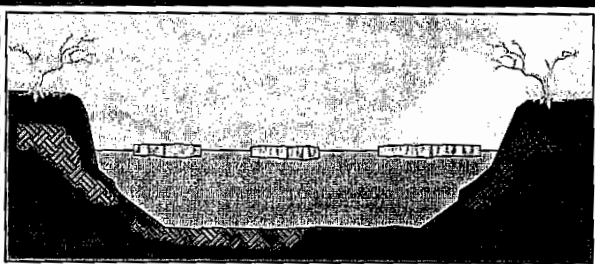
20,000 to 30,000 cfs



Ice Jams Form

Fragmented ice jam forms and thickens with contribution of ice from upstream and hydraulic forces.

40,000 to 60,000 cfs



Ice Jam Breaks

Ice jam breaks and ice moves downstream.

80,000 to 100,000 cfs

MANITOBA FLOODWAY EXPANSION AUTHORITY

ON-GOING COMMUNICATION

- Please stay and participate in the Public Meeting. We will carefully consider your views and suggestions regarding the proposed project and the Public Involvement Process.

- The authority will provide on-going communication during the project

- Direct and ad mail
- Advertising and media relations
- Public opinion research
- Questionnaires

MAY AND JUNE 2004

- Current round of public consultation will conclude in May
- Findings will be reported to the Province and Canada, the independent environmental consultant, and the public.
- Round 3 - Public Consultation (Environmental Consultant)
 - Review and comment on issues and impacts as well as proposed mitigative measures
- Pre-design completed

SUMMER 2004

- Environmental Impact Statement (EIS) submitted
- Public review of EIS will start
- Detailed design process to be initiated

FALL 2004

- Round 4 - Public Consultation (Environmental Consultant)
 - Review and comment on Environmental Impact Statement



- If you have any additional questions, please visit our website:
- www.floodwayauthority.com or call toll free 1-866-356-6355

Thank you for sharing your opinions.

ON GOING COMMUNICATION

EXPANSION OF THE RED RIVER FLOODWAY

Oakbank Public Meeting

April 19, 2004

Manitoba Floodway Expansion Authority

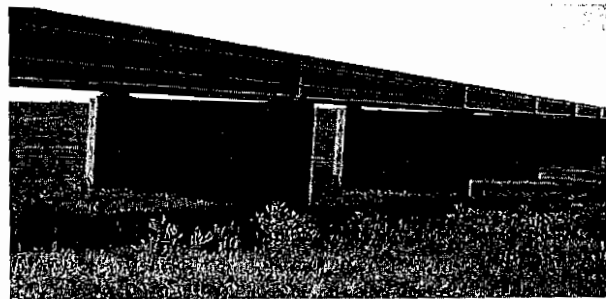
OUTLINE

- Expansion Components
- Floodway Operation
- Natural River Levels Study
- Flows and Levels
- Compensation Legislation
- Summer Operation
- Recreation and Economic Opportunities
- Mitigation
- Next Steps

Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

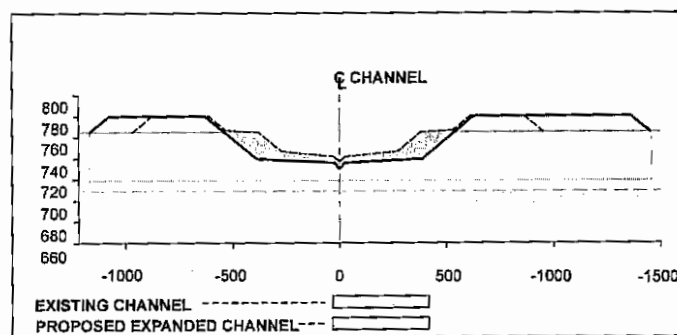
- Bridge modifications: 6 highway and 6 railway crossings
 - Combination of replacement and retro-fit



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

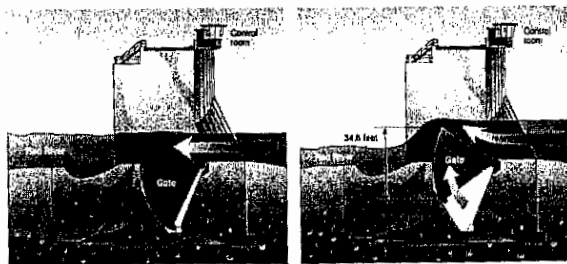
- Channel Enlargement
 - Combination of widening and deepening
 - Increase flow capacity from 60,000 to 140,000 cubic feet per second



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

- Inlet Control Structure Improvements
 - Dam Safety Analysis
 - Erosion Protection
 - Integrity and Security Upgrading



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

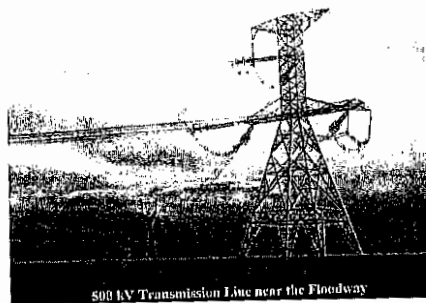
- Outlet Structure Expansion
 - Widen Structure
 - Widen Outlet Channel
 - Mitigate velocities



Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

- Utility Crossings
 - Overhead Hydro Lines, telecommunication cables, gas and oil pipelines, watermains, City aqueducts, Seine River syphon

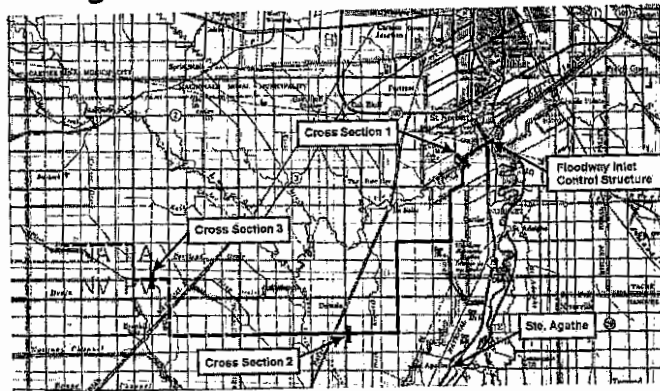


500 kV Transmission Line near the Floodway

Manitoba Floodway Expansion Authority

EXPANSION COMPONENTS

- West Dyke
 - Raising and extending



Manitoba Floodway Expansion Authority

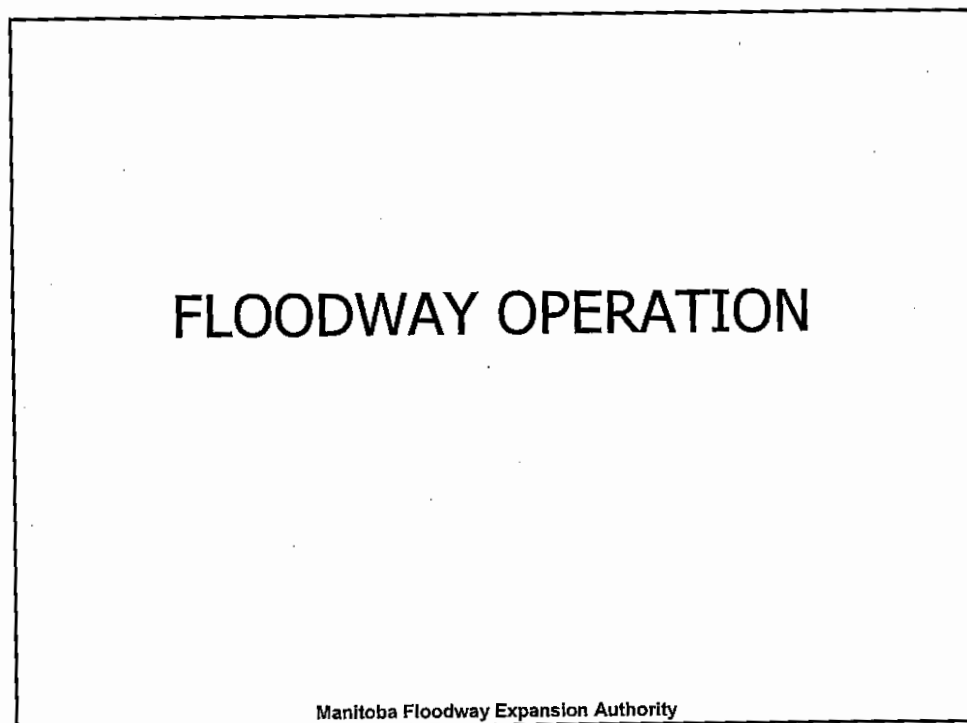
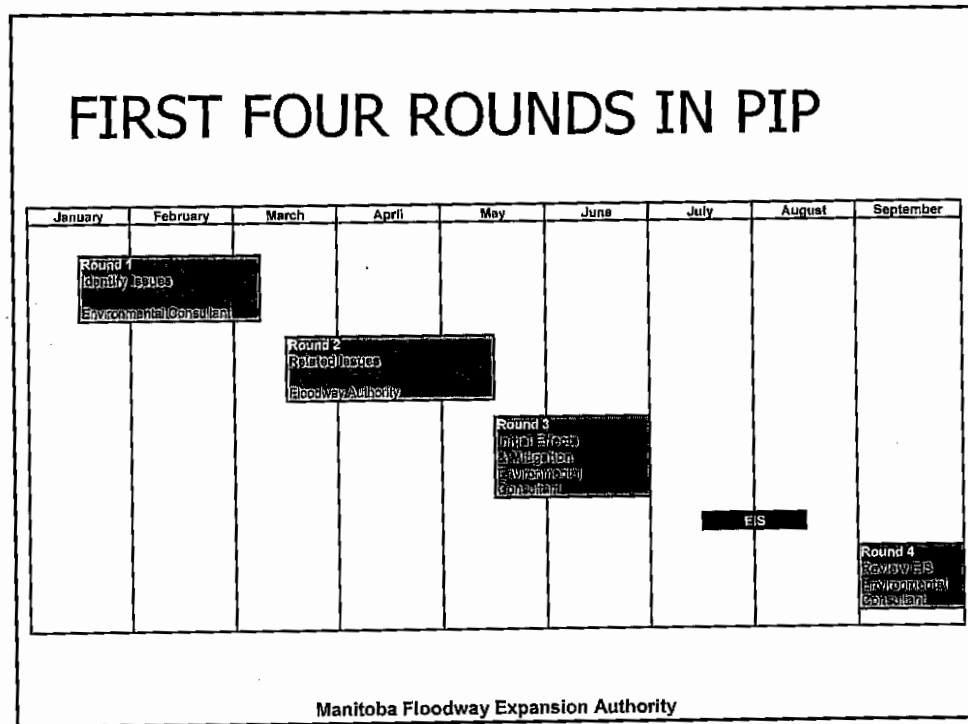
ENVIRONMENTAL ASSESSMENT AND LICENSING PROCESS

Manitoba Floodway Expansion Authority

ENVIRONMENTAL ASSESSMENT AND LICENSING PROCESS

- Public Involvement Process
- Identification of Issues
- Mitigation plans
- Submission of EIS – Summer 2004
- Public Hearings – Winter 2004/05
- License in 2005

Manitoba Floodway Expansion Authority

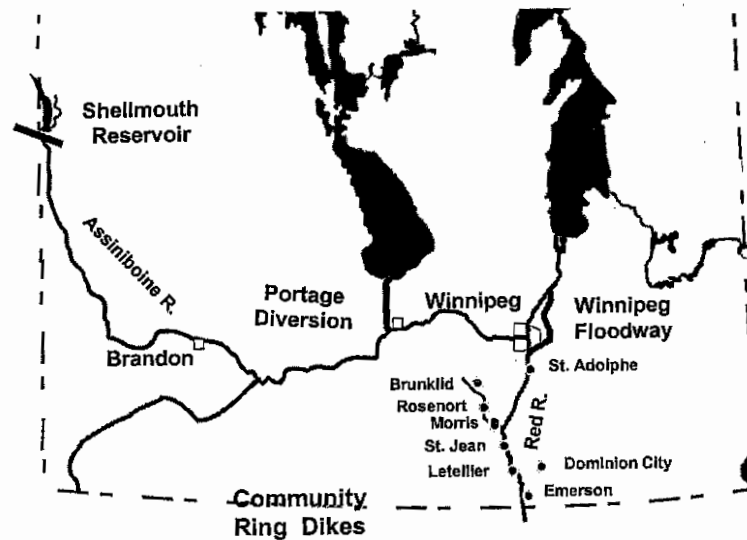


FLOODWAY OPERATION

- Specific operating rules exist which govern the operation of the Floodway
- Basic principle: Protect Winnipeg without raising levels south of Winnipeg above "natural"
- There is a distinction between spring and summer operation
- The Water Branch will continue to operate the Floodway (per *Floodway Authority Act*)

Manitoba Floodway Expansion Authority

FLOOD CONTROL WORKS



Manitoba Floodway Expansion Authority

OPERATING RULES DEVELOPMENT

- First prepared in 1970 as part of original Floodway project
- Reviewed by CEC in 1980 after comments following the 1979 flood
- Reviewed again after 1997 flood
- Approved by Federal Government in 2000
- Provincial ownership of Operating Rules signed in 2003

Manitoba Floodway Expansion Authority

1997 REVIEW

- 3 main rules
 - normal operation
 - large floods
 - extreme floods
- Recommended re-computation of natural levels
- Appoint Operation Advisory Board (Fed., Prov., and Municipal officials)

A REVIEW OF THE RED RIVER
FLOODWAY OPERATING RULES



RED RIVER FLOODWAY OPERATION REVIEW
COMMITTEE

December, 1999

Manitoba Floodway Expansion Authority

CURRENT OPERATING RULES

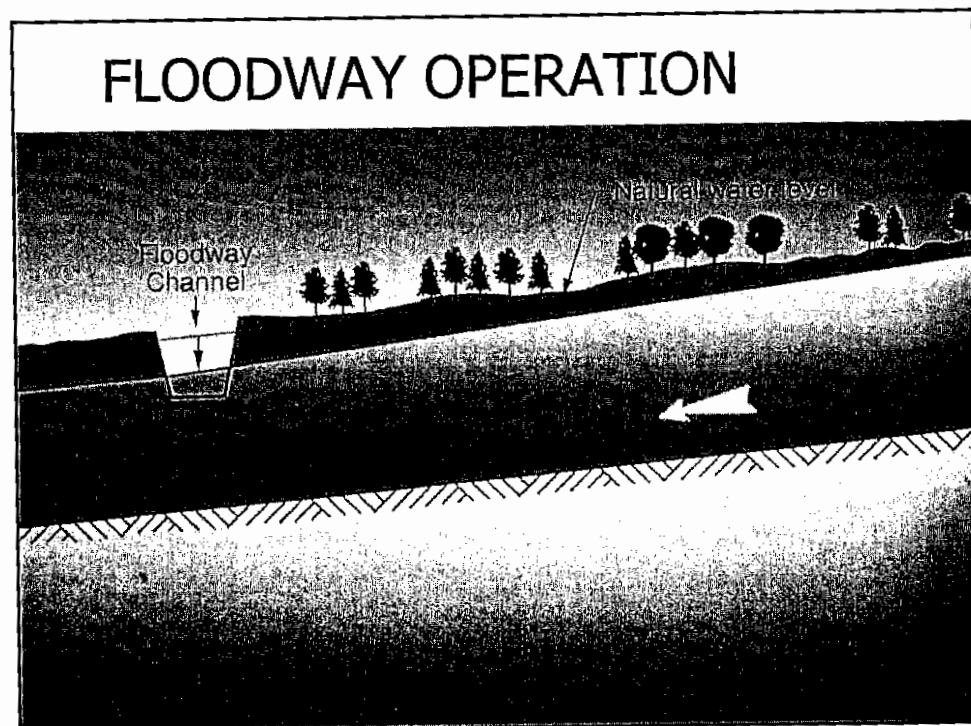
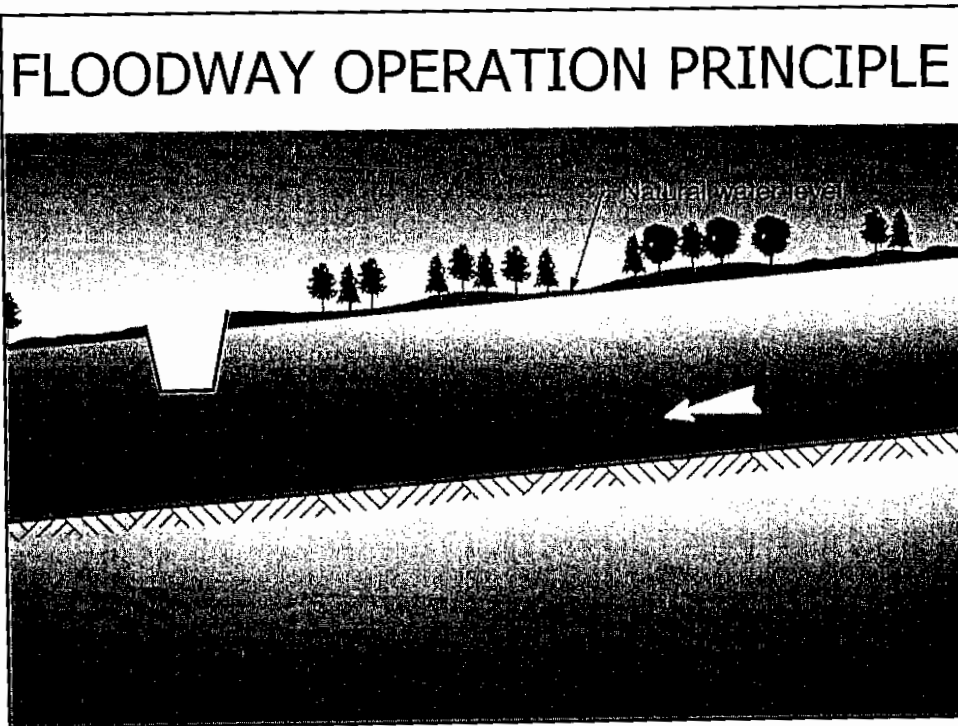
- **Normal operation** – maintain “natural” levels at Inlet
- **Major flood operation** – attempt to keep level in Winnipeg at 24.5 feet James Avenue (or two feet below the FPL=27.8')
- **Extreme flood operation** – river level at Floodway Inlet must not exceed 778 feet above sea level

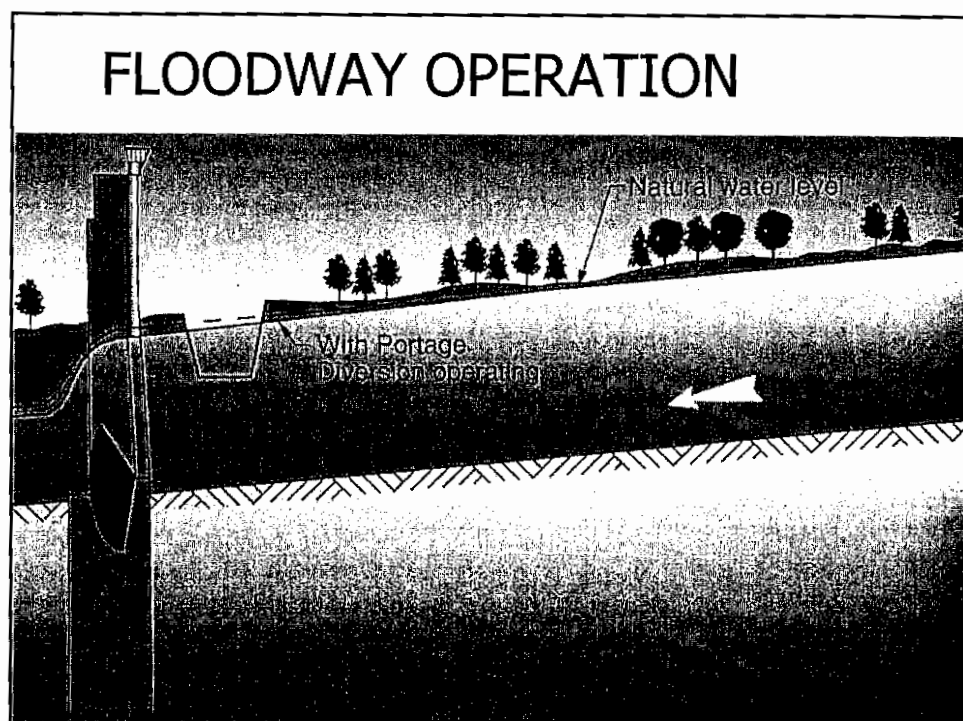
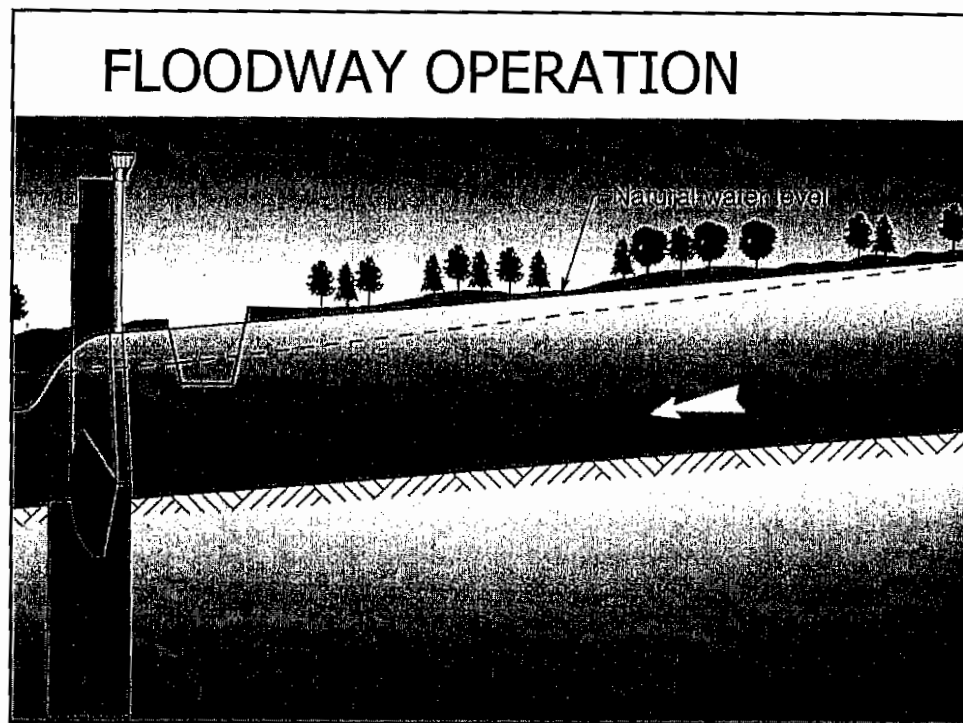
Manitoba Floodway Expansion Authority

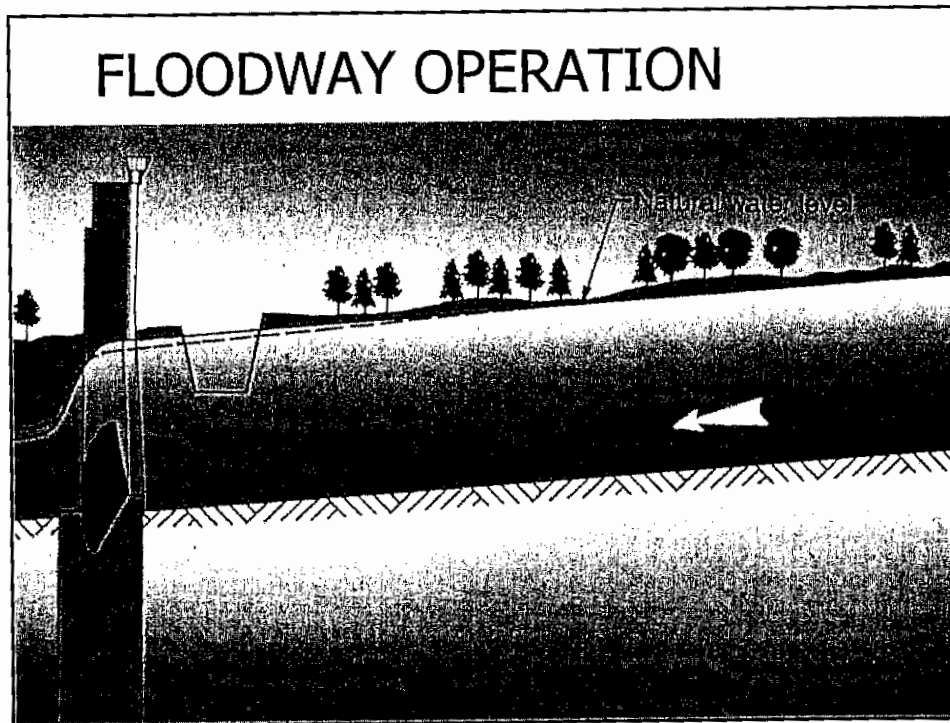
CURRENT OPERATING RULES

- **Initial gate operation** – normally not until ice is moving
- **Final drop of gate** – in consultation with City
- **Horn Operation** – before first gate operation only

Manitoba Floodway Expansion Authority







NATURAL RIVER LEVELS STUDY

Manitoba Floodway Expansion Authority

WATER LEVELS

- Each flood has an associated “natural” water level
- Determination of what the “natural” water level at the Inlet should be is fundamental to Floodway operation
- “Natural” is a point in time when the City of Winnipeg had no flood protection infrastructure

Manitoba Floodway Expansion Authority

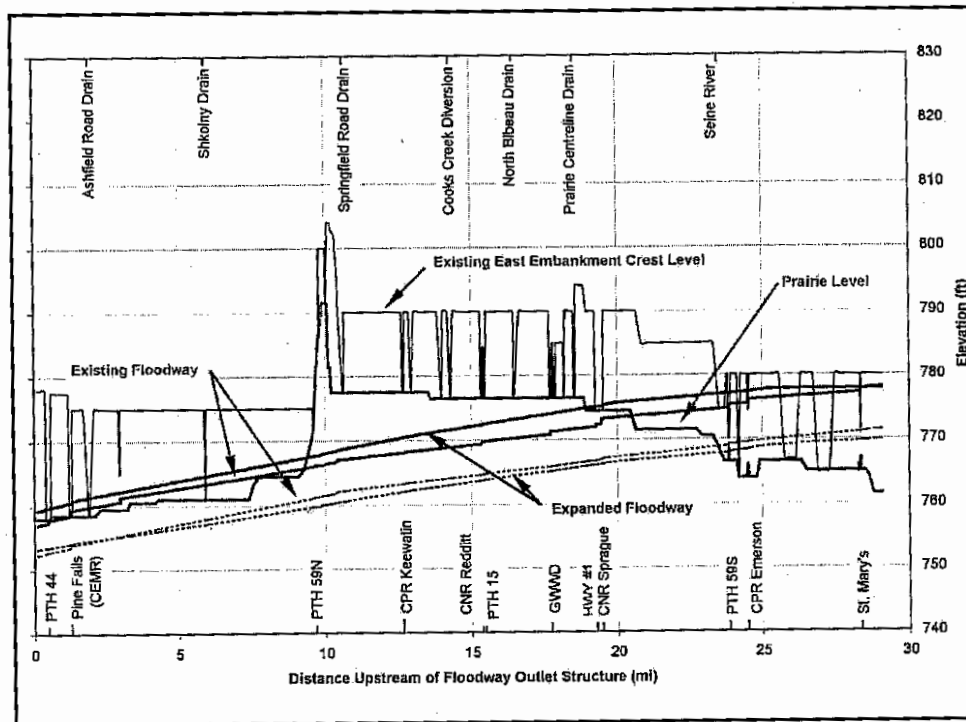
WATER LEVELS

- A relationship between Red River flows in downtown Winnipeg to water levels to the Inlet was developed during design of the existing Floodway (rating curve)
- Historical peak levels from 1826 and 1852 floods based on imprecise information
- A review of “natural” water levels is complete

Manitoba Floodway Expansion Authority

FLOWS AND LEVELS

Manitoba Floodway Expansion Authority



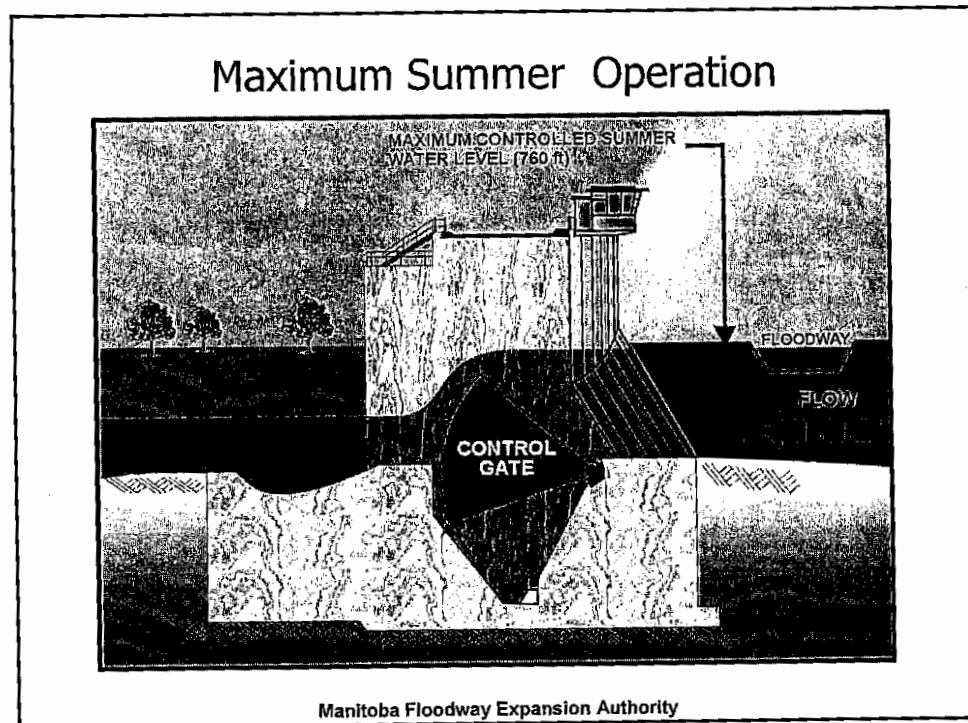
SUMMER OPERATION

Manitoba Floodway Expansion Authority

SUMMER OPERATION

- The Floodway gates have only been used once for summer operation - July 2002
- There are proposed separate rules for summer operation
- A preliminary study of benefits and costs was completed in fall 2003

Manitoba Floodway Expansion Authority



SUMMER OPERATION BENEFITS

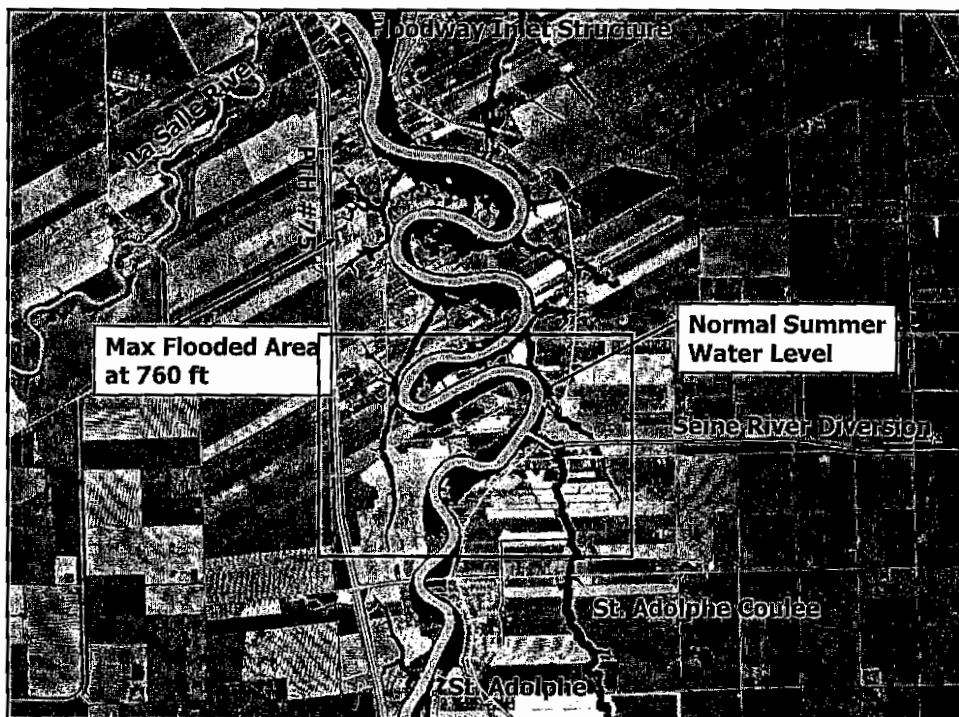
- Reduced basement flooding in Winnipeg
 - Reduced river levels leads to increased sewer capacity
 - Increased sewer capacity reduces basement flooding during significant rain

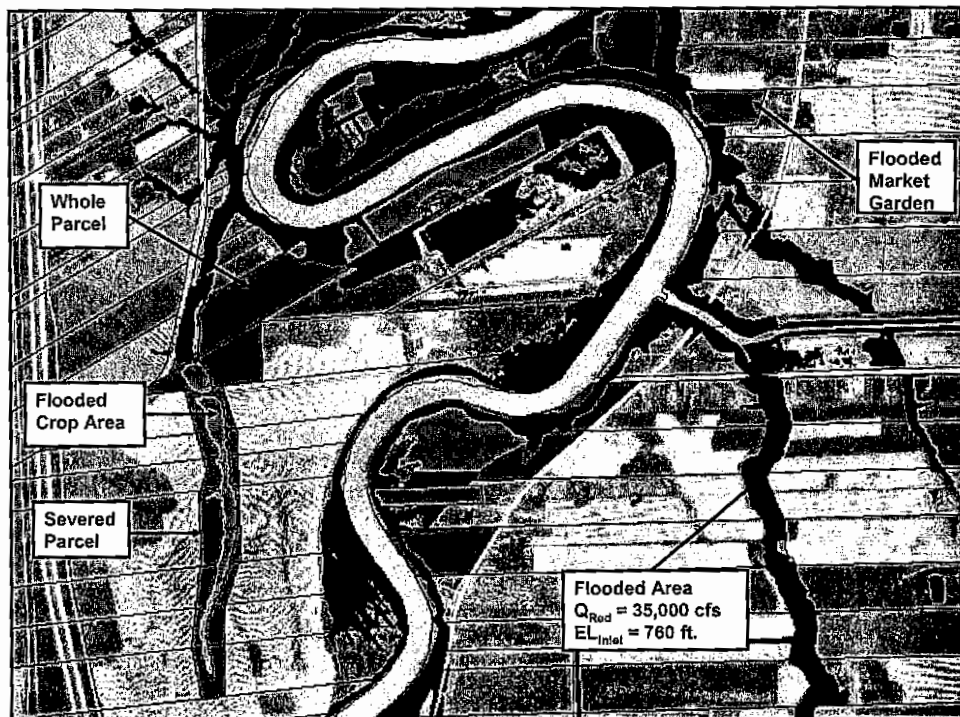
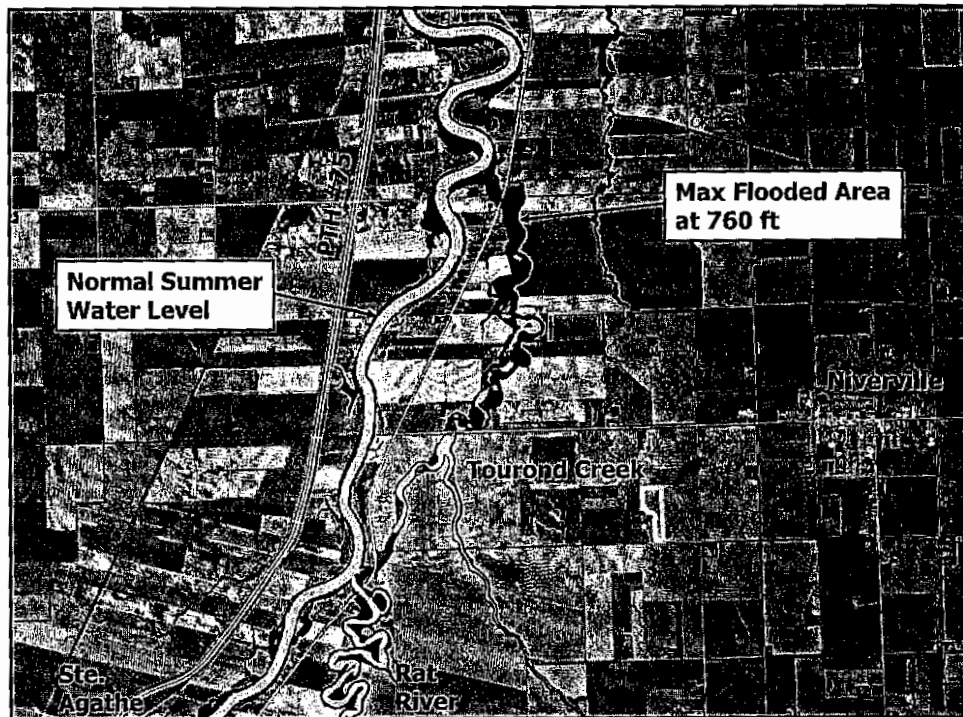
Manitoba Floodway Expansion Authority

SUMMER OPERATION IMPACTS

- Water levels raised above "natural"
- Artificial flooding upstream
- Maximum level 760 feet above sea level
- River within its banks

Manitoba Floodway Expansion Authority





NO SUMMER OPERATION

- From 2004 to 2008
- Unless there is an emergency
- Provides time to study riverbanks
 - Complex interaction between natural effects and human-made influences
 - Assess effects upstream and downstream of Inlet control structure
 - Instrumentation and monitoring

Manitoba Floodway Expansion Authority

COMPENSATION

Manitoba Floodway Expansion Authority

COMPENSATION

- Assistance to cope with flooding below the "natural" water levels will continue to be provided under the current terms and conditions of the Disaster Financial Assistance (DFA) Program
- DFA Programs are subject to approval for each flood event

Manitoba Floodway Expansion Authority

RED RIVER FLOODWAY ACT

- In March 2004, Manitoba introduced the *Red River Floodway Act*
- Compensation for artificial flooding north and south of Winnipeg
- Purpose is to financially restore claimants to their former, pre-flood position
- Not retroactive – mediation on-going for outstanding claims

Manitoba Floodway Expansion Authority

IMPROVED PROGRAM CRITERIA

- All persons who suffer artificial flood damage or loss are proposed to be eligible
- Includes individuals, farms and businesses, non-profit organizations and local authorities
- Covers much broader range of damage and loss
- Includes financial loss due to inability to work or carry on a business

Manitoba Floodway Expansion Authority

IMPROVED PROGRAM CRITERIA

- No claim limit and no deductible
- Assessed on proof of loss rather than proof of repair
- Expectation that claimants would make all reasonable efforts to avoid or mitigate damage and loss
- Claimants have to show compliance with applicable flood proofing criteria

Manitoba Floodway Expansion Authority

PROGRAM ADMINISTRATION

- Important that program is fairly administered in a timely, cost-effective manner
- Manitoba Emergency Measures Organization to offer an integrated, one stop claims procedure
- Existing Disaster Assistance Board could review disputed claims using rules under proposed legislation

Manitoba Floodway Expansion Authority

RECREATION AND ECONOMIC DEVELOPMENT OPPORTUNITIES

Manitoba Floodway Expansion Authority

OPPORTUNITIES

- Floodway expansion is one of the largest capital projects in Manitoba history
- It creates a variety of opportunities for recreation and economic development
- Opportunities for municipalities, residents, community organizations and businesses

Manitoba Floodway Expansion Authority

The Manitoba Floodway Expansion Authority Wants To Hear From You.

Expressions of interest invited on Recreation and Economic Opportunities associated with one of the Largest Infrastructure Projects in Manitoba's History.



The Manitoba Floodway Expansion Authority (MFEA) has been established to oversee the planning and management of the Red River Floodway Expansion. This project will create economic opportunities and thousands of jobs. We have been given the mandate to maximize opportunities associated with the project - particularly as it relates to recreation, innovation and tourism initiatives.

WE WANT YOUR IDEAS!

To get a copy of a detailed information package, share your ideas or find out more about the floodway expansion project, contact 1-866-356-6355.

Expressions of Interest must be submitted by April 20, 2004

For information on the environmental assessment aspects of the project, contact www.floodwayeia.com

POSSIBLE OPPORTUNITIES

- Hiking, jogging and bike trails
- Youth employment & job training
- horseback riding, dirt biking
- Tourism promotion
- Nordic and downhill skiing
- Cultural and historic initiatives
- Aboriginal & Metis business development

Manitoba Floodway Expansion Authority

WHAT WE'RE NOT LOOKING FOR

- Initiatives that compete for water with the Red River
- Projects that compromise the primary objective of flood protection
- Projects that require incremental engineering costs

Manitoba Floodway Expansion Authority

MITIGATION

Manitoba Floodway Expansion Authority

FLOODWAY AUTHORITY MANDATE

- To help mitigate effects of this project as required
- Current independent environmental impact assessment process is to identify project effects
- Mitigation measures will also be identified prior to detailed design and construction

Manitoba Floodway Expansion Authority

EFFECTS AND MITIGATION

Example #1

- Effect: Deepening the Floodway in a particular location may impact on local ground water supply and quality
- Possible mitigation:
 - Widen Floodway instead of deepening
 - Lower the pump in the well
 - Drill a new well

Manitoba Floodway Expansion Authority

EFFECTS AND MITIGATION

Example #2

- Effect: Replacing bridges across the Floodway may cause traffic disruption
- Possible mitigation:
 - Stage construction projects & re-route traffic
 - Use existing bridge until new bridge complete
 - Construct temporary detours

Manitoba Floodway Expansion Authority

EFFECTS AND MITIGATION

Example #3

- Effect: Increased water flows through an expanded Floodway channel outlet may have potential to increase river bank erosion
- Possible mitigation:
 - Design outlet structure to reduce water speed
 - Strengthen riverbanks using riprap
 - Design flood channel to reduce water speed

Manitoba Floodway Expansion Authority

COMMUNICATION

Manitoba Floodway Expansion Authority

ON-GOING COMMUNICATION

- The Authority is going to provide on-going communication during the project
 - Direct and ad mail
 - Advertising and media relations
 - Public opinion research
 - Questionnaires
 - Toll free phone access 1-866-356-6355
 - Web site: www.floodwayauthority.mb.ca

Manitoba Floodway Expansion Authority

NEXT STEPS

Manitoba Floodway Expansion Authority

NEXT STEPS

- Detailed design stage
 - Packages
- Construction 2005 to 2008
 - Sequencing
- Outstanding Issues
 - Industry capacity for construction
 - Securing balance of funding
 - City projects – primary dikes, etc.

Manitoba Floodway Expansion Authority

QUESTIONS ?

- Your comments are requested
- MFEA will be reporting to Manitoba

Manitoba Floodway Expansion Authority

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Open House**

Open House Highlights

**Vince Leah Recreation Centre – Winnipeg, Manitoba
May 3, 2004**

In Attendance

Facilitator

R. Sawchuk

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics

J. Thomson – Vice-President – Transportation

D. Hurford – Community and Government Relations Coordinator

For Manitoba Water Stewardship, Water Branch

S. Topping

For KGS Group

B. Smith

D. MacMillan

S. Moffatt

For Manitoba Emergency Measures Organization

P. Anderson

For Interest Groups in the Area

W. Danylchuk – RM of Taché Reeve

D. Forfar – RM of St. Andrews Reeve

L. Hunt – RM of St. Andrews Councillor

Purpose of Open House

The open house was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Provide a summary of the project description, outlining the expansion components involved.
- Describe the environmental assessment process focusing on the Public Involvement Process (PIP) with a description of the current Round 2 activities.

- Address in detail key issues that include: floodway operation, the natural river levels study, summer operation, compensation, groundwater, mitigation and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The open house is part of a series of Round 2 sessions being held in the rural municipalities in the area affected by the proposed Floodway Expansion Project. In addition to the open house series, meetings are being held with the elected officials from the rural municipalities and with stakeholders in the area. At least two additional rounds of public open houses and meetings are planned as information from the Environmental Assessment becomes available.

Open House Process

The session started with individual review of the open house storyboards by the public, with approximately 35 people in attendance. MFEA and their consultants were on hand to answer any questions that arose during this viewing period. Halfway through the evening Richard Sawchuk, facilitator for the evening, introduced the formal portion of the open house.

Richard introduced the members of MFEA, KGS Group, Manitoba Water Stewardship Water Branch and Manitoba Emergency Measures Organization that were in attendance to answer questions. He reviewed the format of the evening stating that the informal viewing was to provide the public the opportunity to read the storyboards and acquire information on the project. He described the formal portion to follow as having two purposes. The first purpose was to allow MFEA to provide a presentation of information on the project and the second purpose was to provide the public a chance to voice their concerns and get answers to any questions they may have.

Jim Thomson of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process. Following the presentation the public were invited to speak about their concerns or to ask any questions of MFEA or the consultants. It was noted that these questions and concerns would be recorded and the information included as part of the EIS.

Throughout the question and answer period:

- The public and stakeholder representatives asked questions, offered perspectives and identified issues about the proposed expansion project, the environmental assessment process and the key issues addressed in Round 1 of the PIP.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority and their consultants 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, questions and comments 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 description of what was said. The input received during the workshop is presented by organization or general public and not attributed to any one individual.

Key Questions and Comments Made by the Public

Project Description – Expansion Components

- The question was raised as to what the estimated date for construction start was and whether there would be any winter works conducted.
- The question was raised whether the channel expansion was going to be completed from north to south or from south to north.

Water Levels

- A question was raised regarding how much lower the water levels will be in Winnipeg with the expanded floodway. Clarification was requested why a preliminary study indicated raising dykes in his area by up to 10', yet in the presentation MFEA indicated that dykes only need to be raised by 3 – 4'.
- Clarification was requested that with the expanded floodway the water level in Winnipeg would only be approximately 6" lower in the event of another 1997 sized flood.
- A question was raised why water levels in the Selkirk area would be higher with the expanded floodway during another 1997 sized flood yet they would be lower for a 700 year flood event.
- A question was raised if there have been any studies conducted to determine what the water levels and flooding would be in the region if there were no flood protection measures in place. The suggestion was made that this would let people see what would happen without the existing floodway.
- The question was raised if the Shellmouth dam helps reduce flooding along the Assiniboine River, why is upstream storage not done elsewhere such as the Seine River and Cooks Creek Diversion to help reduce flooding.
- Concern was expressed that water levels are increased and all flooding is artificial because increased drainage speeds up the rate of arrival

Summer Operation

- A question was raised whether water was going to be retained in the floodway over the summer as was discussed following the 1997 flood to reduce the amount of vegetation in the channel and lower the drag coefficient.

Ice Jamming

- Concern was expressed regarding the distinction between artificial and natural flooding in relation to ice jams. It was expressed that the ice jam that occurred this year causing the flooding occurred within hours of the floodway operation and it was felt that this was not natural.
- The comment was made that following 1997 there were suggestions of using a hovercraft or drilling holes in the ice to help alleviate ice jamming issues, however, there have been no scientific investigations to follow up on these suggestions.

Recreation and Economic Opportunities

- The question was raised whether both sides of the floodway will be used for recreation ideas and if the bridges have been considered for access to this. The suggestion was made that, conflicting users such as, motorized and non-motorized use could be separated by limiting which side they can use.
- A comment was made that the use of indigenous materials for recreation opportunities should be promoted.

Other Issues

- The question was raised whether the new Norwood Bridge would flood during a flood event similar to the one in 1997.
- The question was raised regarding how MFEA is intending on dealing with potential erosion and sedimentation into the Red River and whether there has been a calculation made of how much sedimentation would result during a large flood.
- The question was raised whether it would be possible to determine the additional cost the Master Labour Agreement has on the project by having contractors submit two bids for the work with one based on the agreement and the second one based on no agreement. It was expressed that by having alternative bids submitted the lowest cost could be ensured.
- Concern was expressed that imposing deadlines in the master labour agreement regarding when the project must be completed by may cause extra costs as the project may be delayed by natural causes such as the weather. The request was made to let the contractors have more input and control regarding when and how the work is to be done.
- The question was raised whether there would be any dyke construction in the Sturgeon Creek area to protect private property as they were nearly flooded during the 1997 flood.
- The suggestion was made to run pipes from the floodway directly to Lake Winnipeg as this would prevent flooding and would only cost \$1 million per mile of pipe.

Key Questions and Comments Made by the RM of Taché and St. Andrews Councils

Project Description – Expansion Components

- Concern was expressed that if the capacity was reduced on more than one of the major transportation routes, highways 1, 15 or 59, at the same time then there would be a direct impact to the economy within the RM of Taché. The recommendation was made that construction on the major feeder routes be phased. Note the RM of Taché Reeve presented this concern along with 5 other concerns, summarized below, in a written letter presented to MFEA.

Public Involvement Program

- The question was raised whether the same information was presented at each of the open houses. Concern was expressed that there was no information provided at this open house regarding dredging and ice jamming.

Water Levels

- Concern was expressed that the Prairie Grove area has the potential for major loss during a flood event. This results from the rebuilt Seine River Drop structure that provides no back flow protection on the Seine River Outlet in combination with the dykes at Grand Pointe. The recommendation was made to review the engineering and analyze the impacts to residents from Prairie Grove and west of the Town of Lorette.
- The comment was made that the RM of St. Andrews when flooded will depend on the difference between artificial and natural, so they questioned what is natural.
- The question was raised as to what the flow would be in the Red River north of the outlet without the floodway as he feels this will affect the definition of natural versus artificial flooding.

Groundwater

- Concern was expressed that sufficient safeguards need to be in place to protect the water supply in the RM of Taché. It was noted that if the project proceeds there needs to be a

process to mitigate any losses and provide immediate interim relief until long term solutions are developed.

Ice Jamming

- A question and concern was expressed regarding why an ice jam in the floodway is not considered natural yet an ice jam north of the floodway is considered natural.
- Concern was expressed that for the RM of St. Andrews ice jamming and dredging are very important issues related to their well being and that nothing has been done yet promises have been made to them by the Province.
- A comment was made that contradictory to what MFEA presented ice jams occur in the area at flows greater than 80,000 cfs.

Other Issues

- Concern was expressed that future drainage works in the RM of Taché, such as the Seine River Tributary Diversion project, require adequately designed and sized drop structures. The floodway design needs to allow for adequate capacity to accommodate future drainage needs of the communities east of the floodway.
- Concern was expressed that as the Prairie Grove area is a widely dispersed community a dyke system would not be practical and therefore, another engineered plan is required to adequately mitigate the impact of the floodway expansion and future operation for the Prairie Grove area.
- Concern was expressed that the amount of Intervener funding available to assist individuals or groups in presenting before the environmental review is significantly understated. It was recommended that to ensure full and meaningful public consultation is available that the amount of Intervener funding be reconsidered.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives and Their Consultants

- In response to a concern regarding the different presentations it was noted that the information in the presentation does not change however, the entire presentation is not shown at each open house as it would be too long, reducing the time available for public questions. Therefore, only the issues that are pertinent to the area are presented. MFEA is not trying to hide information, as the entire presentation will be made available on the web page.
- In response to a question it was noted that as long as the environmental licensing process follows the typical schedule then construction is planned to start in the summer of 2005. Winter work will likely occur for activities that are not affected by winter conditions such as bridge works and drop structures. Excavation of the channel in the winter would depend on weather conditions and subject to the requirements in the environmental licence for re-vegetation.
- In response to a question regarding channel excavation it was noted that there has been no final decision made yet, however, the most recent discussion was to work from upstream to downstream (south to north) as this would provide sediment control benefits.
- In response to a question regarding water levels in the Selkirk area it was noted that with the expanded floodway in the event of another 1997 sized flood there would be less upstream storage of water. During a 700 year flood event with the expanded floodway less water would flood through the city as more water can be diverted around and therefore, water levels would be a maximum one foot higher downstream of the outlet structure with an expanded floodway.

- In response to a question it was noted that the mandate was to compare the floodway expansion to the base case scenario of the existing floodway. However, MFEA has the data and is calculating the water levels for the region without flood protection to show the effects of flooding without the existing floodway. North of the floodway the flow in the Red River without any flood protection would be approximately the same as with the floodway, as a result of some water storage in flooded areas of the city but with the Assiniboine River contribution.
- In response to a question regarding water levels it was noted that the benefit of the expanded floodway is lower water levels during extreme floods. For example with the design 700 year flood event water levels would be approximately 9' lower and only require the primary dykes to be increased in areas by 3 – 4'. Areas outside of the primary dyke would still be at risk during major floods (1997 or larger) as the water levels would be controlled at 25.5' James Avenue. The areas that are not protected by the primary dykes would still need to sandbag for flood protection during a major flood event.
- In response to a question regarding upstream storage it was noted that to protect the city of Winnipeg using upstream storage a very large area would be needed. To help clarify the issue it was noted that the Shellmouth diversion reduced the flow along the Assiniboine river by 6,000 cfs whereas the flow along the Red River during the 1997 flood was 163,000 cfs.
- In response to a comment it was noted that the smaller tributaries and diversion channels closer to Winnipeg in Manitoba used to deliver water directly to the Red River before the floodway was constructed so there has been no change. Additionally they typically peak earlier than the Red River so they do not contribute to the flood levels.
- In response to a question regarding summer operation it was noted that MFEA was not looking at maintaining a wet floodway due to environmental issues such as effects on fish and fish habitat. It was also noted that the existing vegetation may not be able to withstand inundation during summer operation therefore research is being conducted to determine what vegetation would be able to withstand these conditions.
- In response to a question regarding recreation opportunities it was noted that consideration has been given to the idea of segregating conflicting use, however, no decisions have been made as the proposals are still being reviewed. Once reviewed they will be summarized in an opportunity report and released to the public for review and feedback.
- In response to questions and concerns regarding ice jamming it was noted that an ice jam in the floodway channel can be prevented by timing of gate operation, whereas, MFEA has no control over ice jams occurring naturally on the Red River north of the floodway. Additionally, it was noted that the attempts to prevent ice in the floodway is also because the floodway crossings are not designed for the lateral loading.
- In response to a comment it was noted that no formal studies have been conducted in the area to look at drilling holes in ice to alleviate ice jamming issues. However, there has been research into this topic and Manitoba Water Branch has done research into predicting ice jams. The results of ice coring that was conducted in 1997 suggest that it was somewhat effective as the ice chunks typically had holes along the edges and not at the centres suggesting it broke between drilled holes. Unfortunately they have not had the necessary conditions to test the method a second time. With regard to the hovercraft idea it was noted that based on the availability and cost to obtain the necessary hovercraft it was not feasible to bring it in for one test use and therefore the idea has not been followed up any further.
- In response to a question it was confirmed that the new Norwood Bridge did flood in the 1997 flood. The north end of the bridge dips below the legislated Flood Protection Level due to clearance requirements with the CNR line. The bridge was designed to be inundated and its affect on flood flows was modelled and determined to be within acceptable limits. The handicapped access requires closure by sandbags during 1997 or larger floods.

-
- In response to questions regarding erosion and sedimentation it was noted that preliminary calculations are being done to see how much sedimentation would result during a spring flood event in conjunction with the channel expansion. An estimation of the increased amount of sedimentation impacts to the Red River are being compared to the guidelines of how much sedimentation can be increased by. Detailed erosion control measures will be developed with the final design. Proposed measures include staging the construction over and within the years so that undisturbed areas of vegetation remain to act as natural filters and the use of constructed measures such as silt fences, sediment traps and check dams.
 - In response to comments regarding alternative bids it was noted that if the Master Labour Agreement is in place that this would be the basis for bids on the project. MFEA is not sure how an alternative bid could be requested and noted that labour laws may exclude having two alternative bids on the same project, however, MFEA will look further into this idea.
 - In response to a comment regarding the Master Labour Agreement it was noted that MFEA is working with Manitoba Heavy Construction and getting their input on details such as preparation time and size of contracts.
 - In response to a question it was noted that there are no current plans for dyke construction in the Sturgeon Creek area as the rail structure north of Saskatchewan Ave. is a constriction point. Until this constriction is opened up there would not likely be any consideration for further dyke construction. However, any private property at threat of being flooded has been identified and would be sand bagged as required.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Open House**

Open House Highlights

**St. Norbert Community Centre – Winnipeg, Manitoba
April 29, 2004**

In Attendance

Facilitator

R. Sawchuk

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics

J. Thomson – Vice-President – Transportation

D. Hurford – Community and Government Relations Coordinator

For Manitoba Water Stewardship, Water Branch

R. Bowering

For KGS Group

S. Moffatt

For Manitoba Emergency Measures Organization

P. Anderson

C. Sanderson

For Interest Groups in the Area

R. Stewart – North Ritchot Action Committee

G. DeSerrano – Breezy Point Cottage Owners Association

M. Brick – MLA for St. Norbert

Purpose of Open House

The open house was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Provide a summary of the project description, outlining the expansion components involved.
- Describe the environmental assessment process focusing on the Public Involvement Process (PIP) with a description of the current Round 2 activities.
- Address in detail key issues that include: floodway operation, the natural river levels study, water flows and levels, summer operation, compensation, mitigation, groundwater and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The open house is part of a series of Round 2 sessions being held in the municipalities in the area affected by the proposed Floodway Expansion Project. In addition to the open house series, meetings are being held with the elected officials from the municipalities and with stakeholders in the area. At least two additional rounds of public open houses and meetings are planned as information from the Environmental Assessment becomes available.

Open House Process

The session started with individual review of the open house storyboards by the public, with approximately 80 people in attendance. MFEA and their consultants were on hand to answer any questions that arose during this viewing period. Halfway through the evening Richard Sawchuk, facilitator for the evening, introduced the formal portion of the open house.

Richard introduced the members of MFEA, KGS Group, Manitoba Water Stewardship Branch and Manitoba Emergency Measures Organization that were in attendance to answer questions. He reviewed the format of the evening stating that the informal viewing was to provide the public the opportunity to read the storyboards and acquire information on the project. He described the formal portion to follow as having two purposes. The first purpose was to allow MFEA to provide a presentation of information on the project and the second purpose was to provide the public a chance to voice their concerns and get answers to any questions they may have.

Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process. Following the presentation the public were invited to speak about their concerns or to ask any questions of MFEA or the consultants. It was noted that these questions and concerns would be recorded and the information included as part of the EIS.

Throughout the question and answer period:

- The public and stakeholder representatives asked questions, offered perspectives and identified issues about the proposed expansion project, the environmental assessment process and the key issues addressed in Round 1 of the PIP.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority and their consultants 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, questions and comments 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 description of what was said. The input received during the workshop is presented by organization or general public and not attributed to any one individual.

Key Questions and Comments Made by the Public

Project Description – Expansion Components

- The question was raised regarding how stable the floodway gates are and what will the increased water do, as it was noticed in 1997 that the gates were vibrating.

Public Involvement Program

- It was noted that following Round 1 of the PIP there was a summary of 225 questions on the website, however, their question was not included. Therefore, the question was restated asking if the floodway can be sealed where the groundwater was breached during original construction, before any further operation of the floodway.
- The question was raised regarding how MFEA could make a media announcement for the start of construction in 2005 when the provincial and environmental licensing has not been acquired yet. It was noted that this has worried a lot of people and it would have been better to have stated it as a proposed start date.

Water Levels

- Concern was expressed by a resident that he is worried about the smaller floods such as the 1979 and 1950 events as he has already constructed a dyke around his property, however, he does not have adequate flood protection according to the Klohn Crippen Report.
- Concern was expressed that for the next large flood event the dyke along the highway to protect the Turnbull Rd. area would need to be re-constructed as it was removed following 1997 and that this is an expensive cost at approximately \$50,000.
- The question was raised whether there were any benefits of the expanded floodway during lower flood events or if all this expense was simply to protect against the 700 year flood event.
- The question was raised if water is let out of Devil's Lake, North Dakota will this affect flood levels.
- The question was raised regarding what the water level and flow would be for the Emerson area during a 700 year flood event.

Floodway Operation

- The question was raised regarding why the floodway was operated this year when the water levels did not reach 18' James Avenue and under what authority was it operated.
- The question was raised as to what was the state of nature water level this year south of Winnipeg.

Compensation

- Concern was expressed regarding the people who administer the compensation programs as in 1997 they were neither technically qualified or motivated to conduct their work. The suggestion was made to ensure that only competent people are hired.
- The question was raised if the new compensation legislation would cover lost crops for a market gardener in the St. Norbert area who has lost his crops 4 out of the last 10 years.

Recreation and Economic Opportunities

- The question was raised if any recreation ideas are proposed to be built in the St. Germain area will the public in the area be notified of the proposed development.

Other Issues

- Concern was expressed that as a taxpayer paying for this project it was felt that MFEA should be looking at the lowest cost to complete this project and that trying to work out the master labour agreement is causing increased costs to the project that are not justified.
- Concern was expressed that imposing deadlines on when the master labour agreement and the project are to be completed by, may cause extra costs as the project may be delayed by natural causes such as the weather.

- A comment was made that he was not against unions, however, unionization was not required in the master labour agreement to prevent labour stoppages, as he has never known of a non-unionized worker going on strike.
- A question was raised as to where the information for the master labour agreement fact sheet came from.
- Concern was expressed that the floodway expansion project was a waste of money as more people will be affected by smaller floods cutting off road access to their communities as there have been 7 such floods in the last 40 years.
- A comment was made by a resident just inside the floodway on Turnbull Drive, that they applied for flood proofing through the provincial application but in the end they were turned down as they were within the City's jurisdiction. When they applied through the city application there was no money remaining in the program. Therefore they currently have no flood protection.
- Concern was expressed regarding riverbank erosion downstream of the inlet to St. Norbert Heritage Park as there is the presence of a cracks or faults along the bank. The question was raised if there would be a plan for riverbank stabilization in the area.
- Concern was expressed regarding riverbank erosion near Red River Drive. Reference was made to an article "City Robs Riverbanks" (Winnipeg Free Press, April 28, 2004) and how erosion control occurs in Winnipeg, however, it is not considered a problem upstream of the floodway. The question was raised why MFEA is not taking an active part in riverbank erosion concerns and whether there would be more done in the area than just a study conducted on riverbank stability.
- The question was raised regarding who was responsible for naming roads and bridges. It was noted that his land was expropriated for Courchaine Road, yet his name was not considered for the road.
- The question was raised if MFEA have a precise cost for the project yet and whether this includes mitigation costs.

Key Questions and Comments Made by the North Ritchot Action Committee

Water Levels

- The question was raised regarding how claims that the expanded floodway will provide benefits to upstream residents and provide protection up to the 250 year flood event, will be realized when the floodway operation is to restore water levels to natural upstream of the inlet.
- The question was raised if the rate of water level increase was considered in the calculations for state of nature as it is not just the water level but also how fast the water raises that is important during flooding events. Concern was expressed that if the water level raises faster then there is less time to increase the amount of flood protection.

Floodway Operation

- The question was raised whether during Rule 1 operation, if the city was not at risk of flooding, instead of restoring the state of nature water level could the upstream levels be left lower to provide more benefits from the floodway to upstream residents

Summer Operation

- Concern was expressed regarding the proposed maximum summer elevation of 760' as in the north Ritchot area this year with the water level at 760' several roads and residential properties were under water. A request was made that several aspects of summer operation be reconsidered. First, the compensation legislation should include flooding from summer operation as artificial flooding. Second, the maximum water level of 760' should be

reconsidered as it causes flooding in the area. Finally reconsider the cost / benefit analysis as basement flooding in Winnipeg can be prevented using a sewer back-up valve and house insurance will cover this.

Compensation

- The question was raised whether the proposed revision to the DFA program from proof of repair to proof of loss, has been adopted yet.

Key Questions and Comments Made by the Breezy Point Cottage Owners Association

Ice Jamming

- The question was raised regarding what consideration will be taken to alleviate flooding and ice jams north of Selkirk.

Water Levels

- Concern was expressed that areas south and north of the floodway are severely impacted by high water levels and that equity should be shown to all Manitobans.

Key Questions and Comments Made by the MLA of St. Norbert

Recreation and Economic Opportunities

- A question was raised whether MFEA has a process to evaluate the recreation proposals and to provide feedback to the community regarding these proposals. Additionally, it was asked if there was going to be an opportunity for the public to provide feedback on the suggested ideas and if the recreation opportunities would be the last step in the project.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives and Their Consultants

- In response to a question it was noted the inlet structure and gates are sound as they have had regular maintenance activities conducted since 1997 and as part of the project engineers are conducting a Dam Safety Analysis to confirm this. Additionally it was noted that the gates were originally designed to a maximum water level of 778' and that this maximum is not being changed for the expansion.
- In response to a comment it was noted that the announcement for a construction start date of 2005 is a projection based on the normal and reasonable time frame for an environmental assessment process.
- In response to questions regarding recreation opportunities it was noted that an expression of interest was advertised starting on March 18th and that at the submission deadline of April 20th MFEA had received over 40 submissions. A letter is being sent out to acknowledge each submission and people will be interviewed further to elaborate on the ideas. The proposals are being reviewed and any of the ideas that meet the criteria that were set out will be summarized in an opportunity report that will be incorporated into the EIS for public comment. Additionally, the proposals need to be reviewed with the engineers to ensure they do not interfere with the objectives of the project. It was noted that none of the proposed recreation ideas will likely proceed further until the licences are granted and construction begins. Prior to any recreation activities being developed in an area MFEA is required to inform the public in the area to provide them the opportunity to comment.

- In response to comments regarding the Klohn Crippen report it was noted that smaller floods such as the 1979 were not analyzed. The report described the development of the Mike-11 model for larger floods and stated that for a 1997 sized flood event that the natural water level would be 2' lower than what was originally thought.
- In response to a question it was noted that the flow for a 700 year flood event would be approximately 250,000 cfs but to answer what the water level for Emerson would be MFEA would have to look up the value.
- In response to comments it was noted that as large floods occur, greater than what occurred in 1997, community dykes will need to be raised as required and individual houses would need to sand bag.
- In response to a question it was noted that the purpose of the expanded floodway is to provide increased flood protection for Winnipeg. There would be no real difference during small flood events, however, in the event of a 700 year flood the expansion will result in significantly lower water levels in Winnipeg, keeping them below the primary dykes. Benefits would also be realized upstream towards Ste. Agathe because of the increased capacity. As an example in the event of a flood the same as in 1997 the water level immediately upstream of the inlet would be approximately 2' lower.
- In response to questions regarding the Devil's Lake discharge in North Dakota it was noted that the proposal to relieve water levels in that area would be using a pump with a 150 cfs capacity which is much lower than typical summer flows in the Red River. Therefore, the effect to water levels are not a concern. However, the province has concerns associated with water quality and the impacts to local flora and fauna.
- In response to questions regarding floodway operation it was noted that the Water Branch is responsible for operation under the Water Resource Administration Act. Clarification was made that rule 1 states to operate the floodway for water levels up to 24.5' James Avenue so as not to exceed natural water levels upstream. Therefore the operation of the floodway this year was according to this rule. Additionally, it was noted that the natural water level this year was approximately 761'.
- In response to a question regarding floodway operation rule 1 it was noted that there is a possibility to operate so upstream levels are less than the state of nature and that with the expanded floodway there is an increased possibility of this. However, it was noted that this may have potential impacts north of the floodway and therefore, a cost / benefit analysis would need to be conducted to determine the best approach. Additionally, it was noted that the Portage Diversion was built solely to protect Winnipeg, such that if it were used to provide benefits south of Winnipeg there would need to be a change in the operating rules.
- In response to a concern it was noted following the 1997 flood the potential for and the effects of large floods were realized. It was determined that it was not if, but when another large event was going to occur and the decision was made to increase the flood protection for Winnipeg. Additionally, it was noted that all of the community ring dykes and most individuals are now protected to the 1997 water level plus 2' after taking advantage of the program to increase flood protection in the Red River Valley following the 1997 flood. However, building up the roads to provide access to communities during the flood events is not cost effective.
- In response to a question regarding compensation it was noted that if the market gardener had been flooded in 2002 then he would have been compensated already, however, he would not have been compensated for any of the other years as they were natural water levels.
- In response to a question regarding the DFA program it was noted that there have been no changes made to the program yet. The province is still trying to get the federal government

to change the program from proof of repair to proof of loss. However, for the new compensation legislation it has been set up as proof of loss.

- In response to concerns it was noted that following the 1997 flood to deal with the number of compensation claims 330 people were hired within a very short time period. As so many people were hired in such a short time period not everyone was properly qualified for the work. To prevent this from happening again during future large floods a plan is being developed to pre-screen and train people so there is a pool of experienced workers that can be drawn from as needed. Additionally it was noted that the core group of people are very experienced after having gone through the process following the 1997 and more recent flood events.
- In response to questions regarding ice jamming it was noted that there is no relationship between ice jamming and the operation of the floodway. This has been concluded from several studies and records showing that ice jamming has historically occurred in the area prior to floodway construction and since construction ice jamming has occurred prior to, during, and following floodway operation.
- In response to a question it was noted that it is unknown what was done to seal the floodway from any breaches to the groundwater during the original construction, however, during the expansion work if any breaches are encountered they will be properly sealed.
- In response to a concern it was noted that because the \$11.4 million available funding for flood protection assistance in Winnipeg was not enough, the funding was prioritized such that only people who needed a dyke 4' or higher received assistance.
- In response to concerns regarding the Master Labour Agreement it was noted that a collective labour agreement is the best way to prevent major work stoppages and to have a training component as part of the expansion work. Although it is costing money to work out the details of the labour agreement it is less than the estimated cost of \$50 - \$70 million per year for delays in finishing the project.
- In response to questions and comments regarding erosion it was noted that the authorities mandate is to mitigate impacts that result from the floodway expansion. Riverbank erosion is a natural occurrence along rivers and the floodway expansion has no effect on erosion of riverbanks upstream of the inlet or within Winnipeg. Typically riverbank stabilization is the responsibility of the land owner. However, there has been some government funding for riverbank stabilization within Winnipeg because the addition of dykes for flood proofing measures affected the bank stability. Similarly, the bank stabilization that occurred around the Provencher Bridge was part of the bridge construction work as the new bridge and abutments affected the riverbank stability.
- In response to a question it was noted that the City is responsible for naming streets and bridges within the City limits and the RM Council within their municipalities.
- In response to a question it was noted that as part of the EIS submission there will be an estimated cost for the project at a pre-design level and that it will include mitigation costs. It was noted that this cost would have a 15% contingency.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Open House**

Open House Highlights

**Morris Convention Centre – Morris, Manitoba
April 26, 2004**

In Attendance

Facilitator

R. Sawchuk

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics

J. Thomson – Vice-President – Transportation

D. Hurford – Community and Government Relations Coordinator

For Manitoba Water Stewardship, Water Branch

S. Topping

For KGS Group

D. MacMillan

S. Moffatt

For Manitoba Emergency Measures Organization

C. Sanderson

P. Anderson

For Interest Groups in the Area

B. Fraese – RM of Morris Council

V. Rutherford – RM of Ritchot Council

C. Bisson – RM of MacDonald Council

B. Nichols – RM of Franklin Council

M. Taillieu – MLA for Morris

J. Penner – MLA for Emerson

V. Toews – MP for Provencher

Purpose of Open House

The open house was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Provide a summary of the project description, outlining the expansion components involved.

- Describe the environmental assessment process focusing on the Public Involvement Process (PIP) with a description of the current Round 2 activities.
- Address in detail key issues that include: floodway operation, the natural river levels study, water flows and levels, summer operation, compensation, mitigation and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The open house is part of a series of Round 2 sessions being held in the rural municipalities in the area affected by the proposed Floodway Expansion Project. In addition to the open house series, meetings are being held with the elected officials from the rural municipalities and with stakeholders in the area. At least two additional rounds of public open houses and meetings are planned as information from the Environmental Assessment becomes available.

Open House Process

The session started with individual review of the open house storyboards by the public, with approximately 60 people in attendance. MFEA and their consultants were on hand to answer any questions that arose during this viewing period. Halfway through the evening Richard Sawchuk, facilitator for the evening, introduced the formal portion of the open house.

Richard introduced the members of MFEA, KGS Group, Manitoba Water Stewardship Water Branch and Manitoba Emergency Measures Organization that were in attendance to answer questions. He reviewed the format of the evening stating that the informal viewing was to provide the public the opportunity to read the storyboards and acquire information on the project. He described the formal portion to follow as having two purposes. The first purpose was to allow MFEA to provide a presentation of information on the project and the second purpose was to provide the public a chance to voice their concerns and get answers to any questions they may have.

Jim Thomson of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process. Following the presentation the public were invited to speak about their concerns or to ask any questions of MFEA or the consultants. It was noted that these questions and concerns would be recorded and the information included as part of the EIS.

Throughout the question and answer period:

- The public and stakeholder representatives asked questions, offered perspectives and identified issues about the proposed expansion project, the environmental assessment process and the key issues addressed in Round 1 of the PIP.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority and their consultants 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, questions and comments 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 description of what was said. The input received during the workshop is presented by organization or general public and not attributed to any one individual.

Key Questions and Comments Made by the Public

Project Description – Expansion Components

- The question was raised regarding how raising the highway 305 section of the West Dyke and extending the West Dyke will benefit residents south of the dyke.

Water Levels

- Concern was expressed regarding economic impacts to the area as a result of flooding.

Summer Operation

- Concern was expressed that as soon as the gates were operated in the summer of 2002 that water backed up and caused flooding in the Morris area.

Compensation

- Concern was expressed that the compensation received following the summer flooding in 2002 was inadequate. He was compensated for loss of crops as estimated by crop insurance however, there was no compensation to cover the cost of having to remove debris from the land or for any other associated losses. The question was raised regarding what the new compensation will be in the event of flooding from summer operation.

Other Issues

- Concern was expressed that the causeway along Highway 23 was never constructed as was promised following the 1979 flood and this would have provided residents in the area better protection against flooding.
- It was requested that MFEA let out contracts for the channel widening component so that Manitoba contractors will be able to work on the project as opposed to the work going to a large multi-national corporation. The concern is that if companies outside of Manitoba are awarded the work then a large amount of money will leave the province.
- Concern was expressed that master labour agreement is forcing unionization as 95% of Manitoba contract labourers are non-union and that this will cause additional costs. It was noted that unionization is not necessary to ensure that the work is completed on time because there are already penalties in place if work is not completed as scheduled.
- The question was raised regarding who would be responsible for cleaning up the mess left at the St. Jean bridge that resulted this year as nobody broke up the ice as usually occurs.

Key Questions and Comments Made by the RM Councils

Project Description – Expansion Components

- The question was raised regarding what information was available regarding the proposed work on the West Dyke and if this work is going to create new drainage problems.

Public Involvement Process

- Concern was expressed that similar to the original floodway construction, the expansion project is proceeding without allowing the residents of Ritchot enough time to discuss issues and make any decisions. It was expressed that MFEA does not have the right to flood Ritchot and destroy their water supply without first working out an agreement with Ritchot residents.

Summer Operation

- The comment was made that cropland should not be flooded for the sake of preventing the riverwalk in Winnipeg from flooding during the summer.
- The question was raised whether any consideration has been given to upgrading the pumpstation pumps in Winnipeg instead of operating the floodway during the summer.

Other Issues

- The suggestion was made that the expansion project be reduced so that money could be used to research and develop upstream storage of water in the Emerson area. It was noted that this would still provide the necessary flood protection for Winnipeg, while reducing the extent of spring flooding.
- Concern was expressed that with the large amount of money the federal government is contributing to this project, there will be limited amounts of other work in the area by the federal government.
- Concern was expressed regarding people being able to get out of Rosenort during flooding. It was suggested that the road from Rosenort be raised to the north until it connects with the West Dyke.

Key Questions and Comments Made by the MLA of Morris and Emerson

Water Levels

- The comment was made that the impacts to upstream communities due to the floodway expansion and improper inlet design needs to be considered.

Other Issues

- The question was raised if the Marsh River bridge along highway 23 will have any improvements as part of the expansion project as it provides access to Morris when highway 75 is flooded out.
- A comment was made in support of a public comment regarding the causeway along highway 23 that was never constructed.
- Concern was expressed that the IJC review of upstream water storage was incomplete and therefore, the conclusions and recommendations were incomplete. Therefore, the question was asked why Manitoba chose not to conduct a study or gather information from the U.S. regarding the use of upstream water storage. It was felt that in 1997 the water level at Winnipeg could have been lowered by 1 to 1.5' by storing water upstream and that this stored water could later be used for commercial development. It was suggested that money for the floodway expansion could have been used for upstream storage by building structures to store water on the Pembina and Roseau Rivers and all tributaries leading into the Red River.

Key Questions and Comments Made by the MP of Provencher

Other Issues

- The comment was made that people need to be assured that the floodway expansion is to protect against flooding and that it is not a political agenda.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives and Their Consultants

- In response to questions regarding the West Dyke it was noted that it is still in the design stage so no answers yet regarding where and by how much it will be raised. The extension and raising of the dyke is to provide benefits to Winnipeg by having more freeboard to protect against wind and wave action. MFEA is working with Manitoba Water Stewardship to ensure that the design of the West Dyke does not impact local drainage and if possible to improve drainage problems in the area.
- In response to concerns it was noted that areas north and south of the floodway would see elevated water levels for certain floods with the existing floodway. With the expanded floodway areas in Ritchot south of the inlet to approximately Ste. Agathe would see a benefit of reduced water levels. Additionally, it was noted that for floods that require floodway operation to increase water above the state of nature, the new improved compensation legislation would apply.
- It was noted that following the 1997 flood the federal and provincial governments spent \$110 million to increase community ring dykes south of Winnipeg to the 1997 water level plus 2' for flood protection. This was done even though it was not cost effective, as the cost benefit analysis does not include intangible costs. To raise the community dykes to the necessary level to provide protection against the 700 year flood event is impractical as the cost could not be justified for such an infrequent event. In the event that a 700 year flood occurs temporary flood proofing measures would be used along with compensation for any damages that would occur.
- In response to a question regarding summer operation it was noted that the cost to upgrade the pumpstations in Winnipeg was included in the cost-benefit analysis. The results indicated that upgrading the pumps was more expensive and less effective compared to the summer operation with compensation for unnatural flooding. It would be very costly to upgrade the capacity as the existing pumpstations are in good condition because they have been regularly maintained. It was also noted that the maximum elevation of 760' for summer operation would have no flooding effects as far south as Morris as the effects greatly reduce south of Ste. Agathe.
- In response to questions and concerns regarding compensation it was noted that problems were identified with the DFA program, which is only a damage assistance program and not designed for full compensation. The proposed compensation program is not fully developed yet and public input is being encouraged. The preliminary structure for the compensation is full compensation for loss with no deductible, no limits and more importantly proof of loss as opposed to proof of repair. However, landowners would still be expected to carry crop insurance and take all reasonable measures to flood proof their property.
- In response to a question it was noted that the mandate for the project does not include structures such as the Marsh River bridge that are outside of the Floodway, however, the request will be noted so that it is included in comments to Manitoba.
- In response to comments regarding the Marsh River bridge, Manitoba Water Stewardship noted that the bridge is low and therefore inundated during larger floods, which cuts off access to Morris. The positive aspect of raising the bridge is that it would provide access, however, there are potential impacts to people downstream that would need to be investigated. Additionally, it was noted that with emergency access into a community, such as highway 23, then people would not have to be evacuated from their homes, although this would depend on the water level in relation to the structural integrity of the community dyke.

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- In response to a question it was noted that it is a municipal responsibility to break up ice at the St. Jean bridge to avoid ice problems, however, the debris that was deposited this year will be brought to the attention of the Highways Department.
 - In response to comments regarding upstream storage it was noted that the IJC review looked at the possibility of using upstream storage. It was determined that while this would provide benefits for local small scale flooding it was not practical to provide protection for larger flood events. The floodway is a more cost effective method to provide flood protection benefits for Winnipeg than upstream storage.
 - In response to a comment it was noted that the floodway expansion was being designed for the 700 year flood event as this was determined to have the highest benefit to cost ratio.
 - In response to comments it was noted that the objective is to have the work conducted by Manitoba companies as much as possible. Due to trade agreements the work can not be limited to only Manitoba companies, however, MFEA is trying to work with the Manitoba contractors to work out details such as preparation time and size of contracts so that the tenders will not exclude Manitoba contractors. MFEA has been contacted by large multi-national corporations in regards to conducting the work, however, there have been no discussions yet.
 - In response to concerns regarding unionization it was noted that a collective labour agreement is the best way to prevent major work stoppages and to have a training component as part of the expansion work.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Open House**

Open House Highlights

**Recreation Centre – East Selkirk, Manitoba
April 20, 2004**

In Attendance

Facilitator

R. Sawchuk

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics

J. Thomson – Vice-President – Transportation

D. Hurford – Community and Government Relations Coordinator

For Manitoba Water Stewardship, Water Branch

R. Bowering

For KGS Group

B. Smith

D. MacMillan

R. Carson

S. Moffatt

For Acres Manitoba

G. Mohr

For Interest Groups in the Area

J. Jonasson – Coalition for Flood Protection North of the Floodway

K. Pohl – Coalition for Flood Protection North of the Floodway

S. McKay – Coalition for Flood Protection North of the Floodway

J. Hagen – Coalition for Flood Protection North of the Floodway

D. Chorney – Coalition for Flood Protection North of the Floodway

S. Strang – RM of St. Clements Council

Purpose of Open House

The open house was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Provide a summary of the project description, outlining the expansion components involved.

- Describe the environmental assessment process focusing on the Public Involvement Process (PIP) with a description of the current Round 2 activities.
- Address in detail key issues that include: floodway operation, the natural river levels study, summer operation, compensation, mitigation, recreation and economic opportunities, dredging and ice jamming.
- Outline the ongoing and future communications and the next stages of the process.

The open house is part of a series of Round 2 sessions being held in the rural municipalities in the area affected by the proposed Floodway Expansion Project. In addition to the open house series, meetings are being held with the elected officials from the rural municipalities and with stakeholders in the area. At least two additional rounds of public open houses and meetings are planned as information from the Environmental Assessment becomes available.

Open House Process

The session started with individual review of the open house storyboards by the public, with approximately 170 people in attendance. MFEA and their consultants were on hand to answer any questions that arose during this viewing period. Halfway through the evening Richard Sawchuk, facilitator for the evening, introduced the formal portion of the open house.

Richard introduced the members of MFEA, KGS Group and Acres Manitoba that were in attendance to answer questions. He reviewed the format of the evening stating that the informal viewing was to provide the public the opportunity to read the storyboards and acquire information on the project. He described the formal portion to follow as having two purposes. The first purpose was to allow MFEA to provide a presentation of information on the project and the second purpose was to provide the public a chance to voice their concerns and get answers to any questions they may have.

Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process. Following the presentation the public were invited to speak about their concerns or to ask any questions of MFEA or the consultants. It was noted that these questions and concerns would be recorded and the information included as part of the EIS.

Throughout the question and answer period:

- The public and stakeholder representatives asked questions, offered perspectives and identified issues about the proposed expansion project, the environmental assessment process and the key issues addressed in Round 1 of the PIP.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority and their consultants 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, questions and comments 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 description of what was said. The input received during the workshop is presented by organization or general public and not attributed to any one individual.

Key Questions and Comments Made by the Public

Public Involvement Process

- The question was raised asking why these meetings are being held as the response to many of the questions raised during Round 1 was "it is being looked at" and again during Round 2 many of the questions can not yet be answered.
- Concern was expressed that there was insufficient notification regarding the Open House and it was suggested that in the future radio announcements and advertisements in the Selkirk Journal could be used.

Project Description – Expansion Components

- The question was raised regarding what would happen with the spoil material and if it would be possible to deliver spoil material to communities to be used for dyke construction.

Water Levels

- Concern was expressed that information has not been shown for the communities of Netley Creek, Wavey and Muckles. It was noted that there are approximately 700 people living in these communities and that water backs up in the area during spring flooding.
- The question was raised whether in the calculations of water levels and design for the expansion if MFEA considered the increased amount of water that will be flowing from the Devil's Lake discharge in North Dakota.
- The question was raised whether the initial rush of water reaching Selkirk following the first gate operation has an effect on water levels in the area.
- The comment was made that it is hard to believe that floodway operation does not increase water levels north of the floodway and affect flooding. It was expressed that the floodway authority should be forced by law not to flood adjacent areas for the protection of Winnipeg.

Operation

- Concern was expressed regarding the quality and availability of information regarding floodway operation. It was noted that this year information provided indicated that the gates were not being operated and that the area should not anticipate high water levels or flooding. As a result no one was prepared when flooding did occur, as no sandbags were available from the municipality on short notice. Additionally concern was expressed that with the new compensation requiring that efforts are made to flood proof, in a event such as this year where they were not prepared would this exclude them from compensation.
- Questions were raised if water would be retained in the floodway for recreation purposes and with the expanded capacity when will the floodway cease to be used in the year.

Compensation

- Concern was expressed that the compensation only covers flooding and does not cover any of the potential impacts to groundwater.
- Concern was expressed that people in the Netley Creek area would rather see flood control into Libau Marsh rather than being compensated for damages that could have prevented.
- Concern was expressed that the compensation legislation is conveniently worded so that it appears to be an improvement however the way it is set-up it will likely never apply.

Mitigation

- A question was raised regarding what would happen in the event that the groundwater quality in a newly installed well were impacted during the expansion project.

- A question was raised if the floodway channel could be lined in some way to prevent leaching of groundwater into the floodway and reduce groundwater quality and quantity issues. Additionally, it was asked if the increased capacity could be achieved by just widening and not deepening to reduce impacts to groundwater.

Dredging

- It was suggested that dredging north of Selkirk would provide better flood proofing in the area as the Red River could carry a higher volume of water. Additionally, the increased flow attained would help break up the ice jamming.

Ice Jamming

- The question was raised as to what would happen in the event that a higher water flow with the force capable of breaking up an ice jam, were to exceed the bank height and spread out causing it to loose force.
- Concern was expressed that the expanded floodway would cause flooding in association with ice jams. It was noted that if the floodway authority would not help people in the area then there needs to be someone else who would be accountable. A suggestion was made that an engineer could provide the community with the necessary information so that they would be able to prevent flooding of their properties.
- Concern was expressed that as a result of ice jamming the flooding in 1996 was higher than what occurred in 1997. Although the area floods due to ice jamming, most of the residents in the area have been turned down for any flood proofing assistance as the area is not considered a flood plain, therefore the ice jamming problem needs to be solved.
- The suggestion was made that a hovercraft could be used to break up the ice along the river and at the mouth of the lake early in the season and help prevent potential ice jams.
- The question was raised asking what it would take to demonstrate to MFEA that there is a correlation between ice jamming and floodway operation as they disagree with MFEA that there is no relationship.
- The comment was made that there are numerous solutions that could be provided by local residents to address the ice jamming problems. An example was sited where an engineer was brought into the area to demonstrate an air injection system in which air is pumped into the water causing the ice to break up. It was noted that during the demonstration this method kept a marina clear of ice all winter.

Other Issues

- Concern was expressed regarding whom was going to provide flood protection for north of Winnipeg as \$700 million is being spent to provide flood protection for Winnipeg and \$100 million for south of Winnipeg.

Key Questions and Comments Made by the Coalition for Flood Protection North of the Floodway

Public Involvement Program

- Concern was expressed that information has not been provided in the presentation showing locations where the original floodway construction breached the aquifer leading to issues of groundwater quality and seepage of groundwater into the floodway.

Water Levels

- Concern was expressed that notches that were added to the east dyke following the 1997 flood would increase the rate of water reaching Selkirk resulting in higher water levels.

- The question was raised if the water levels shown during the presentation are assuming that there is no ice in the river.
- The question was raised regarding what the difference was between artificial and natural flooding, and more specifically if flooding north of the outlet during floodway use is considered natural.

Summer Operation

- A question was raised why 1993 was not considered summer operation of the floodway and clarification on the number of times the floodway has been operated in the summer was requested.

Ice Jamming

- Concern was expressed regarding backwater flooding as a result of ice jamming in narrow reaches of the Red River in the Lower Fort Garry area north of Selkirk. Doubt was expressed regarding the claim by MFEA that larger water flows will break up ice jams. Photographs taken in the area during the flood peak this year were provided to MFEA along with a list of questions to be addressed.
- The statement made by MFEA during the presentation that the floodway gate operation has no effect on ice jamming and the associated flooding was challenged.

Dredging

- Concern was expressed that dredging is needed as noted by measurements taken during a boat trip down the Red River to the Coulee area. During the trip measurements at a couple of break points indicated that there was only 1 foot or less of clearance below the boat.

Other Issues

- Concern was expressed that residents north of the floodway are not treated equitably as Winnipeg is protected from flooding yet no money has been spent for flood protection north of the floodway. Additionally, concern was expressed that many of the residents in the area have been turned down for assistance from flood proofing programs as the area is not a flood plain even though they are flooded regularly due to ice jams.
- The question was raised if MFEA could provide the Federal Environment Department contact person or the person reviewing this environmental assessment process.
- To ensure that everyone was aware of it, a comment was made that in Ernie Gilroy's letter of April 8, 2004 he stated that the floodway expansion will improve the life for all Manitobans and will protect the environment.
- The question was raised as to what the 718' level refers to in relation to a flood prone area north of Lower Fort Garry as he has heard this number used.

Key Questions and Comments Made by the RM of St. Clements Council

Mitigation

- Concern was expressed that even if no deepening of the floodway occurs with the expanded capacity during flooding events there will be enough hydraulic pressure from the flood water to still cause contamination of groundwater.

Other Issues

- Concern was expressed that there is no plan being developed for flood protection measures for residents downstream of the Floodway.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives and Their Consultants

- In response to the concern regarding the PIP it was noted that although answers could not be provided for all the questions as MFEA is still in the pre-design stage, these questions will be answered in the upcoming EIS. Although not all questions could be answered the process is very important as it provides an opportunity to receive public comments. Additionally, if the meetings were not held and the first information provided to the public was the EIS, then there would have been a public outcry regarding the lack of public involvement. In response to the short notice for the upcoming open houses an apology was provided, as there were some problems getting the announcement out. It was also noted that additional means of advertising were being taken that include the use of billboard signs along major highways accessing the area.
- In response to a question regarding information in the presentation it was noted that the cross sections do show where the groundwater aquifer was breached during the original floodway constructions. It was also noted that the groundwater seepage into the floodway occurred into the Red River prior to the floodway construction and that any groundwater impacts that resulted from the original floodway construction have been mitigated.
- In response to a question regarding spoil material it was noted that this question has been raised at numerous meetings. Consideration is being given to making spoil material available to municipalities and the public for dyke construction or other suggested ideas and recreation uses as long as it does not delay the floodway expansion schedule or cause additional costs. One possibility is to set up an area where spoil material will be stored for public access.
- In response to questions regarding groundwater impacts it was noted that there are two on-going studies that include monitoring groundwater wells and modelling potential impacts of different depths of excavation to groundwater in the upper limestone (KGS Group) and Birds Hill (Wardrop) aquifers. These studies will provide baseline information for comparison against results of monitoring that will occur during expansion to identify impacts to local groundwater wells due to the floodway expansion and operation. To lessen impacts to groundwater the maximum excavation depth is 6' and they are trying to reduce this to no deepening. If impacts due occur to groundwater quality then engineering solutions will be used to mitigate the impacts. This would include deepening wells or drilling new wells.
- In response to comments regarding the floodway and its operation in relation to water levels in Selkirk it was noted that use of the floodway results in approximately 20% of the water flow arriving in Selkirk a few hours earlier however, it makes no difference to the overall total flow volumes. The initial arrival of water through the floodway does not cause any discernible change to water levels in Selkirk and within approximately 6 hours the water level would stabilize to the overall total flow volume. Similarly the notches added to the east dyke following 1997 allows water to enter the floodway more easily, lowering upstream water levels, however, the flow at the outlet structure is at a stable volume that would not be affected by these notches.
- In response to a question it was noted that the water levels shown in the presentation represent the peak level for that flood event. At these levels the water capacities are higher than when ice jamming can occur and therefore the water levels assume no ice in the river.
- In response to a question it was noted that the difference between artificial and natural flooding is whether the water level exceeds or stays below the state of nature during floodway operation. If flooding north of the floodway occurs during floodway operation and the water levels exceed state of nature this would be considered artificial flooding. However, if flooding was due to an ice jam then the flooding would be considered natural as the

floodway operation has no significant effect on ice jamming. Additionally it was noted that if flooding is considered natural there are still flood compensation programs for natural flooding.

- In response to questions regarding the Devil's Lake discharge in North Dakota it was noted that the proposal to relieve water levels in that area would be using a pump with a 150 cfs capacity which is much lower than typical summer flows in the Red River. Therefore, the effect to water levels are not a concern. However, the province has concerns associated with water quality and the impacts to local flora and fauna.
- In response to questions regarding operation it was noted that no water will be retained in the floodway for recreation use and the date at which the floodway is dry would depend on the size of flood for any given year.
- In response to a question regarding summer operation it was noted that the floodway has only been operated once in the summer in July 2002. In 1993 the gates were not operated, rather the water observed in the floodway was a result of high water levels causing water to naturally flow into the floodway.
- In response to a question regarding mitigation it was noted that if the floodway channel does require deepening than an engineering solution such as clay lining will be considered to reduce potential impacts to groundwater quality and quantity.
- In response to questions regarding ice jamming it was noted that there is no relationship between ice jamming and the operation of the floodway. This has been concluded from several studies and records showing that ice jamming has historically occurred in the area prior to floodway construction and since construction ice jamming has occurred prior to, during, and following floodway operation.
- In response to a question regarding flooding in relation to ice jamming it was noted that if the water levels exceeded the bank height during flooding than the edges of an ice jam would be released from contact with the bank and it would spread out flowing freely.
- In response to comments regarding dredging it was noted that the amount of area that would be dredged is insignificant relative to the total area provided by the Red River. As such, the increased flow that could be attained would not have a significant effect on flooding or ice jamming in the area.
- In response to a question it was noted that Larry Strachan, Director of Environmental Approvals for Manitoba Conservation was the contact person for the environmental assessment process. He is leading the team of provincial and federal members and would be able to provide any further contact information.
- In response to a question it was noted that the 718' level likely refers to a building permit level that takes into consideration the 100 year flood event. Typically building permits only require building above the 100 year flood event level and not higher as the higher flood events occur so infrequently and it would prevent building in a much larger area.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Open House**

Open House Highlights

Howden Community Centre – St. Adolphe, Manitoba
April 21, 2004

In Attendance

Facilitator

R. Sawchuk

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics

J. Thomson – Vice-President – Transportation

D. Hurford – Community and Government Relations Coordinator

For Manitoba Water Stewardship, Water Branch

R. Bowering

For KGS Group

B. Smith

D. MacMillan

R. Carson

S. Moffatt

For Acres Manitoba

G. Mohr

For Interest Groups in the Area

M. Clifton – Ritchot Concerned Citizens Group

P. Clifton – Ritchot Concerned Citizens Group

B. Starr – Ritchot Concerned Citizens Group

F. Hnytka – North Ritchot Action Committee

B. Stefaniuk – RM of Ritchot Reeve

M. Taillieu – MLA for Morris

Purpose of Open House

The open house was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Provide a summary of the project description, outlining the expansion components involved.

- Describe the environmental assessment process focusing on the Public Involvement Process (PIP) with a description of the current Round 2 activities.
- Address in detail key issues that include: floodway operation, the natural river levels study, water flows and levels, summer operation, compensation, mitigation and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The open house is part of a series of Round 2 sessions being held in the rural municipalities in the area affected by the proposed Floodway Expansion Project. In addition to the open house series, meetings are being held with the elected officials from the rural municipalities and with stakeholders in the area. At least two additional rounds of public open houses and meetings are planned as information from the Environmental Assessment becomes available.

Open House Process

The session started with individual review of the open house storyboards by the public, with approximately 150 people in attendance. MFEA and their consultants were on hand to answer any questions that arose during this viewing period. Halfway through the evening Richard Sawchuk, facilitator for the evening, introduced the formal portion of the open house.

Richard introduced the members of MFEA, KGS Group, Manitoba Water Stewardship Branch and Acres Manitoba that were in attendance to answer questions. He reviewed the format of the evening stating that the informal viewing was to provide the public the opportunity to read the storyboards and acquire information on the project. He described the formal portion to follow as having two purposes. The first purpose was to allow MFEA to provide a presentation of information on the project and the second purpose was to provide the public a chance to voice their concerns and get answers to any questions they may have.

Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the project description and Public Involvement Program, addressed in detail key issues and outlined the next steps in the process. Following the presentation the public were invited to speak about their concerns or to ask any questions of MFEA or the consultants. It was noted that these questions and concerns would be recorded and the information included as part of the EIS.

Throughout the question and answer period:

- The public and stakeholder representatives asked questions, offered perspectives and identified issues about the proposed expansion project, the environmental assessment process and the key issues addressed in Round 1 of the PIP.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority and their consultants 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, questions and comments 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 description of what was said. The input received during the workshop is presented by organization or general public and not attributed to any one individual.

Key Questions and Comments Made by the Public

Project Description – Expansion Components

- The question was raised whether the spoil material from floodway excavation will be available for the public to use and if it is how would they find out how to acquire the spoil material.
- The question was asked if anything was being done to improve St. Mary's Road to increase it's height.

Water Levels

- Concern was expressed regarding the higher water levels in 1997 compared to 1979 when the floods reportedly had the same flow. Additional concerns and questions were submitted in a letter to MFEA (Doug McNeil) regarding the different water levels for a variety of historical floods.
- Concern was expressed that since the original construction of the floodway water levels have been higher and the areas south of the floodway flood each year. The opinion was voiced that MFEA should buy out all the land in the area.
- Concern was expressed that the natural water levels are based on the flow from 1950, however, at present date with the addition of constructed drainage water reaches the Red River more efficiently and water levels raise a lot faster now during spring melt and following rain events.

Floodway Operation

- Concern was expressed that in 1997 the floodway operation rules were not followed and now with the new compensation removing the right to sue, what is there to ensure that the proposed new rules will be followed during a future flood event.

Summer Operation

- Concern was expressed that residents affected by summer operation were excluded from the committee to assess the summer operation in 2002. The IJC indicated that any changes to the floodway operating rules must include all members in the valley and the 1999 floodway operating rules indicated that summer operation would be too cumbersome, regardless, it was allowed in 2002 without consulting the local land owners.

Compensation

- Concern was expressed that the compensation rules are very vague.

Mitigation

- The question was raised if the cost of upgrading community ring dykes was part of the mitigation budget.
- The question was raised whether any consideration has been given to the effect on property values south of the inlet as everyone is being told that communities south of the inlet will be sacrificed to prevent flooding in Winnipeg.

Ice Jamming

- The question was raised if any steps were being taken, such as use of a hovercraft, to address the ice jamming concerns downstream of the outlet. Concern was expressed regarding what would happen to the area north of Selkirk with the larger flows as it was felt that flood protection is not equal for all Manitobans.

Other Issues

- Concern was expressed regarding repeated damages to Red River Road from erosion and the concern that it may be lost to erosion completely. It was noted a property that was bought out in 1997 has been left exposed to erosion. The question was raised as to what MFEA will do about this.
- The question was raised whether the Saline Water Intrusion Study being conducted by Wardrop Engineering for the St. Germaine/Vermette area had any connection to the work for the floodway expansion project and if any problems were anticipated.
- The question was raised if upstream water retention was considered as an alternative to the floodway expansion. It was suggested that water could be temporarily held in Pelican, Swan and Rock Lakes for a period of 10 days or so to reduce flood water levels.
- Concern was expressed that the effects of gate operation in spring and summer on vegetation needs to be considered.
- The suggestion was made that instead of expanding the floodway extend it all the way up to Lake Winnipeg as this would prevent flooding in the areas south and north of Winnipeg.

Key Questions and Comments Made by the Ritchot Concerned Citizens Group

Summer Operation

- Concern was expressed that it is outrageous to try and keep the river walk in Winnipeg from being flooded at the cost of flooding properties south of Winnipeg.
- A comment was made that summer operation is simply sewage relief for Winnipeg and not flood control measures.

Compensation

- The question was raised if the compensation criteria, requiring an owner to show proof of compliance, will be clearly established and published before the floodway expansion has begun.
- Concern was expressed that the compensation legislation needs to be clearly defined so there is no ambiguity when claims are made. Additionally, it was felt that flooding an area and then making the landowner show proof that they were flooded before providing compensation is insulting to the people in the area.
- Concern was expressed that the proposed compensation legislation is not acceptable. It was indicated that a full agreement with all the details worked out needs to be developed and that if the province is not capable of developing an acceptable agreement then the federal government needs to take the responsibility.
- The suggestion was made that to prevent compensation problems a negotiating agreement similar to the northern flood agreements should be created for southern Manitoba to offset annual costs from flooding.

Other Issues

- Concern was expressed that it is hard to get information on the proposed regulations. It was noted that there was very little respect for the province as a result of lies made over the last seven years and because of constantly changing the baseline information. It was commented that there needs to be a negotiated flood agreement with Ritchot residents or they will not let the floodway authority flood the area. Additionally, it was noted that if they did not like the process that they could sue.
- The comment was made that residents of Ritchot are physically, emotionally and financially exhausted, yet it is the people in Winnipeg that have everything to gain and nothing to lose from this plan for improved flood protection.

- Concern was expressed regarding the inequalities as in 1962 the project cost \$62 million whereas the expansion project will cost \$660 million to provide the city with protection up to the 700 year flood event, while communities upstream will only be provided protection up to the 250 year flood event. All southern Manitobans are paying for the project however, they are not all receiving equal benefits.

Key Questions and Comments Made by the North Ritchot Action Committee

Public Involvement Process

- Concern was expressed that public comments are not being adequately considered. Additionally, they feel that the public has not been involved enough, as mandated by the IJC study, in making decisions as part of the process such as the floodway operation and compensation legislation.

Water Levels

- Concern was expressed that residents upstream of the floodway will not see any benefits as a result of the expanded floodway as they feel the operation of the gate, restoring water levels upstream back to state of nature, only benefits the city.

Compensation

- The question was raised regarding what the extent of public participation was in determining the criteria for the compensation regulation.

Key Questions and Comments Made by the RM of Ritchot Council

Mitigation

- Concern was expressed that as water comes into the area from the east, south and west but is controlled to the north that the area is affected and mitigation was never completed. It was suggested that mitigation is needed in the area to meet IJC comments.

Key Questions and Comments Made by the MLA of Morris

Compensation

- Concern was expressed that the compensation legislation sounds great on paper, however, when it comes to implementing it there will be problems. It was felt that there is a lot of interpretation as to what is natural compared to artificial flooding. The question was raised as to why MFEA did not inform the public during the presentation that the compensation legislation includes giving up their right to sue the government.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives and Their Consultants

- In response to a question regarding spoil material it was noted that this question has been raised at numerous meetings. Consideration is being given to making spoil material available to municipalities and the public for dyke construction or other suggested ideas and recreation uses as long as it does not delay the floodway expansion schedule or cause additional costs. One possibility is to set up an area where spoil material will be stored for public access
- In response to concerns regarding the lack of public involvement it was noted that this is the second round of 4 rounds of public meetings. Following the four rounds there will be

additional public involvement through a 60-day review of the EIS followed by the CEC hearings. Additionally, it was noted that comments made by public during the first round PIP have been considered in the project, such as widening as opposed to deepening to lessen groundwater impacts.

- In response to a question it was noted that nothing is being done to improve St. Mary's Road as that is beyond the scope of the expansion project.
- In response to questions and comments regarding different water levels for varying historical flood events it was noted that MFEA did not have the answers at this time, however, they would review the data provided and respond if they could. It was also noted that the intent of the EIS is to look at what the effects of an expanded floodway would be relative to the base case scenario of the existing floodway and not to the conditions prior to the original floodway construction.
- In response to a concern it was clarified that the benefit of an expanded floodway is the increased capacity. As an example in the event of a flood the same as in 1997 the water level immediately upstream of the inlet would be reduced by approximately 2' and benefits would be realized upstream towards Ste. Agathe.
- In response to a concern regarding floodway operation it was noted that in 1997 the intention of the operating rule was met. The original rule was to keep water levels at 25.5' James Avenue to provide at least 2' of freeboard on the primary dykes. However, in 1997 the river surface profile was steeper than normal such that in the south end of Winnipeg water levels reached the equivalent of 25.5' James Avenue in St. Norbert. Therefore, it was considered that the rule was followed and this change was adopted into the new floodway operation rules following the 1997 review.
- In response to a concern regarding summer operation it was noted that the final decision to allow summer operation has not yet been made and that before it is made decisions need to be made regarding compensation for flooding upstream.
- In response to questions and concerns regarding compensation legislation it was noted that the regulation was introduced in March and that this stage of the PIP open houses is to introduce the legislation and receive public response. The legislation will follow the Provincial legislation process that includes public input and responses to assist in making final decisions prior to the final reading.
- In response to a question it was noted that upgrading community ring dykes was not part of the floodway expansion plan, however, \$110 million had been spent by the federal and provincial governments since the 1997 flood for this purpose.
- In response to questions regarding ice jamming it was noted that there is no relationship between ice jamming and the operation of the floodway. This has been concluded from several studies and records showing that ice jamming has historically occurred in the area prior to floodway construction and since construction ice jamming has occurred prior to, during, and following floodway operation.
- In response to a question it was noted that Wardrop Engineering was conducting the groundwater study for the City of Winnipeg, however, they were subsequently hired by MFEA to conduct studies for the floodway expansion as they had already conducted work in the area. The studies are not completed yet, however, movement of the salt water line is not anticipated.
- In response to a question it was noted that the extension of the floodway directly to Lake Winnipeg was investigated as an alternative, however, due to the extremely high cost and low benefits of this option it was rejected. Additionally, it was noted that the Red River downstream of the floodway outlet has a capacity that can carry the 220,000 cfs design flow.

**Manitoba Floodway Expansion Authority – Public Involvement Program
Round 2 – Open House**

Open House Highlights

**Baptist Church – Oakbank, Manitoba
April 19, 2004**

In Attendance

Facilitator

R. Sawchuk

For Manitoba Floodway Expansion Authority

D. McNeil – Vice-President – Hydraulics

J. Thomson – Vice-President – Transportation

D. Hurford – Community and Government Relations Coordinator

For Manitoba Water Stewardship, Water Branch

R. Bowering

For KGS Group

B. Smith

D. MacMillan

S. Moffatt

For Interest Groups in the Area

V. Johnson – Floodway East Drainage Association

J. Holland – RM of Springfield Reeve

C. Lapointe – RM of Taché Councillor

R. Schuler – MLA for Springfield

Purpose of Open House

The open house was requested by the Manitoba Floodway Expansion Authority (MFEA) for the Floodway Expansion Project to:

- Provide a summary of the project description, outlining the expansion components involved.
- Describe the environmental assessment process focusing on the Public Involvement Process (PIP) with a description of the current Round 2 activities.
- Address in detail key issues that include: floodway operation, the natural river levels study, summer operation, compensation, mitigation and recreation and economic opportunities.
- Outline the ongoing and future communications and the next stages of the process.

The open house is part of a series of Round 2 sessions being held in the rural municipalities in the area affected by the proposed Floodway Expansion Project. In addition to the open house series, meetings are being held with the elected officials from the rural municipalities and with stakeholders in the area. At least two additional rounds of public open houses and meetings are planned as information from the Environmental Impact Assessment becomes available.

Open House Process

The session started with individual review of the open house storyboards by the public, with approximately 90 people in attendance. MFEA and their consultants were on hand to answer any questions that arose during this viewing period. Halfway through the evening Richard Sawchuk, independent facilitator for the evening, introduced the formal portion of the open house.

Richard introduced the members of MFEA and KGS Group that were in attendance to answer questions. He reviewed the format of the evening stating that the informal viewing was to provide the public the opportunity to read the storyboards and acquire information on the project. He described the formal portion to follow as having two purposes. The first purpose was to allow MFEA to provide a presentation of information on the project and the second purpose was to provide the public a chance to voice their concerns and get answers to any questions they may have.

Doug McNeil of the Manitoba Floodway Expansion Authority delivered the presentation reviewing the project description and Public Involvement Program, addressed in detail the key issues and outlined the next steps in the process. Following the presentation the public were invited to speak about their concerns or to ask any questions of MFEA or the consultants. It was noted that these questions and concerns would be recorded and the information included as part of the EIS.

Throughout the question and answer period:

- The public and stakeholder representatives asked questions, offered perspectives and identified issues about the proposed expansion project, the environmental assessment process and the key issues addressed in Round 1 of the PIP.
- Where appropriate, representatives of the Manitoba Floodway Expansion Authority and their consultants 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, questions and comments 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 description of what was said. The input received during the workshop is presented by organization or general public and not attributed to any one individual.

Key Questions and Comments Made by the Public

Project Description – Expansion Components

- The question was raised whether the spoil material from the floodway expansion would be used for twinning the perimeter highway west of the floodway.
- The comment was made that twinning highway 15 is the main priority in the RM of Springfield. Following up on a previous meeting in Dugald at which a petition for twinning

highway 15 was presented with 1,000 signatures, it was noted that they have added an additional 500 names. An update on the how the potential twinning is progressing was requested.

- The question was raised whether extending the floodway, possibly at a smaller scale, directly into Lake Winnipeg was considered as an alternative to expanding the existing floodway.
- The question was raised whether MFEA is close to deciding where and how much the floodway will be deepened and or widened and if there will be notification to the public and municipalities when the design is complete. The question was also raised if sections of the floodway are deepened while other areas are widened, how would water flow effectively through the floodway.

Water Levels

- The question was raised whether in the calculations of water levels and design for the expansion if MFEA considered the increased amount of water that will be flowing downstream from the Devil's Lake discharge in North Dakota.

Compensation

- The question was raised regarding who decides full compensation and why the new legislation removes an individuals right to sue the government.
- The question was raised if the floodway expansion results in impacts to the groundwater quality and this in turn affects the property value will compensation apply. Additionally it was asked if the floodway is deepened and 10 to 15 years later there are impacts to the groundwater will compensation apply.

Recreation and Economic Opportunities

- The question was raised if there have been any proposals submitted yet suggesting the connection of the four major snowmobile trail systems in the area.

Ice Jamming

- Concern was expressed regarding ice jamming at the south end of Lake Winnipeg. It was noted that the alternative of extending the floodway directly into Lake Winnipeg would relieve some of the water volume on the river in the event of ice jamming.

Other Issues

- The question was raised whether groundwater studies assessing the quality and level would be conducted prior to any of the floodway expansion work. It was noted by a resident that there is a monitoring well on his property and he expected that it would be sampled as part of the groundwater studies as he feels all monitoring wells should be inspected as opposed to just a selection of wells.
- Disagreement was expressed regarding comments made by Ernie Gilroy. It was felt that the floodway expansion will only dramatically improve the quality of life for Winnipeggers and not all Manitobans as people outside of the floodway are still flooded. Additionally it was felt that jobs are not being created for Manitobans as companies outside of Manitoba can bid on the work. It was expressed that only Manitobans should be allowed to work on the project.
- The question was raised regarding when and if Intervener funding will be awarded.
- The question was raised as to what would make the expansion project a success. It is known that the expansion project is for the protection of Winnipeg, however, for the project to be considered a success in the Springfield area drainage problems need to be corrected, there needs to be minimal impacts to groundwater quality and quantity and transportation

concerns in the area need to be addressed. It was noted that there has been no actions yet to ensure success of the expansion project in this area.

- The question was raised if the floodway authority has taken over responsibility of the floodway from the federal government.

Key Questions and Comments Made by the Floodway East Drainage Association

Discussion Topics Identified in PIP Round 1

- Concern was expressed for residents and farmers along the east side of the floodway as it effectively acts like a dyke preventing drainage from their properties. In the event of heavy summer rains area residents are flooded, as the water does not effectively drain from the properties to the existing drop structures. They would like to see co-operation between the RM of Springfield, the Cooks Creek Conservation District and MFEA to conduct an investigation to improve drainage in the area. They would like the investigation to look at the quantity and capacity of existing drop structures as they would like one or two more drop structures and be involved in the process of locating them in addition to lowering the existing structures.

Key Questions and Comments Made by the RM of Springfield and Tache Councils

Mitigation

- The question was raised regarding how far away from the floodway will potential impacts to ground water wells occur as a result of the expansion and will there be mitigation to deal with the potential impacts.

Other Issues

- Concern was expressed that the \$100,000 allocated for Intervener funding is largely insufficient to adequately review the work being conducted by MFEA that has cost \$8 million.
- Concern was expressed that during the council meetings it was indicated that information was still to be coming, such as the extent of flooding south-east of the floodway, however it is felt that this information is still not being provided and presented.

Key Questions and Comments Made by the Springfield MLA

Other Issues

- The question was raised whether the studies have indicated yet how many groundwater wells may potentially be impacted due to the floodway expansion. Additionally the question was raised if there will be enough money to mitigate or compensate for all the potential impacts.

Key Perspectives Provided by Manitoba Floodway Expansion Authority Representatives and Their Consultants

- In response to a question it was noted that the floodway is owned and operated by the province and that any changes to operating rules are the responsibility of the province as opposed to the federal government.
- In response to comments it was noted that following the 1997 flood the potential for and the effects of the 1826 flood (1 in 300 year event) were realized. An event such as 1826 would be 40% larger than 1997 and with the existing floodway water levels would be 10' higher in

Winnipeg. This would result in approximately a third of Winnipeg being flooded by overland flooding and another third flooded due to sewer backup. This would essentially immobilize Winnipeg and shut down the economic engine of Manitoba. Therefore, to protect the quality of life for all Manitobans it was determined that a plan to deal with these larger floods was necessary. Based on a cost/benefit analysis it was determined that flood protection up to the 700 year flood event was the best option.

- In response to comments it was noted that MFEA wants to see as many jobs given to Manitobans as possible, however, because of inter-provincial and other trade agreements they can not stipulate that only Manitoba companies can bid on the work. Additionally, if work is awarded to companies outside of Manitoba it is expected that the majority of the labourers will still be Manitobans and there will be a training component for labourers associated with the expansion work.
- In response to questions and concerns regarding success of the expansion project for the Springfield area, it was noted that the project mandate is for the protection of Winnipeg. However, it was also noted that MFEA is going beyond the mandate as the drainage engineers are looking into designing the drop structures to meet the future expanded needs for the area. As part of the project there are on-going studies assessing and trying to mitigate the potential impacts of the project on groundwater quality and quantity. Additionally MFEA is looking at twinning highway 15 and the potential for more at grade crossings through the floodway. It was noted however that the highways department has concerns about at grade crossings due to the increase in intersections tied into the existing highways. The answers haven't all been provided yet as the project is still in the pre-design stage and all aspects of the project need to be considered when pulling the information together into a cohesive package. The design will be complete along with all the answers and included in the EIS, which will be made available to the public for their review and comment.
- In response to drainage concerns it was noted that UMA is looking at the potential to increase the capacity of the drop structures to address local drainage issues associated with the project. They are reviewing if the current drainage system meets the current capacity needs of the drainage district and if they will meet the future needs. MFEA will meet again with the Floodway East Drainage Association and Cooks Creek Conservation District as soon as any information is provided by UMA. However, MFEA clarified that their responsibility is only to the floodway limits for drainage system improvements and that the drop structure locations are not likely to change.
- In response to questions regarding groundwater impacts it was noted that there are two on-going studies that include monitoring a selection of groundwater wells and modelling potential impacts of different depths of excavation to groundwater in the upper limestone (KGS Group) and Birds Hill (Wardrop) aquifers. These studies will provide baseline information for comparison to monitoring what will occur during expansion to identify impacts to local groundwater wells due to the floodway expansion. Based on preliminary ground water modelling, with the worst case scenario of deepening 1.5 m there would be a drawdown of approximately 1.5 m immediately adjacent the floodway. The drawdown of ground water levels is noticeable within the first couple of miles and lessens as you move away from the floodway. Approximately 5 miles away (Lorette) the drawdown would be within seasonal fluctuations and by 15 miles away (Anola) there is no noticeable drawdown. There is no indication yet as to how many wells may potentially be impacted, however, there is sufficient budget to mitigate any potential impacts that may occur.
- In response to questions regarding the twinning of highway 15 it was noted MFEA is still designing a 4 lane bridge in anticipation of highway 15 being twinned. However, the twinning project requires approval from the provincial and federal governments.

- In response to questions it was noted that the final design of the floodway expansion was not complete yet but was anticipated to be complete by August at which time the information will be available for public review in the EIS. Investigations are still on-going to determine where the channel will be widened as opposed to deepened to minimize groundwater impacts and results will likely indicate minimal deepening. It was noted that the final design of the low flow channel when complete will be sloped so that water will not pond in the floodway channel.
- In response to a question it was noted that the extension of the floodway directly to Lake Winnipeg was investigated as an alternative, however due to the extremely high cost and low benefits of this option it was rejected. Additionally, it was noted that the Red River downstream of the floodway outlet naturally has a capacity that can carry the 220,000 cfs design level with almost no flooding besides some back up into tributaries.
- In response to a question regarding the use of spoil material for twinning the perimeter highway, it was noted that although there has been no formal discussion this could be considered, however, there would be additional costs associated with hauling the extra distance. There have been discussions about using spoil material for the interchange at highway 59.
- In response to questions regarding the Devil's Lake discharge in North Dakota it was noted that the proposal to relieve water levels in that area would be using a pump with a 150 cfs capacity which is much lower than typical summer flows in the Red River. Therefore, the effect to water levels are not a concern, however, the province has concerns associated with water quality and the impacts to local flora and fauna.
- In response to comments regarding compensation it was noted that compensation applies only to artificial flooding during operation. If there were potential impacts to ground water quality from the floodway expansion these would be dealt with through mitigation measures during the design and construction stages. It was also noted that investigations of ground water modelling have indicated that any impacts to ground water as a result of floodway expansion should be able to be determined within the time frame of construction as opposed to taking 10 to 15 years.
- In response to comments regarding compensation legislation it was noted that the process allows the government to settle claims through compensation rather than going through the court system. The compensation legislation provides that anyone receiving compensation can not also sue the government.
- In response to a question regarding recreation proposals it was noted that none of the proposals will be looked at until the submission deadline of April 20th. Following the deadline the proposals will be reviewed and any of the ideas that meet the criteria that were set out will be included in an opportunity report that will be incorporated into the EIS for public comment.
- In response to comments regarding ice jamming it was noted that the Selkirk area is prone to ice jamming, that jams occurred prior to floodway construction and since construction ice jams have occurred prior to, following and during gate operation. It has been determined that the floodway and the proposed floodway expansion have no effect on ice jamming and the resulting impacts.
- In response to comments and questions regarding Intervener funding it was noted that the CEC is responsible for deciding who receives intervener funding and they have not made any decisions to date. MFEA is also waiting for the CEC decision, as they will be working closely with whoever is awarded intervener funding.

APPENDIX 3C

Communication

8. Communication

Since January, MFEA has taken a proactive, transparent approach to communicating the project's progress. As opposed to presenting a complete, final project to the public, MFEA made a decision to present the floodway expansion in its early design stage.

This has allowed meaningful public consultation and significant improvement to the project. MFEA has taken a number of steps to communicate project elements, public consultation opportunities and progress reports to the public.

In addition to the public involvement process already identified in this report, MFEA distributed questionnaires at public meetings, conducted public opinion research about the project and distributed a newsletter to more than 32,000 local households.

A direct mail effort has also been initiated which provides key stakeholders, elected officials and local residents with regular updates on the project and invites feedback.

8.1 Media Relations

The following pages are a chronological summary of news releases, advertising and local press clippings relevant to the various elements of the Red River Floodway Expansion.

MFEA also undertook a television advertising campaign in April to increase awareness of the project and encourage Manitobans to participate in the ongoing consultation process. Viewers were encouraged to contact our toll-free number and/or web site for information about the various elements of the Red River Floodway Expansion.

FOCUS

A11
WINNIPEG FREE PRESS,
MONDAY, FEBRUARY 2, 2004

▼ FLOOD PROTECTION

Expansion of the floodway is vital

Project to improve quality of life for Manitobans

By Ernie Gilroy

ONE of the most memorable images of 2003 was the sight of massive forest fires advancing on communities in British Columbia's Okanagan Valley. The faces of the residents whose homes were destroyed said it all.

It was an image that brought back memories of the 1997 Manitoba flood. Like the flood, the final chapter of the Okanagan fire was about the human spirit. The enduring Canadian values of community, sharing and perseverance prevailed.

Today, in the Okanagan, homes are being rebuilt and people are trying to get their lives back to normal. Now, they are asking authorities to do everything they possibly can to ensure it never happens again.

In the aftermath of the 1997 flood, Manitobans were doing the same thing. The International Joint Commission (IJC) studied ways to better protect the residents of the Red River Basin from severe floods. Thousands of hours of consultations were conducted.

The IJC concluded if no action was taken to improve flood protection in Manitoba, there would be a 37 per cent chance of a repeat of the 1997 flood within 50 years. The IJC recommended two specific flood protection options that would decrease that risk.

Additional consultation concluded the expansion of the current floodway was the best option for increased flood protection. It would reduce the risk of a 1997 repeat to just seven per cent over the next half-century and significantly reduce the risk to rural Manitobans living south of the floodway.

In this light, all levels of government should be congratulated for their commitment to flood protection in southern Manitoba. Following the 1997 flood, the federal government of Canada and province of Manitoba jointly invested \$130 million in flood protection — \$110 million for rural residents in the Red River Valley.

Over the last 10 months, Canada and Manitoba have announced more than \$240 million to begin work on the \$700-million floodway expansion — more than one-third the cost. In fact, Canada has recognized the project as a national priority.

In addition, the city of Winnipeg has indicated their strong intention to make substantial upgrades to their flood protection infrastructure.



A full expansion of the floodway is seen as a key to protecting Manitobans from floods like the one in 1997.

tion infrastructure.

The Manitoba Floodway Expanding Authority has been established to oversee the planning and management of the project. The authority is committed to providing increased flood protection to as many Manitobans as possible. It will provide excellence in project management, be inclusive and encourage innovation.

The authority also intends to maximize economic development opportunities associated with the expansion — a clear priority that emerged during public consultation. As one of the largest capital projects in Manitoba history, the project will result in both direct and indirect opportunities and thousands of jobs.

There will be opportunities in the construction, design, consulting and engineering sectors as we begin to move dirt, improve railway and highway bridges, upgrade dikes and strengthen utilities, floodgates, pump stations and control structures.

There will be opportunities to promote environmental technologies, develop labour training and research partnerships.

There will be opportunities for local small businesses and aboriginal entrepreneurs — particularly in the tourism and recreation sectors. The authority plans to issue a general call for expressions of interest in the coming weeks to help develop a concise economic development partnership plan.

And, by increasing flood protection, local property values will stabilize. In this end, the government of Manitoba has committed to develop and introduce comprehensive compensation legislation this spring to ensure certainty for affected residents before a crisis instead of uncertainty and legal pursuits after the fact.

The floodway expansion is a win-win. The cost-benefit analysis of the investment is obvious. Following the severe 1950 flood, Canada and Manitoba built the current floodway for \$63 million. This investment has saved us from an estimated \$8.6 billion in losses over the last 40 years. The proposed floodway would protect residents from a flood the size of 1826 — the largest ever recorded in Manitoba.

The authority wants to invite Manitobans to have their say on the project and

help shape the future of their communities — particularly as it relates to protecting the environment.

Canada and Manitoba have agreed to a co-operative environmental review process to be led by the Manitoba Clean Environment Commission and consistent with the Canadian Environmental Assessment Act.

The first stage of the independent environmental review process is being initiated this month. It will build upon previous consultations and go far beyond the environmental protection standards used to construct the original floodway. More information about the process is available at www.floodway.ca.

The bottom line is the full expansion of the floodway will dramatically improve the quality of life for Manitobans by helping to make residents more secure, improving the environment, providing economic development opportunities and establishing an international model for public consultation and community involvement.

Ernie Gilroy is chief executive officer of the Manitoba Floodway Expanding Authority.

The International Joint Commission studied ways to better protect the residents of the Red River Basin from severe floods.

Floodway

Continued from page B1

Chris Lorenc, executive director of the Manitoba Heavy Construction Association, said his industry is non-unionized and it will oppose any attempt to limit the work to union shops.

Lorenc said he wasn't opposed to baseline wages, but he didn't think they were necessary.

"They're worried one company might steal workers from a non-union employer, but I say, 'Good for the worker if he can get more money somewhere else,'" Lorenc said.

Lorenc said employers understand they work in a competitive environment and even non-unionized sectors pay top wages in construction.

Any attempt to limit work to unionized shops would be "bad social, economic and public policy," he said.

"This could be an explosive issue and very divisive if it's not handled properly," Lorenc said.

He added it was dangerous for the government to attempt to influence how the market works, particularly when the project is being funded by taxpayers.

The floodway expansion will increase flood protection for Winnipeg and for communities north and south of the city. The project was developed following the Flood of the Century in 1997, which devastated communities in the Red River Valley and nearly swamped Winnipeg.

☛ dave.o'brien@freepress.mb.ca

CITY & DISTRICT

Winnipeg Free Press
THURSDAY, FEBRUARY 26, 2004

Floodway work a hot issue 'Our goal is labour peace,' says expansion authority

By David O'Brien

WHEN work on the Winnipeg floodway expansion begins next year, thousands of people will be employed for four years on the \$700-million project.

To ensure labour peace on what will be one of the busiest workplaces in the province, the Manitoba Floodway Expansion Authority is currently negotiating a master labour agreement with unions and industry.

And that has raised several touchy issues about market freedom, mandatory minimum wages and unionized

versus non-unionized labour.

"Our goal is labour peace," said Dave Hurford, spokesman for the expansion authority.

"We're on a tight schedule and we don't want disruptions caused by labour unrest or uncertainty."

Hurford said the authority is now considering the labour terms that should be established, including whether the work should be limited to unionized workers, or whether non-unionized employers should be forced to pay union-scale wages.

He said no decisions have been made, but the issues are being discussed with

the Winnipeg Construction Association, the Manitoba Heavy Construction Association and the Manitoba Building and Construction Trades Council.

The authority will insist on mandatory workplace safety standards and it is also requiring that women and aboriginals be fairly represented on the workforce.

Other than that, everything is up for negotiation, providing it guarantees labour peace and security, Hurford said.

Continued
Please see FLOODWAY B2

Thousands of people will work on \$700-million floodway expansion.



WANT A PICTURE? WINNIPEG FREE PRESS ARCHIVES

FAMILY NOTICES B10

B1
CITY EDITOR:
Steve Poon 697-7292
citydesk@freepress.mb.ca

8.2 Polling, Questionnaires and Newsletters

Questionnaires were distributed at MFEA's various town hall meetings. Participants were invited to answer various questions about the project on six occasions:

- April 19 – Oakbank Baptist Church
- April 20 – East Selkirk Recreation Centre
- April 21 – St. Norbert, Howden Community Centre
- April 26 – Morris, Southern Manitoba Convention Centre
- April 29 – Winnipeg, St. Norbert Community Centre
- May 3 – Winnipeg, Vince Leah Recreation Centre

A copy of the questionnaire, results and samples are included in this section.

MFEA was also assisted by Group'Action Saint-Norbert (GAS). In February 2004, GAS conducted a mail survey of the residents regarding recreation opportunities associated with the project. Close to 700 residents on both sides of the Red River between the Perimeter Highway on the north and St. Adolphe on the south responded to the survey. Results are included in this section.

MFEA initiated public opinion research in April to survey the feelings and awareness of Manitobans about the project. A summary of the research is included in this section. MFEA will undertake additional public opinion research as the project evolves.

Further to our commitment to rural Manitoba residents, MFEA distributed an information brochure throughout the Red River Basin in April. The document was distributed to more than 32,000 householders in southern Manitoba and regions of Winnipeg closer to the floodway inlet and outlet structures. A detailed breakdown is as follows:

Winnipeg - South (R2N)	8,526 hhlds	Selkirk (R1A, R1B)	8,093 hhlds
Winnipeg - Birds Hill (R2E)	2,818 hhlds	St. Norbert (R3V)	2,674 hhlds
Dugald (R0E 0K0)	1,580 hhlds	West St. Paul (R4A)	1,228 hhlds
Lorette (R0A 0Y0)	1,147 hhlds	Oakbank (R0E 0Y0)	1,086 hhlds
Ste. Adolphe (R5A)	1,007 hhlds	Morris (R0G 1K0)	962 hhlds
Niverville (R0A 1E0)	849 hhlds	East Selkirk (R0E 0M0)	805 hhlds
St. Pierre Jolys (R0A 1V0)	590 hhlds	Peguis (R0C 3J0)	451 hhlds
Emerson (R0A 0L0)	421 hhlds	Sanford (R0G 2J0)	338 hhlds
St. Jean Baptiste (R0G 2B0)	314 hhlds	Ste. Agathe (R0G 1Y0)	180 hhlds
Brunkild (R0G 0E0)	97 hhlds	Rosseau River (R0A 1P0)	74 hhlds
Aubigny (R0G 0C0)	73 hhlds	MacDonald (R0H 0S0)	70 hhlds

A second newsletter is planned for distribution this summer to highlight the results of the public involvement program and improvements that have been made to the project. MFEA will continue to distribute regular newsletter updates beyond the environmental licensing process.

Manitoba Floodway Expansion Authority - Open House Series

Questionnaire

How did you find out about this meeting?

What do you think is the best way for the Floodway Authority to notify residents about public meetings?

What information would you like to see on the Manitoba Floodway Expansion Authority's Web-Site?

Was the format of this open house/public meeting helpful to you? If not, what could we do to improve on in the future?

Is there a particular aspect of the project that you are interested in that motivated you to come to this meeting?

Do you support the need to expand the current floodway to provide increased flood protection in southern Manitoba? **Yes or No**

Are there questions you have that were NOT addressed in the presentation by the Authority? If yes, what are they?

Before attending this meeting were you very familiar, somewhat familiar, not very familiar or not at all familiar with the floodway expansion? (circle one)

What do you think is a reasonable period of public consultation for this project?

On a scale of 1-10 (ten being the best) how much of a priority do you think should be given to the following things during the floodway construction?

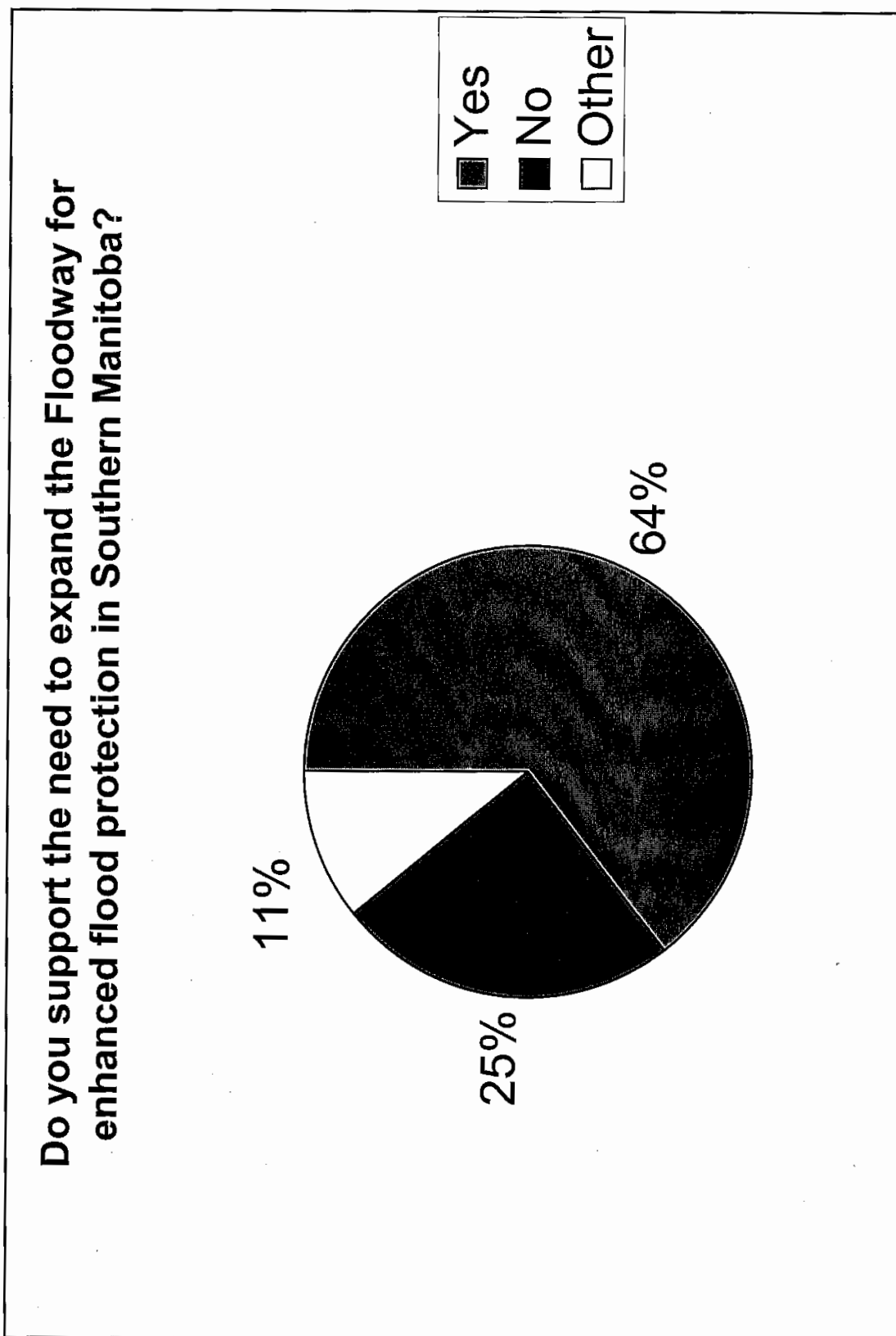
- ___ Make sure as many jobs as possible are filled by Manitobans
- ___ Provide training for Manitobans who need it to qualify for jobs on the project
- ___ Include recreational opportunities like ski facilities, walking and bike trails into the project during construction.
- ___ Get the job done at the lowest possible cost, even if that means leaving out some training, economic development and recreation opportunities.
- ___ Complete the project as fast as possible to make sure that we are protected against future flooding
- ___ Maximize training opportunities for women, aboriginal & Metis to gain skills in the construction industry
- ___ Make sure there are no strikes and labour uncertainty during the construction of the project.
- ___ Make sure the project meets environmental protection standards

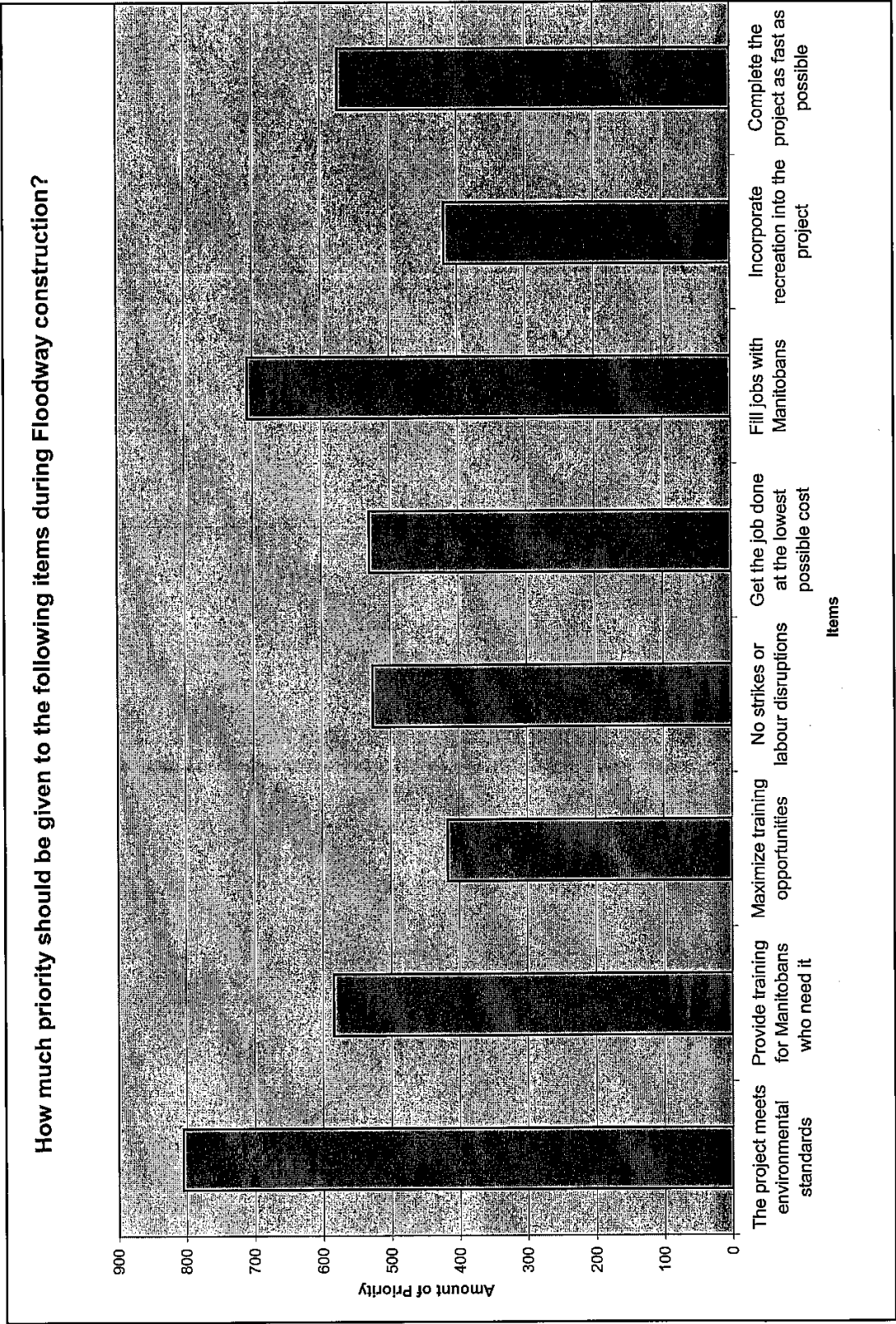
Would you like to be added to the Authority's mailing list? If yes, please provide your name and mailing address.

Manitoba Floodway Expansion Authority (204) 945-4900 & 1-866-356-6355

Summary of Public Open House Questionnaire Results

- Approximately 23% of the 500+ public open house attendees completed a questionnaire.
- Most residents heard about the public meetings through their local newspaper (55%). Word of mouth and road side billboards were also cited as sources of information.
- Residents suggested local newspaper advertising was the best way to inform residents of future meetings. Radio and direct mail were other prominent suggested communication methods.
- When asked what information residents would like to see on the MFEA web site, most residents requested specific project details, regular progress reports and examples of local water levels during various flood events. Just over 6% of respondents said they had no access to the Internet.
- Most open house attendees found the open house sessions helpful to them in understanding the project. They said they would like to see more information about the proposed compensation legislation, labour agreement and the project's impact on local water levels.
- When asked which particular aspect of the project was of the most interest to them, groundwater and local water levels were identified as the top issues. Recreation and compensation were also identified as top priorities.
- Most respondents (74%) feel they are somewhat or very familiar with the floodway expansion project. The vast majority of decided respondents (72%) support the floodway expansion project.
- Most respondents (50%) said six months to one year is an appropriate period of time for the public consultation process. 22% said the public consultation process should take place indefinitely.
- When asked rate various project elements, respondents identified the following objectives in order of priority:
 - make sure the project meets environmental standards
 - make sure as many jobs as possible are filled by Manitobans
 - provide training for Manitobans who need it to qualify for jobs on the project
 - get the job done at the lowest possible cost
 - make sure there are no strikes or labour disputes
 - include recreation & ski facilities, walking & bike trails into the project
 - maximize training opportunities for women, Aboriginal and Metis





Manitoba Floodway Expansion Authority

More capacity. More opportunities. - APRIL 2004

Message from the CEO

Since its completion in 1968, the Red River floodway has saved Manitobans more than \$8 billion in flood damage. During the 1997 Flood of the Century the capacity of the floodway was pushed to its limits. To better protect southern Manitoba residents, into the next century, we need to expand the Red River Floodway. Since 1997, the Canadian and Manitoba governments have invested \$130 million in flood protection measures - \$110 million for rural residents in the Red River Basin.

Over the past year, they committed an additional \$240 million to begin the expansion – more than one-third of the total project costs.

The floodway expansion will dramatically improve the quality of life for Manitobans. It will make residents more secure, protect the environment, create jobs & economic growth as well as establish a model for community involvement.

We want our public consultation process to be inclusive, innovative and informative. You have an opportunity to help shape the future of your community for generations to come. Included in this package you will find more information about the project as well as our consultation plan. We have also established a toll-free access line for rural residents at 1-866-356-6355.

As chief executive officer of the Manitoba Floodway Expansion Authority, I want to assure all Manitobans that I am committed to completing the floodway project before the next big flood hits. We look forward to working with you in the months and years ahead.



Ernie Gilroy
CEO



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

The Floodway Authority Act

In March 2004, the province introduced the Floodway Authority Act. This historic piece of legislation outlines the responsibilities of the Manitoba Floodway Expansion Authority, a separate, independent, publicly accountable agency to manage the expansion and maintenance of the floodway. As the government's agent, the authority will own the floodway's physical assets, manage the design, construction and maintenance of the expansion and develop the economic possibilities that result from the project.

A copy of the proposed legislation is available at
www.floodwayauthority.mb.ca or
call 1-866-356-6355 toll-free.

2 MANITOBA FLOODWAY EXPANSION AUTHORITY – April 2004

Environmental Impact Assessment

In order to identify potential environmental effects related to this project, the authority has commissioned an independent, environmental impact assessment of the project, consistent with federal and provincial legislation requirements. The assessment will be completed before the construction on the expansion begins.

This independent process is intended to provide early opportunities for citizens to receive information and provide their views about potential project effects, measures to mitigate those effects and various other requirements associated with the project.

Public involvement is a critical element of the environmental assessment process. The first of three rounds in this process began in January and was just completed. A second round of more detailed discussions will take place before summer, with the third round commencing before the end of the year. More information is available at www.floodwayeia.com.

Once the environmental impact assessment is completed, it will be made available to the public and reviewed by federal & provincial agencies. The Manitoba Clean Environment Commission will then conduct public hearings on the environmental implications of the project.

Floodway Facts

- The new floodway will be able to handle close to 50 per cent more water flow than the existing floodway.
- More than 30 million cubic metres of earth will be excavated to construct the new floodway.
- The current floodway was built at a cost of \$63 million between 1962 and 1968 and has saved the province more than \$8 billion in flood losses.
- In its 35 years of operation, the floodway gates have been operated 19 times to control water levels.
- The floodway is 46-kilometres long.
- The Trans Canada Highway and both national railways cross the floodway.
- Winnipeg's water supply and many of Manitoba Hydro's transmission lines cross the floodway.
- The largest flood in the recorded history of Manitoba took place in 1826. It was 40 per cent larger than the 1997 flood.
- Since the 1997 flood, the Canadian and Manitoba governments have invested in \$130 million in flood protection measures – \$110 million for rural residents in the Red River Basin.
- Communities that have benefited from this fund include: Grande Pointe, Niverville, St.-Pierre Jolys, Gretna, Rosenort, Aubigny, Lowe Farm, Riverside, Emerson, Rosenfeld, Ste. Agathe, Roseau River, Letellier, Morris, St. Adolphe and Brunkild.
- Over the past year the Canadian and Manitoba governments committed an additional \$240 million – more than one third of the cost – for the Floodway Expansion project.

3 MANITOBA FLOODWAY EXPANSION AUTHORITY – April 2004

Recreation and economic opportunities

As one of the largest capital projects in Manitoba history, the expansion of the Red River Floodway has the potential to create recreation and economic opportunities for municipalities, individuals, organizations and businesses.

On March 18, the authority issued a call for expressions of interest to Manitobans to further explore these opportunities. Submissions will be accepted until April 20, 2004. Examples of potential opportunities include:

- hiking, jogging and bike trails
- research and innovation partnerships
- youth employment and job training initiatives
- tobogganing, snowboarding and snowmobiling
- horseback riding, hang gliding and dirt biking
- tourism promotion
- Nordic and downhill skiing
- cultural and historic initiatives
- Aboriginal and Metis business development
- environmental technologies & sustainable development

Initiatives that compete for water with the Red River or require new project engineering costs will not be considered.



Employment and job training

The floodway expansion will create thousands of direct and spin-off jobs for Manitobans. It will also present an opportunity to develop significant training opportunities for local residents.

To ensure labour peace during the life of the project, the authority will establish a single labour agreement to govern the project.

Managing one labour agreement that guarantees cost certainty is a good deal for taxpayers. The alternative is juggling dozens of varied labour agreements and the expensive risk of labour uncertainty.

Project labour agreements are common on many large scale infrastructure projects in Manitoba and Canada. They have a history of helping conclude large, lengthy projects on time and on budget.

In addition to orderly, efficient and effective completion of work, the authority also plans to establish local hiring provisions, a comprehensive employment training program, workplace safety measures and increased productivity.

The authority is facilitating a consultation process with stakeholders to examine:

- the size of contracts to be let for floodway construction
- job training partnerships
- framework for project labour agreement

Mitigation

To make the situation or effect be less severe or intense

The authority has a mandate to help mitigate effects of the Floodway Expansion project wherever possible. One of the goals of the current independent environmental impact assessment and our ongoing consultation, is to identify potential effects and recommend specific mitigation measures. Wherever possible, the authority will work toward engineering solutions to these challenges.

Examples of potential affects and possible mitigation solutions could include:

Deepening the floodway in a particular location may affect local well water quality and supply.

Possible mitigation solutions:

- widen the floodway in that location instead of deepening it
- lower the pump in the well
- drill a new well

Replacing bridges across the floodway may cause traffic disruption.

Possible mitigation solutions:

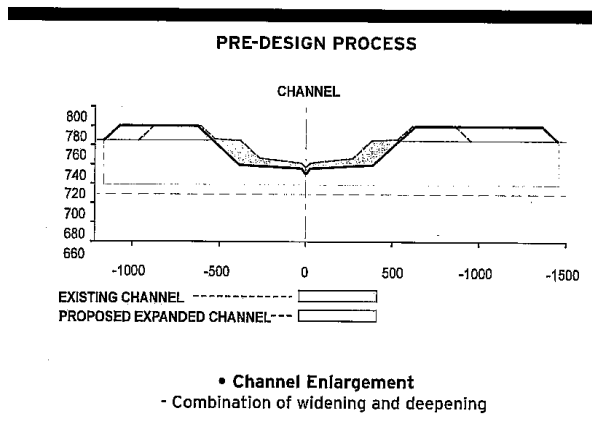
- stage construction projects

- construct temporary detours
- use existing bridge until the new bridge is complete

Increased water flows through an expanded floodway channel outlet may have the potential to increase riverbank erosion.

Possible mitigation solutions:

- design outlet control structure in a way that reduces water speed
- strengthen riverbanks by using rip rap or other materials
- design flood channel in a way that helps reduce speed of water flows



The current floodway will be widened and deepened at various locations. This will increase the floodway's current capacity by 40 per cent.

Water levels

Each flood has an associated water level that peaks at different locations along the Red River Basin. The expanded floodway will:

- protect us from water levels even higher than those in 1997
- provide almost double the water capacity of the current channel, from 2,550 cubic metres (90,000 cubic feet) of water per second to 4,000 cubic metres (140,000 cubic feet) per second

5 MANITOBA FLOODWAY EXPANSION AUTHORITY – April 2004

Floodway operating rules

Normally, the gates that divert water into the floodway channel sit below the river bottom. With spring melt and rain, the Red River rises and the flood gates can then be raised slowly to divert more water into the channel. There are detailed operating rules for the way the gates are raised and the floodway is put into action. They were updated following the 1997 flood.

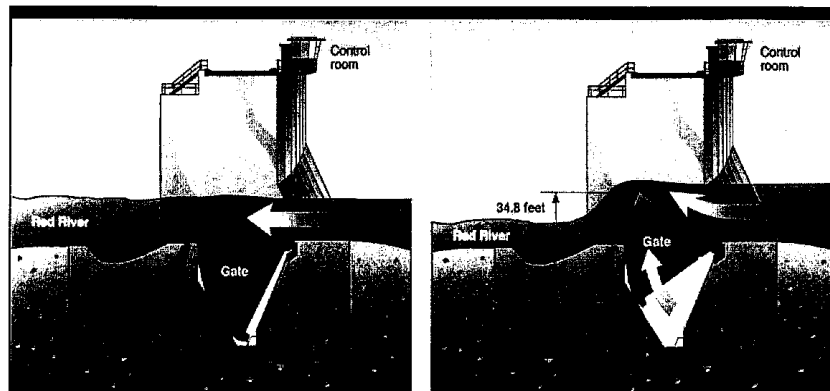
The provincial government will continue to be responsible for the operation of the floodway after the expansion is complete.

The authority will work closely with the province and provide public feedback on the current operating rules.

Summer operation

The floodway has only been operated once in the summer. In June, 2002 the decision was made to raise the gates when the river exceeded normal summer water levels and significant rainstorms were predicted. This was done to reduce a significant risk of major basement flooding in the City of Winnipeg.

The province is currently reviewing the summer operating rules. The results of the review will be available prior to the completion of the project's environmental impact assessment. Regardless of that review, and failing an emergency, the floodway will not operate in the summer during the project's 2005 - 2009 construction phase.



Improvements to the floodway inlet control structure are a key component to the floodway expansion project.

6 MANITOBA FLOODWAY EXPANSION AUTHORITY – April 2004

Public consultation on the floodway expansion

While sponsoring the environmental impact assessment, the authority will also lead a consultation process associated with the floodway expansion. This process will consist of:

- a series of public open houses
- round table meetings with stakeholders
- presentations to municipal officials

For example, in April and May the authority will travel to a dozen rural municipalities, towns and cities to meet with the local municipal officials of Richot, West St. Paul, Tache, Springfield, Morris, St. Clements, St. Andrews, McDonald, East St. Paul, Niverville, Selkirk and Winnipeg.

The result of the consultations will be reported to the federal and provincial governments as well as the independent environmental assessment team.

You are invited to attend the public open house series. We want your ideas to help shape the future of your community.

MANITOBA FLOODWAY EXPANSION AUTHORITY - OPEN HOUSE SERIES			
Monday, April 19	Oakbank, Baptist Church	Monday, April 26	Morris, Southern Manitoba Convention Centre
Tuesday, April 20	East Selkirk, Recreation Centre	Thursday, April 29	Winnipeg, St. Norbert Community Centre
Wednesday, April 21	St. Norbert, Howden Community Centre	Monday, May 3	Winnipeg, Vince Leah Recreation Centre

These events will run from 5:00 p.m. to 9:00 p.m. at each location.



Floodway representatives listen to local residents at a recent public meeting.

Red River Floodway Act

Flood protection rather than flood compensation is always the primary goal in an emergency.

Compensation for artificial flooding is a major concern for residents of the Red River Basin. In March, 2004, the province introduced *The Red River Floodway Act* to help us address this issue. It allows those who suffer property damage and/or economic loss from artificial spring flooding on the Red River to claim compensation, including individuals, farms, businesses, non-profit organizations and local authorities. This compensation is in addition to the assistance available under other government flood protection and damage programs.

The compensation program will:

- cover a much broader range of damage and loss, with the goal of restoring claimants to their pre-flood financial position

- have no claim limit and no deductible
- be assessed on proof of loss rather than proof of repair or replacement, providing better response times
- establish improved appeal procedures

Manitoba Emergency Measures Organization will administer the new compensation program, providing claimants with a single claim procedure.

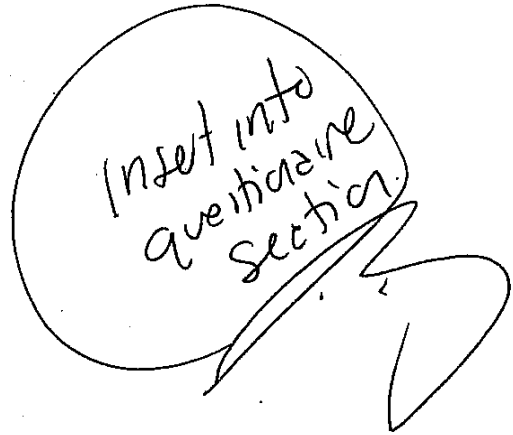
Once the floodway expansion is completed, the need for artificial flooding should be minimal.

A copy of the proposed legislation is available at www.floodwayauthority.mb.ca or call 1-866-356-6355 toll-free.

RECEIVED APR 20 2004

April 19, 2004

Mr. Emie Gilroy, CEO
Winnipeg Floodway Expansion Authority
200 - 155 Carlton Street
Winnipeg, MB R3C 3H8



Dear Mr. Gilroy,

Re: Summary of St. Norbert Residents' Views on Recreational Initiatives related to Red River Floodway expansion

Group'Action Saint-Norbert (GAS) co-chairs Joanne Therrien and Bob Roehle, along with Normand Gousseau, Entreprises Riel met with you and Daryl Harvey on November 5th, 2003. At that meeting we indicated the intent of GAS to consult with the residents of the greater St. Norbert area to solicit their views on recreational/tourist initiatives for the Red River Floodway expansion.

In February 2004, with financial assistance and advice from Entreprises Riel, GAS conducted a mail survey of the residents on both sides of the Red River between the Perimeter Highway on the north and St. Adolphe on the south.

The bilingual survey was divided into four major sections:

- Non-motorized Activities;
- Motorized Activities;
- Interpretative Centre;
- Other Conveniences

Response Rate was 21%

Surveys were sent to 3289 households; 678 were returned giving a response rate of 21%. We have enclosed a hard copy of the survey and a detailed report of the survey findings. The survey questions and report are also available electronically and set up for easy queries.

In summarizing the highest percentage of top three survey responses for each category, we found residents Strongly and Somewhat Supported (SS) or Strongly and Somewhat Opposed (SO) the following:

Non Motorized Activities		
94.6%	Walking Trails	(SS)
93.8%	Toboggan Hill	(SS)
92.1%	Cycling Paths	(SS)
Motorized Activities		
66.5%	Fishing/Boating Pond	(SS)
66.0%	Boat Ramp & Docks	(SS)
56.5%	ATV & Motorcross Trails	(SO)

Interpretive Centre

- | | | |
|-------|--|------|
| 82.5% | A self-guided trail with a number of interpretative panels in the area of the Floodway Gates and Floodway Channel outlet | (SS) |
| 63.8% | A semi-enclosed structure with explanatory panels and photographs | (SS) |
| 60.7% | An enclosed building with displays and possible computer-simulated tours of the workings of the Floodway | (SS) |

Other Conveniences

- | | | |
|-------|------------------|------|
| 91.1% | Public Washrooms | (SS) |
| 87.1% | Parking Lot | (SS) |
| 86.7% | Warming Hut | (SS) |

A number of observations can be made:

1. The response rate for a mail in survey is very high, indicating a high level of interest among St. Norbert residents in the planned expansion of the Red River Floodway.
2. St. Norbert residents want to have a say in the development of recreational and/or tourist initiatives related to the expansion of the Red River Floodway.
3. St. Norbert residents show a strong preference for incorporating active recreational activities into a renewed Floodway as opposed to environmentally intrusive ones which create pollution (noise, air).
4. There is clear indication that there is a high level of interest in a floodway interpretive center. The form one would take is perhaps less clear but the community does embrace the concept of some form of interpretation.

In conclusion, we offer you this information in hope that it may provide some direction to our next meeting. Having said this, we will be in contact with you shortly to identify a date for a meeting to discuss the next steps to be taken to move St. Norbert's vision forward.

Group'Action Saint-Norbert is committed to working with you towards a world class signature project in the St. Norbert area that showcases this unique structure and how a community has adapted and embraced its existence. We look forward to our next meeting.

Yours truly,



Robert G. Roehle, Co-chair
104 rue St. Pierre
St. Norbert, MB R3V 1J8
Ph: 261-3795 / roehle@escape.ca



Joanne Therrien, Co-Présidente
730 promenade Cloutier
St. Norbert, MB R3V 1L8
Tél: 261-6875 / jtherr@mb.sympatico.ca

Red River Floodway

January 23, 2004

Dear Resident of greater Saint Norbert,

Living in the St. Norbert area, you are familiar with the Floodway. But did you know that:

- a \$660 million expansion of the Floodway will shortly be underway?
- the Floodway is 47 km. long and cost \$65 million to build?
- 100 million cubic yards of earth were moved in the construction of the floodway - more than for the Panama Canal?
- the Floodway was visible to the Apollo astronauts on the moon?
- the Courchaine Bridge at the floodway gates is part of the Trans-Canada Trail?
- people around the world have heard about the Winnipeg floods of 1950 and 1997 and want to see the Floodway when they visit?


Group'Action Saint Norbert (GAS) has recently been advised by the Manitoba Floodway Expansion Authority that a portion of the \$660 million redevelopment funds has been earmarked for recreational and tourism purposes. As the site of the main Floodway structure and gates, St. Norbert is an ideal location for such initiatives. Hence, GAS is conducting a survey of residents of the greater St. Norbert area (on both sides of the Red River, south of the Perimeter Highway) to get their ideas on what kinds of developments they would like to see in their community.

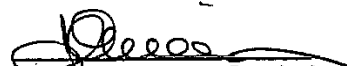
The enclosed survey lists a range of possibilities for four-season recreational use of the Floodway when it is not being used to divert water around the City of Winnipeg. This is your chance to express your opinions on these, and any other ideas you may have.

Our window of opportunity is not very large as construction will begin later this year. Other communities are also being asked to submit development proposals. **So it's important that you take 5 minutes to complete this survey and mail it back in the enclosed postage-paid envelope by February 9th.** Your responses will be tabulated and then forwarded to the Manitoba Floodway Expansion Authority, the body overseeing the expansion project. A summary of all the responses will be published in the St. Norbert Community Centre newsletter, and posted in the St. Norbert Post Office.

Your input is important to this process. The survey is provided in both French and English. Please feel free to respond in the language of your choice.

Sincerely,


Robert G. Roehle, Co-chair
Group'Action Saint-Norbert


Joanne Therrien, Co-chair
Group'Action Saint-Norbert

Group'Action Saint Norbert is a strategic alliance of the Anglophone and Francophone communities whose goal is to promote the economic, social, cultural/historical and recreational potential of St. Norbert.

Recreational Use Of Red River Floodway Lands - Results

Published: 4/11/2004

Group'Action Saint Norbert

Entreprises Riel Inc.

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

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4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

Survey Overview

Description

This is a brief description of the survey objectives and respondents.

Instructions Provided To Respondents

Answer questions as they relate to you. For most answers, check the boxes most applicable to you or fill in the blanks.

Respondent Metrics

Households mailed: 3289
Respondents: 21% Response rate 678
Postal Code Areas: (R3V, R5A, R2M – routes SS29&SS24,
692,693,694,695,696)

Survey Results

The following is a tabular depiction of the responses to each survey question. Additional comments provided by respondents were not included in the summary.

NOTE: report is ordered by most popular response to least popular response in each category

30% of people hand wrote comments. Comments are available on request.

Percentages do not include a 'no response' category ie: 12 surveys had "no response" for question 1.- Walking Trails

CATEGORY SNAPSHOT OF RESULTS

Highest Percentage in each category who either
STRONGLY SUPPORTED / STRONGLY OPPOSED

NON-MOTORIZED ACTIVITIES

85.1%	Strongly Support	Walking Trails
77.3%	Strongly Support	Cycling Paths

MOTORIZED ACTIVITIES

38.7%	Strongly Opposed	ATV & Motocross Activities
37.0%	Strongly Support	Boat Ramp and Dock

INTERPRETIVE CENTRE

51.6%	Strongly Support	A self-guided trail with a number of interpretive panels in the area of the floodway gates and Floodway channel outlet.
32.0%	Strongly Support	An enclosed building with displays and possible computer-simulated tours of the workings of the Floodway

OTHER CONVENIENCES

75.5%	Strongly Support	Public Washrooms
62.7%	Strongly Support	Parking Lot

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

Section - NON-MOTORIZED ACTIVITIES

1. Walking Trails

85.1%	567	1. Strongly Support
9.5%	63	2. Somewhat Support
3.0%	20	3. No Opinion
2.1%	14	5. Strongly Oppose
0.3%	2	4. Somewhat Oppose

2. Cycling Paths

77.3%	512	1. Strongly Support
14.8%	98	2. Somewhat Support
4.1%	27	3. No Opinion
2.4%	16	5. Strongly Oppose
1.4%	9	4. Somewhat Oppose

3. Cross-country Ski Trails

63.9%	416	1. Strongly Support
20.3%	132	2. Somewhat Support
13.7%	89	3. No Opinion
1.5%	10	5. Strongly Oppose
0.6%	4	4. Somewhat Oppose

4. Horseback riding trails

33.5%	216	1. Strongly Support
24.8%	160	3. No Opinion
24.5%	158	2. Somewhat Support
9.8%	63	4. Somewhat Oppose
7.3%	47	5. Strongly Oppose

5. Snowshoe Areas

44.8%	284	1. Strongly Support
25.6%	162	3. No Opinion
24.9%	158	2. Somewhat Support
2.4%	15	4. Somewhat Oppose
2.4%	15	5. Strongly Oppose

St. Norbert and Surrounding Areas

6. "Ultimate" Frisbee Park

35.8%	220	3. No Opinion
22.3%	137	2. Somewhat Support
18.0%	111	1. Strongly Support
12.8%	79	5. Strongly Oppose
11.1%	68	4. Somewhat Oppose

7. Off-leash dog park

30.1%	193	5. Strongly Oppose
26.0%	167	1. Strongly Support
16.2%	104	2. Somewhat Support
14.3%	92	4. Somewhat Oppose
13.4%	86	3. No Opinion

8. Toboggan Hill

73.6%	482	1. Strongly Support
20.2%	132	2. Somewhat Support
3.8%	25	3. No Opinion
2.0%	13	5. Strongly Oppose
0.5%	3	4. Somewhat Oppose

9. Picnic Area

68.5%	445	1. Strongly Support
20.3%	132	2. Somewhat Support
7.1%	46	3. No Opinion
3.1%	20	5. Strongly Oppose
1.1%	7	4. Somewhat Oppose

10. Playground & play structures

46.6%	297	1. Strongly Support
25.1%	160	2. Somewhat Support
14.4%	92	3. No Opinion
7.5%	48	5. Strongly Oppose
6.4%	41	4. Somewhat Oppose

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

11. Climbing structure

32.1%	200	1. Strongly Support
25.2%	157	3. No Opinion
22.9%	143	2. Somewhat Support
11.2%	70	5. Strongly Oppose
8.7%	54	4. Somewhat Oppose

12. Dogsled staging areas

33.4%	208	3. No Opinion
23.3%	145	2. Somewhat Support
18.5%	115	1. Strongly Support
14.6%	91	5. Strongly Oppose
10.3%	64	4. Somewhat Oppose

13. Indoor water park

32.8%	213	1. Strongly Support
25.3%	164	5. Strongly Oppose
16.8%	109	3. No Opinion
14.2%	92	2. Somewhat Support
10.9%	71	4. Somewhat Oppose

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

Section - MOTORIZED ACTIVITIES

14. Fishing/boating pond

36.7%	237	1. Strongly Support
29.8%	192	2. Somewhat Support
14.0%	90	5. Strongly Oppose
13.6%	88	3. No Opinion
5.9%	38	4. Somewhat Oppose

15. Boat ramp & docks

37.0%	240	1. Strongly Support
29.0%	188	2. Somewhat Support
13.3%	86	5. Strongly Oppose
12.2%	79	3. No Opinion
8.6%	56	4. Somewhat Oppose

16. Snowmobile staging area & trails

27.8%	180	5. Strongly Oppose
24.4%	158	1. Strongly Support
20.9%	135	2. Somewhat Support
14.1%	91	4. Somewhat Oppose
12.8%	83	3. No Opinion

17. ATV & motocross trails

38.7%	250	5. Strongly Oppose
17.8%	115	1. Strongly Support
17.8%	115	4. Somewhat Oppose
15.2%	98	2. Somewhat Support
10.5%	68	3. No Opinion

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

Section - INTERPRETIVE CENTRE

18. a) An enclosed building with displays and possible computer-simulated tours of the workings of the Floodway

32.0%	203	1. Strongly Support
28.7%	182	2. Somewhat Support
14.3%	91	5. Strongly Oppose
13.5%	86	4. Somewhat Oppose
11.5%	73	3. No Opinion

19. b) A semi-enclosed structure with explanatory panels and photographs

39.4%	246	2. Somewhat Support
24.4%	152	1. Strongly Support
16.0%	100	3. No Opinion
11.4%	71	4. Somewhat Oppose
8.8%	55	5. Strongly Oppose

20. c) A self-guided trail with a number of interpretive panels in the area of the floodway gates and Floodway channel outlet

51.6%	329	1. Strongly Support
30.9%	197	2. Somewhat Support
9.1%	58	3. No Opinion
4.4%	28	5. Strongly Oppose
3.9%	25	4. Somewhat Oppose

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
St. Norbert and Surrounding Areas

Section - OTHER CONVENIENCES

21. Public Washrooms

75.5%	503	1. Strongly Support
15.6%	104	2. Somewhat Support
3.9%	26	5. Strongly Oppose
3.2%	21	3. No Opinion
1.8%	12	4. Somewhat Oppose

22. Warming hut

59.0%	383	1. Strongly Support
27.7%	180	2. Somewhat Support
6.0%	39	3. No Opinion
4.9%	32	5. Strongly Oppose
2.3%	15	4. Somewhat Oppose

23. Clubhouse

27.4%	170	3. No Opinion
24.0%	149	2. Somewhat Support
20.6%	128	1. Strongly Support
16.0%	99	5. Strongly Oppose
11.9%	74	4. Somewhat Oppose

24. Fish cleaning hut

29.1%	182	3. No Opinion
23.3%	146	2. Somewhat Support
20.8%	130	5. Strongly Oppose
14.4%	90	1. Strongly Support
12.5%	78	4. Somewhat Oppose

25. Parking lot

62.7%	413	1. Strongly Support
24.4%	161	2. Somewhat Support
6.1%	40	3. No Opinion
5.0%	33	5. Strongly Oppose
1.8%	12	4. Somewhat Oppose

4/20/2004 Recreational Use of Red River Floodway Lands – Survey Results
 St. Norbert and Surrounding Areas

Section - Please indicate your age group in the appropriate box.

26. Your age

36.5%	240	36-50
29.7%	195	51-65
17.4%	114	19-35
16.0%	105	66 and over
0.5%	3	under 18

St. Norbert Community Survey
RECREATIONAL USE OF RED RIVER FLOODWAY LANDS

Please circle the number that best corresponds to your support for the ideas listed.

1. NON-MOTORIZED ACTIVITIES

There are many possibilities for non-motorized activities along the Floodway channel, including areas designated for specific uses and others that may be multi-use.

	Strongly support	Somewhat support	No opinion	Somewhat oppose	Strongly oppose
Walking trails	1	2	3	4	5
Cycling paths	1	2	3	4	5
Cross-country ski trails	1	2	3	4	5
Horseback riding trails	1	2	3	4	5
Snowshoeing areas	1	2	3	4	5
"Ultimate" Frisbee park	1	2	3	4	5
Off-leash dog park	1	2	3	4	5
Toboggan hill	1	2	3	4	5
Picnic area	1	2	3	4	5
Playground & play structures	1	2	3	4	5
Climbing structure	1	2	3	4	5
Dogsled staging areas	1	2	3	4	5
Indoor water park	1	2	3	4	5

2. MOTORIZED ACTIVITIES

Interest has also been expressed in providing opportunities for motorized activities along the Floodway. Please indicate your level of support for each of the following:

	Strongly support	Somewhat support	No opinion	Somewhat oppose	Strongly oppose
Fishing/boating pond	1	2	3	4	5
Boat ramp & docks	1	2	3	4	5
Snowmobile staging area & trails	1	2	3	4	5
ATV & motorcross trails	1	2	3	4	5

3. INTERPRETIVE CENTRE

It has been suggested that an interpretive centre should be built near the starting point of the Red River Floodway, describing how it was constructed and explaining the operation of the floodway gates. Please rate the following approaches:

	Strongly support	Somewhat support	No opinion	Somewhat oppose	Strongly oppose
a) An enclosed building with displays and possibly computer-simulated tours of the workings of the Floodway	1	2	3	4	5
b) A semi-enclosed structure with explanatory panels and photographs.	1	2	3	4	5
c) A self-guided trail with a number of interpretive panels in the area of the floodway gates and Floodway channel outlet	1	2	3	4	5

4. OTHER CONVENIENCES

Recreational facilities at the Floodway might benefit from the construction of additional permanent structures. Please indicate your level of support for each of the following:

	Strongly support	Somewhat support	No opinion	Somewhat oppose	Strongly oppose
Public Washrooms.	1	2	3	4	5
Warming hut	1	2	3	4	5
Clubhouse	1	2	3	4	5
Fish cleaning hut	1	2	3	4	5
Parking lot	1	2	3	4	5

5. Please indicate your age group in the appropriate box:

☐ under 18 ☐ 19-35 ☐ 36-50 ☐ 51-65 ☐ 66 and over

6. Additional suggestions: _____

(If more space is needed, please feel free to add comments on a separate piece of paper.)

Public Opinion Research – Summary of Findings

- In April, Communication Services Manitoba hired **acumen research** to conduct 600 surveys to measure Manitobans' perceptions regarding the proposed Red River Floodway expansion project.
- The margin of error for the results presented herein is $\pm 4.00\%$, 19 times out of 20. One third of respondents have been a member of a community service organization in the last year. One third also live in a household in which at least one member belongs to a union
- Sixty percent of Manitobans are familiar with the Floodway expansion project (14% very familiar; 47% somewhat familiar). Only 13% are not at all familiar with the project.
- Awareness of the project has been largely through mainstream media such as the television (61%) and the Winnipeg Free Press (37%). Other often-cited information sources are the Winnipeg Sun, other newspapers, CJOB, other radio stations, and word of mouth.
- Ensuring that as many jobs as possible are filled by Manitobans and that the Floodway remains open in the spring during construction were rated as having the highest priority. Providing training for Manitobans who need it and completing the expansion as fast as possible are also seen as deserving of high priority
- Recreational opportunities were rated on how good an idea they are. Most Manitobans see hiking, jogging, and biking trails and hills for winter sports as very good ideas, with cross-country ski trails also highly rated. Responses were much less so for the concept of all-terrain vehicle trails.
- Following standard safety rules, meeting environmental protection standards, setting common standards for training, and ensuring the same wages are paid for the same skills and experience are all rated extremely highly. Making sure there are no strikes or lockouts is also seen as being very important.
- Hiring the contractors with the most experience and expertise even if from outside Manitoba was rated as being the least important.
- Only about half of Manitobans are familiar with the negotiation of a labour agreement for the Floodway expansion. A strong majority of Manitobans would support such an agreement: 49% would strongly support it and 32% would somewhat support it, compared with 14% who would oppose it (6% somewhat and 8% strongly).
- The most agreement was with the statement on the high importance of expanding the floodway before another severe flood hits.

AGREE / DISAGREE STATEMENTS

Agree or disagree...	Disagree (1 or 2)	Agree (6 or 7)	Mean
The most important thing is to make sure the Floodway expansion is done before another severe flood hits.	5%	65%	5.82
Project labour agreements have been used successfully on major Hydro construction projects for decades, so it makes good sense to have one for this project.	9%	55%	5.42
Negotiating an agreement to prevent delays due to strikes or lockouts is the <i>best</i> way to make sure Floodway expansion is completed on time, on budget.	9%	53%	5.33
The Red River Floodway expansion will be our most significant contribution to the safety and security of future generations of Manitobans.	9%	50%	5.23
Delaying the Floodway expansion project for even 1 year will add millions of dollars to the cost of the project and Manitobans can't afford that.	12%	50%	5.17
The way weather patterns are changing around the world, severe flooding is becoming more likely all the time.	10%	40%	5.00

Note: Percentages are based on all 600 cases. Mean scores are the average of all valid responses (1-7). Ratings were made based on a 7-point scale, where 1 indicates strongly disagree and 7 indicates strongly agree.

8.3 Stakeholder Outreach

Since January, MFEA has taken a very proactive approach to communicating the project's progress by sending regular information updates directly to stakeholders.

The data base features more than 500 entries and is growing on a weekly basis. It includes MPs, MLAs, municipal officials, grassroots associations and local residents who have attended public meetings or requested information through the web site and toll-free phone line. MFEA will distribute regular updates to this growing key contact list at least six times each year.

Since January, four separate information packages have been distributed. A fifth is being planned for July.

Copies of the information packages are included in this section. Individual items have also been forwarded to officials regarding dredging, employment training and ongoing consultation. These are also included in this section – along with a selection of responses.

MFEA hosted a number of meetings with relevant stakeholder organizations and invited the general public to attend open houses & public meetings. A summary of those discussions is included earlier in this report.

MFEA will continue to consult with Manitoba Aboriginal & Metis communities regarding employment training, business development opportunities and various other project elements. These discussions will also include relevant federal officials.

The following is the April 2004 mailout. Included in the mailout was MFEA's newsletter, which can be located earlier in this appendix.

Mr. Lloyd Thiessen
West-Can Human Resource Solutions
Box 10
Winkler, Manitoba R6W 4B3

Mr. Larry McIntosh
Peak of the Market
1200 King Edward Street
Winnipeg, Manitoba R3H 0R5

Mr. Brian Kelly
Kelly Associates
788 Cloutier Drive
Winnipeg, Manitoba R3V 1A8

Ms. Judith Sawatsky
Network Travel
272 First Street
Winkler, Manitoba R6W 3N2

Mr. Harry Mardon
Mardon Communications
1006-21 Rosalyn Road
Winnipeg, Manitoba R3L 2S8

Ms. Lois MacDonald
Brandon River Bank Inc.
1-545 Conservation Dr.
Brandon, Manitoba R7A 7L8

Ms. Pat Ward
North Trails Association
355 Main St.
Selkirk, Manitoba R1A 1T5

Mr. Daymon Gillis
Russell Inn
Box 578
Russell, Manitoba R0J 1W0

Mr. Bill Hicks
Sled Dog Racing Association
Box 1854
Beausejour, Manitoba R0E 0C0

Mr. Rick Lambert
Sport Manitoba
200 Main Street, 4th Floor
Winnipeg, Manitoba R3C 4M2

Mr. Larry Leavens
Ducks Unlimited
Box 1160
Stonewall, Manitoba R0C 2Z0

Mr. Gary McKinnon
Springhill Winter Park
Bird's Hill Park, Manitoba R0E 0H0

Mr. Murray Clamen
Canadian Section International Joint Commission
234 Laurier Ave. W.
22nd Floor
Ottawa, Ontario K1P 6K5

Mr. Jack Wilson
Manitoba Hydro
3rd Floor-1565 Wilson Place
Box 815
Winnipeg, Manitoba R3T 4H1

Ms. H.M. Peggy Davies
Selkirk Chamber of Commerce
39 Louise Bay
Selkirk, Manitoba R1A 0C6

Mr. George Klassen
Winkler Consumers Co-op
Box 1120
Winkler, Manitoba R6W 4B2

Mr. John Longbottom
Cededian Inc.
125 Garry Street
Winnipeg, Manitoba R3C 3P2

Mr. Digvir Jayas
University of Manitoba
205 Administration Building
Winnipeg, Manitoba R3T 2N2

Mr. Garth Mannes
Credit Union Central
215 Garry St.
Winnipeg, Manitoba R3C 3E2

Mr. Ken Wilk
RBC Dominion Securities
800-One Lombard Place
Winnipeg, Manitoba R3B 0Y2

Mr. Cliff Greenfield
Pembina Valley Conservation District
Box 659
Manitou, Manitoba R0G 1G0

Mr. Randall McQuaker
Resource Conservation Manitoba
2-70 Albert St.
Winnipeg, Manitoba R3B 1E7

Mr. Ted Ross
Roseisle Creek Watershed Association
Box 17
Roseisle, Manitoba R0G 1V0

Ms. Bev Sawchuk
Save Our Seine Environment Inc.
Box 83
208 Provencher Blvd.
Winnipeg, Manitoba R2H 3B4

Mr. Wayne Helgason
Social Planning Council of Winnipeg
412 McDermot
Winnipeg, Manitoba R3A 0A9

Ms. Joan Moore
University of Manitoba, Faculty of Environment
70 Dysart Rd.
Winnipeg, Manitoba R3T 2N2

Ms. Amanda Aziz
University of Manitoba Recycling and Environment
Group
Box 42
University Centre
Winnipeg, Manitoba R3T 2N2

Mr. Alan Diduck
University of Winnipeg Environmental Studies
515 Portage Ave.
Winnipeg, Manitoba R3B 2E9

Ms. Trish Sellers
Water Wisdom
737 Home St.
Winnipeg, Manitoba R3E 2C5

Ms. Vicki Burns
Winnipeg Humane Society
5 Kent St.
Winnipeg, Manitoba R2L 1X3

Mr. Michael Goodyear
Churchill Northern Studies Centre
Box 610
Churchill, Manitoba R0B 0E0

Mr. Doug Thomasson
Concerned Citizens of the R.M. of Piney
Box 73
Middlebro, Manitoba R0A 1B0

Ms. Gloria Desorcy
Consumers Association of Canada- Manitoba Chapter
218 Osborne St. South
Winnipeg, Manitoba R3L 1Z3

Mr. Bruce Hildebrand
Consumers for Responsible Energy
952 Dorchester Ave.
Winnipeg, Manitoba R3M 0R9

Mr. Glen Koroluk
Hog Watch Manitoba
2-70 Albert St.
Winnipeg, Manitoba R3B 1E7

Mr. Mark Myrowich
International Erosion Control Association - Northern
Plains Chapter
Unit 3-325 Parkdale Rd.
St. Andrews, Manitoba R1A 3N9

Mr. Dennis Cunningham
International Institute of Sustainable Development
161 Portage Ave., Sixth Floor
Winnipeg, Manitoba R3B 0Y4

Mr. Peter Walker
Manitoba Federation of Labour
503-275 Broadway Ave.
Winnipeg, Manitoba R3C 4M6

Mr. Paul Clarke
Manitoba Wildlife Rehabilitation Organization
Box 46
Glenlea, Manitoba R0G 0S0

Ms. Peggy Bainard-Acheson
Native Orchid Conservation Inc.
1307-90B Plaza Drive
Winnipeg, Manitoba R3T 5K8

Mr. Verner Johnson
Floodway East Drainage Association
Box 562, RR#1
Dugald, Manitoba R0E 0K0

Mr. David Rolfe
Keystone Agricultural Producers
1 - 1313 Border Street
Winnipeg, Manitoba R3H 0X4

Mr. Robert Duerksen
768 Association Inc.
361 Turnbull Drive
Winnipeg, Manitoba R3V 1X1

Mr. Jack Jonasson
Coalition for Flood Protection North of the Floodway
Box 39
Group 360, RR #3
Winnipeg, Manitoba R3C 2E7

Mr. Duncan Stokes
Snoman Inc.
2121 Henderson Hwy.
Winnipeg, Manitoba R2G 1P8

Mr. Robert Mauthe
Bird's Hill Park
Box 183
RR #2
Dugald, Manitoba R0E 0K0

Mr. Don Sullivan
Boreal Forest Network
2-70 Albert St.
Winnipeg, Manitoba R3B 1E7

Mr. Ian Greaves
Campaign for Pesticide Reduction
2-70 Albert St.
Winnipeg, Manitoba R3B 1E7

Ms. Gaile Whelan-Enns
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Winnipeg, Manitoba R3B 1B9

Councillor Franco Magnifico
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Russ Wyatt
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Lillian Thomas
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Mark Lubosch
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Harry Lazarenko
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Mike O'Shaughnessy
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Mike Pagtakhan
City of Winnipeg
510 Main Street
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Councillor Peter De Smedt
City of Winnipeg
510 Main Street
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Councillor Bill Clement
City of Winnipeg
510 Main Street
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Councillor Jae Eaddie
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Harvey Smith
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Donald Benham
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Councillor Jenny Gerbasi
City of Winnipeg
510 Main Street
Winnipeg, Manitoba R3B 1B9

Mayor Neil Schmidt
City of Winkler
185 Main Street
Winkler, Manitoba R6W 1B4

Mayor Melvin Klassen
Town of Altona
111 Centre Avenue East
Box 1630
Altona, Manitoba R0G 0B0

Mayor John Braun
Town of Gretna
568 Hespeler Avenue
Box 280
Gretna, Manitoba R0G 0V0

The Right Honourable Paul Martin, P.C., M.P.
Prime Minister of Canada
Langevin Building
80 Wellington Street
Ottawa, Ontario K1A 0A2

The Honourable Lucienne Robillard, P.C., M.P.
Minister of Industry
CD Howe Building, East Tower
235 Queen Street
Ottawa, Ontario K1A 0H5

The Honourable Ralph Goodale, P.C., M.P.
Minister of Finance
L'Esplanade Laurier, East Tower
21st floor, 140 O'Connor Street
Ottawa, Ontario K1A 0G5

The Honourable Pierre Pettigrew, P.C., M.P.
Minister of Intergovernmental Affairs
Privy Council Office
8th floor, 66 Slater Street
Ottawa, Ontario K1A 0A3

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Minister of Public Works
Place du Portage, Phase III
18A1 - 11 Laurier Street
Gatineau, Quebec K1A 0S5

The Honourable Tony Valeri, P.C., M.P.
Minister of Transport
Place de Ville, Tower C
29th floor, 330 Sparks Street
Ottawa, Ontario K1A 0N5

The Honourable Andy Scott, P.C., M.P.
Minister of State (Infrastructure)
House of Commons
Ottawa, Ontario K1A 0A6

The Honourable Geoff Regan, P.C., M.P.
Minister of Fisheries and Oceans
Centennial Tower
1570 - 200 Kent Street
Ottawa, Ontario K1A 0E6

The Honourable Anne MacLellan, P.C., M.P.
Deputy Prime Minister
House of Commons
Ottawa, Ontario K1A 0A6

The Honourable Albina Guarnieri, P.C., M.P.
Minister of State (Civil Preparedness)
House of Commons
Ottawa, Ontario K1A 0A6

The Honourable Bill Graham, P.C., M.P.
Minister of Foreign Affairs
Lester B. Pearson Building, Tower A
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Ottawa, Ontario K1A 0G2

The Honourable David Anderson, P.C., M.P.
Minister of the Environment
Les Terrasses de la Chaudière, North Tower
28th floor, 10 Wellington Street
Gatineau, Quebec K1A 0H3

The Honourable Reg Alcock, P.C.
MP, Winnipeg South
1609 Pembina Highway
Winnipeg, Manitoba R3T 3Y8

The Honourable Rey Pagtakhan, P.C.
MP, Winnipeg North - St. Paul
664 Leila Avenue
Winnipeg
Manitoba, R2V 3N7

Mr. John Harvard
MP, Charleswood St. James - Assiniboia
Unit H, 3050 Portage Avenue
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Ms. Anita Neville
MP, Winnipeg South Centre
Unit D, 729 Corydon Avenue
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Mr. Raymond Simard
MP, Saint Boniface
4 - 213 St. Mary's Road
Winnipeg, Manitoba R2H 1J2

The Honourable Sharon Carstairs
The Senate of Canada
Ottawa, Ontario K1A 0A4

Senator Maria Chaput
The Senate of Canada
Ottawa, Ontario K1A 0A4

Senator Richard Kroft
The Senate of Canada
Ottawa, Ontario K1A 0A4

The Honourable Steve Ashton
Minister of Water Stewardship
Room 314, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable Gary Doer
Premier of Manitoba
Room 204, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable Stan Struthers
Minister of Conservation
Room 330, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

Mr. Jim Maloway
MLA, Elmwood
Room 234, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

Mr. Greg Dewar
MLA, Selkirk
Room 234, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable Greg Selinger
MLA, St. Boniface
Room 103, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

Ms. Kerri Irvin-Ross
MLA, Fort Garry
Room 234, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable Tim Sale
MLA, Fort Rouge
Room 333, Manitoba Legislature
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The Honourable Dave Chomiak
MLA, Kildonan
Room 303, Manitoba Legislature
450 Broadway
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The Honourable Ron Lemieux
MLA, La Verendrye
Room 203, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable Diane McGifford
MLA, Lord Roberts
Room 156, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable George Hickes
MLA, Point Douglas
Room 244, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

The Honourable Christine Melnick
MLA, Riel
Room 357, Manitoba Legislature
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Ms. Theresa Oswald
MLA, Seine River
Room 234, Manitoba Legislature
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The Honourable Gord Mackintosh
MLA, St. Johns
Room 104, Manitoba Legislature
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Ms. Marilyn Brick
MLA, St. Norbert
Room 234, Manitoba Legislature
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Winnipeg, Manitoba RC3 0V8

The Honourable Nancy Allan
MLA, St. Vital
Room 317, Manitoba Legislature
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Winnipeg, Manitoba R3C 0V8

The Honourable Jon Gerrard
MLA, River Heights
Room 227, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba RC3 0V8

Ms. Mavis Taillieu
MLA, Morris
Room 227, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba RC3 0V8

Mr. Denis Rocan
MLA, Carman
Room 227, Manitoba Legislature
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Mr. Kevin Goertzen
MLA, Steinbach
Room 227, Manitoba Legislature
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Mr. Ron Schuler
MLA, Springfield
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Ms. Bonnie Mitchelson
MLA, River East
Room 227, Manitoba Legislature
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Mr. David Faurschou
MLA, Portage la Prairie
Room 227, Manitoba Legislature
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Winnipeg, Manitoba R3C 0V8

Mr. Peter Dyck
MLA, Pembina
Room 227, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba R3C 0V8

Mr. Jack Penner
MLA, Emerson
Room 227, Manitoba Legislature
450 Broadway
Winnipeg, Manitoba RC3 0V8

Mr. Pat Martin
MP, Winnipeg Centre
House of Commons
Ottawa, Ontario K1A 0A6

Ms. Judy Wasylycia-Leis
MP, Winnipeg North Centre
House of Commons
Ottawa
Ontario, K1A 0A6

Mr. Brian Pallister
MP, Portage - Lisgar
House of Commons
Ottawa, Ontario K1A 0A6

Mr. Howard Hilstrom
MP, Selkirk - Interlake
House of Commons
Ottawa, Ontario K1A 0A6

Mr. Vic Toews
MLA, Provencher
House of Commons
Ottawa, Ontario K1A 0A6

Senator Janis G. Johnson
The Senate of Canada
Ottawa, Ontario K1A 0A4

Senator Mira Spivak
The Senate of Canada
Ottawa, Ontario K1A 0A6

Mr. Bill Blaikie
MP, Winnipeg - Transcona
4 - 1600 Regent Avenue West
Winnipeg, Manitoba R2C 3B5

Manitoba

Floodway Expansion Authority



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

April 28, 2004

The Honourable Ralph Goodale, P.C., M.P.
Minister of Finance
L'Esplanade Laurier, East Tower
21st floor, 140 O'Connor Street
Ottawa, Ontario K1A 0G5

Dear Minister,

I am writing to update you on recent progress regarding the Red River Floodway expansion project. Enclosed, and further to previous announcements, please find the following items:

- Manitoba Floodway Expansion Authority (MFEA) newsletter
- project employment & training objectives
- www.floodwayauthority.mb.ca
- new natural water levels release

Also, the deadline for expressions of interest regarding recreation and economic opportunities passed on April 20. MFEA is reviewing close to 40 submissions and input received from our toll-free access line. Results will be identified through an "Opportunity Report" that will be released in the coming weeks.

For your information, our public consultation process is ongoing. The current open house series has been very well attended. Additional public meetings will be announced soon.

Please do not hesitate to forward these items to other interested parties. If you have any questions or would like to participate in our public process, please do not hesitate to contact me at (204) 945-4900 or egilroy@gov.mb.ca.

Yours truly,

Ernie Gilroy, CEO
Manitoba Floodway Expansion Authority

Manitoba

Floodway Expansion Authority



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Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Fax: (204) 948-2462

April 29, 2004

The Honourable Lucienne Robillard, P.C., M.P.
Minister of Industry
CD Howe Building, East Tower
235 Queen Street
Ottawa, Ontario K1A 0H5

Dear Minister,

I am writing to update you on recent progress regarding the Red River Floodway expansion project. Enclosed, and further to previous announcements, please find the following items:

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Yours truly,

Ernie Gilroy, CEO
Manitoba Floodway Expansion Authority

A copy of the April 2004 newsletter that was present earlier was included in this mail out.

Manitoba

Floodway Expansion Authority



Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
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Release

April 1, 2004

For Immediate Release

FLOODWAY AUTHORITY ANNOUNCES MEETING TO DISCUSS THREE KEY COMPONENTS OF EXPANSION PROJECT

Winnipeg, MB – The Manitoba Floodway Expansion Authority (MFEA) today announced plans to host a stakeholder meeting to help shape the framework of three key components of the floodway expansion project. The meeting is part of MFEA's ongoing public consultation process announced last month.

The day-long stakeholder session will take place Monday, April 12th at the Winnipeg Convention Centre. The meeting will be facilitated by Prof. Wally Fox-Decent and focus on three key framework elements:

- size of contracts to be let for floodway work
- employment equity and job training
- framework of project labour agreement

MFEA CEO, Ernie Gilroy said, "Our goal is to get the new floodway built before the next big flood hits. To meet this objective we need to ensure labour peace for the life of the project, cost certainty, appropriate project tenders and well-trained workers. We look forward to consulting key stakeholders regarding a framework that achieves our objectives on behalf of taxpayers."

An invitation list will be finalized in the coming days. Participants will be contacted directly. The meeting will be a private session. Media opportunities will be arranged.

Mr. Gilroy concluded, "The floodway expansion will have a long lasting benefit for Manitoba. It will provide increased security for residents, create thousands of local jobs, protect the environment and give residents an opportunity to help shape the future of their communities."

- 30 -

Backgrounder: Fact Sheet – Project Labour Agreement

Contact: Ernie Gilroy, CEO
Manitoba Floodway Expansion Authority
(204) 945-4900 or 1-866-356-6355

Manitoba

Floodway Expansion Authority



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Winnipeg, MB R3C 3H8
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Release

April 29, 2004
For Immediate Release

FLOODWAY AUTHORITY UNVEILS NEW WEB-SITE TO PROMOTE PUBLIC AWARENESS OF EXPANSION PROJECT

Winnipeg, Manitoba – Manitobans interested in the floodway expansion project have another way to find out more about the historic project with the unveiling of the Manitoba Floodway Expansion Authority's (MFEA) permanent web-site.

"The web-site is an important component of our public education and awareness commitment," said Ernie Gilroy, CEO of MFEA. "The web-site's launch coincides with our second round of public consultations that began last week and continues into next week. It will be an important tool to ensure Manitobans have access to current and detailed information about this important national project."

The web-site address is www.floodwayauthority.mb.ca. Residents and interested Manitobans are invited to access the site to obtain general information about:

- upcoming public meetings;
- project description;
- environmental assessment process;
- newsletters & announcements;
- MFEA mandate; and
- links to government reports, articles and other background information.

The web-site will be updated as required and will include detailed project designs, youth outreach initiatives, photo gallery, charts, graphs and historic archives.

In addition to the new web-site, MFEA will continue with the second round of public consultations. Public open houses have been scheduled from 5:00 – 9:00 pm for today and Monday:

Thursday, April 29, Winnipeg, St. Norbert Community Centre, 3450 Pembina Highway

Monday, May 3, Winnipeg, Vince Leah Recreation Centre, 1295 Salter Street

These meetings are designed to solicit input from the public and provide information about the project. Some of the key components to be examined will include: compensation, water levels, recreation & economic opportunities, mitigation, floodway operating rules and summer operation.

“We are committed to an inclusive, innovative and informative public consultation process,” said Gilroy. “We want to invite Manitobans to learn about and have their say on the project. This project will have a long lasting benefit and we invite Manitobans to share their ideas to help shape the future of their communities for generations to come.”

Over the last year, the Government of Canada and Province of Manitoba have announced \$240 million to begin work on the Red River Floodway Expansion Project – more than one third the total cost. Canada has recognized the project as a national priority.

Following 1997’s “Flood of the Century”, Canada and Manitoba invested \$130 million in flood protection measures - \$110 million for rural residents of the Red River Basin.

- 30 -

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

News Release



News Media Services
Room 29, Legislative Building
Winnipeg, Manitoba
R3C 0V8

Telephone: (204) 945-3746
Facsimile: (204) 945-3988
nmsservices@leg.gov.mb.ca
www.gov.mb.ca

April 21, 2004

FOX-DECENT TO CONTINUE TO FACILITATE TALKS ON FLOODWAY EXPANSION PROJECT

Water Stewardship Minister Steve Ashton today confirmed that independent facilitator Wally Fox-Decent will continue to facilitate talks between stakeholders regarding the Red River Floodway expansion project.

"I am very pleased that Mr. Fox-Decent has agreed to continue to be involved in this process," said Ashton. "He is a well-respected individual who brings a wealth of experience to these discussions. The Province of Manitoba is committed to ensuring that this project is delivered on time and on budget."

Fox-Decent will convene meetings with stakeholders and make recommendations on the project labour agreement. In particular, he is expected to make recommendations regarding union memberships and union dues within a couple of weeks.

"We hope Mr. Fox-Decent is successful in reaching consensus between the parties," said Ashton. "We are committed to moving ahead on this project once we receive these recommendations. We look forward to the constructive input of all the parties."

In addition to the project labour agreement, there are two other key issues—tendering, and education and training—in the planning of this project that require further discussion and decisions to ensure that the Red River Floodway project is delivered effectively and efficiently, said Ashton. The Manitoba Floodway Expansion Authority is currently developing a process to examine tendering, and education and training components of the project and has asked Fox-Decent to facilitate the next meeting on these issues.

Manitoba

Floodway Expansion Authority



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April 24, 2004

Fact Sheet: Project Labour Agreement

Fact: Project labour agreements are common on many large scale infrastructure projects in Manitoba and Canada.

Fact: Project labour agreements apply to individual construction projects and only for the duration of the project. Examples of other successful agreements include:

- Simplot Fertilizer Plant Construction and Expansion (1960s & 1990s) – Brandon
- Hudson Bay Mining Improvement Project (1990s) – Flin Flon
- Tembec Paper Mill Expansion (1990s) - Pine Falls
- Highway 407 Construction (1990s) – Ontario
- Vancouver Island Highway Construction (1990s) – British Columbia
- Co-Op Oil Refinery (1980s) – Regina
- Wayerhauser Paper Mill (2000) – Prince Albert
- Manitoba Hydro (close to a dozen projects since the 1960s) – Manitoba
- Confederation Bridge (1990S) – Prince Edward Island

Fact: Project labour agreements have a proven record of helping deliver large projects on-time and on-budget. In addition to this goal, the Manitoba Floodway Expansion Authority (MFEA)'s objectives in negotiating a single labour agreement are:

- orderly, efficient and effective completion of work
- labour peace for the life of the project
- local hiring and equity provisions
- comprehensive job training - in particular women, aboriginal and Metis youth
- fair representation of employers and employees
- predictable labour and administrative costs
- dispute resolution mechanisms
- equal access to bids for union and non-union contractors
- enhanced workplace safety
- increased productivity

Fact: MFEA has initiated on-going direct stakeholder meetings over the coming months. A day-long stakeholder session was held on April 12, 2004. The meeting gathered views on the size of contracts to be let for floodway work, employment equity & job training and framework of a project labour agreement.

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Fact: MFEA has asked Mr. Wally Fox-Decent to help facilitate ongoing discussions and solutions further to the April 12 meeting.

Fact: The labour agreement will be a public document. In addition, MFEA will require that regular progress reports on the performance of the agreement be made public over the course of the project.

Fact: The labour agreement must be completed in time for the 2005 construction season and provide for project completion by 2009. MFEA will negotiate the most cost effective arrangement possible on behalf of taxpayers.

Fact: No final decisions have been made regarding the mix of union and non-union workers that will eventually work on the construction site. This will be the subject of ongoing discussion.

Fact: No final decisions have been made to let project work out in one large bid or a series of smaller contracts. This will be the subject of ongoing discussion.

Fact: The project labour agreement is only contemplated to cover the work being done by the Manitoba Floodway Expansion Authority – and does not include the flood protection works to be undertaken by the City of Winnipeg as part of the project.

Fact: The terms of the labour agreement will be completed within the context of the current legislative framework of Manitoba and Canada.

Fact: Over the last year, the Government of Canada and Province of Manitoba have announced \$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 priority.

Fact: Following the 1997 "flood of the century", Canada and Manitoba invested \$130 million in flood protection measures - \$110 million for rural residents of the Red River Valley.

News Release



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April 23, 2004

GOVERNMENT RELEASES REPORT ON RED RIVER'S NATURAL LEVELS

Manitoba Water Stewardship has released a report that updates information to help guide effective operations of the Red River Floodway.

The report, entitled "Re-Computation of Natural Water Levels at the Floodway Inlet", was prepared in response to recommendations from the Manitoba Water Commission (June 1998) and the Floodway Operation Review Committee (December 1999). Both bodies recommended that procedures for determining natural levels at the floodway inlet be re-computed.

The study was conducted by Acres Manitoba Limited, under the direction of a steering committee with representation from the governments of Canada and Manitoba, the three rural municipalities south of Winnipeg, the City of Winnipeg, the Town of Selkirk and the University of Manitoba.

The operating rules for the Red River Floodway require that, for all but very large floods, the gates be operated so that levels south (upstream) of the control structure remain at or below the level that would have occurred in the absence of flood control works—the state of nature.

- 30 -

RETURN

WATER LEVELS

- A relationship between Red River flows in downtown Winnipeg to water levels to the Inlet was developed during design of the existing Floodway (rating curve)
- Historical peak levels from 1826 and 1852 floods based on imprecise information
- A review of “natural” water levels is complete

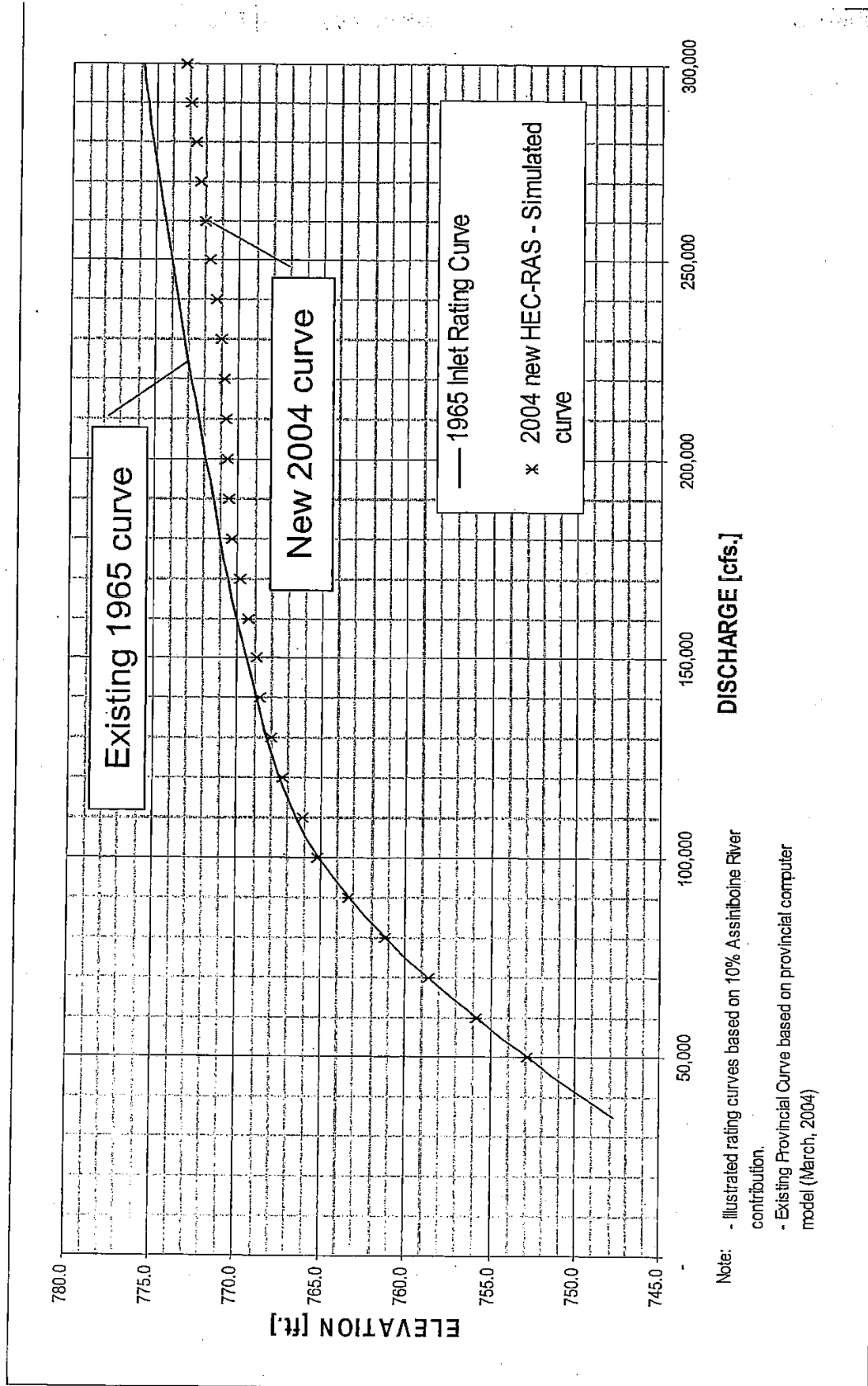
Manitoba Floodway Expansion Authority

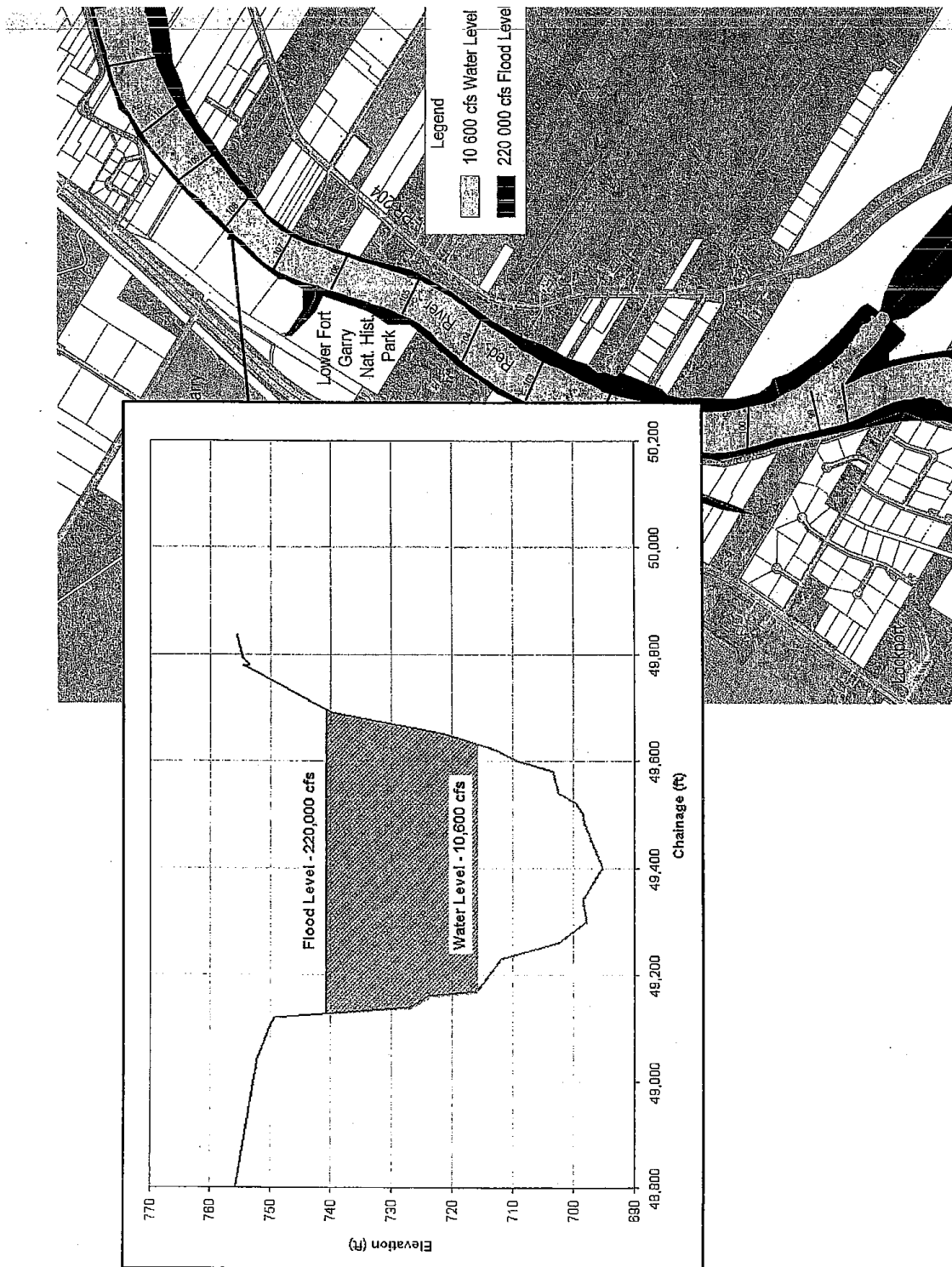
WATER LEVELS

- Each flood has an associated “natural” water level
- Determination of what the “natural” water level at the Inlet should be is fundamental to Floodway operation
- “Natural” is a point in time when the City of Winnipeg had no flood protection infrastructure

Manitoba Floodway Expansion Authority

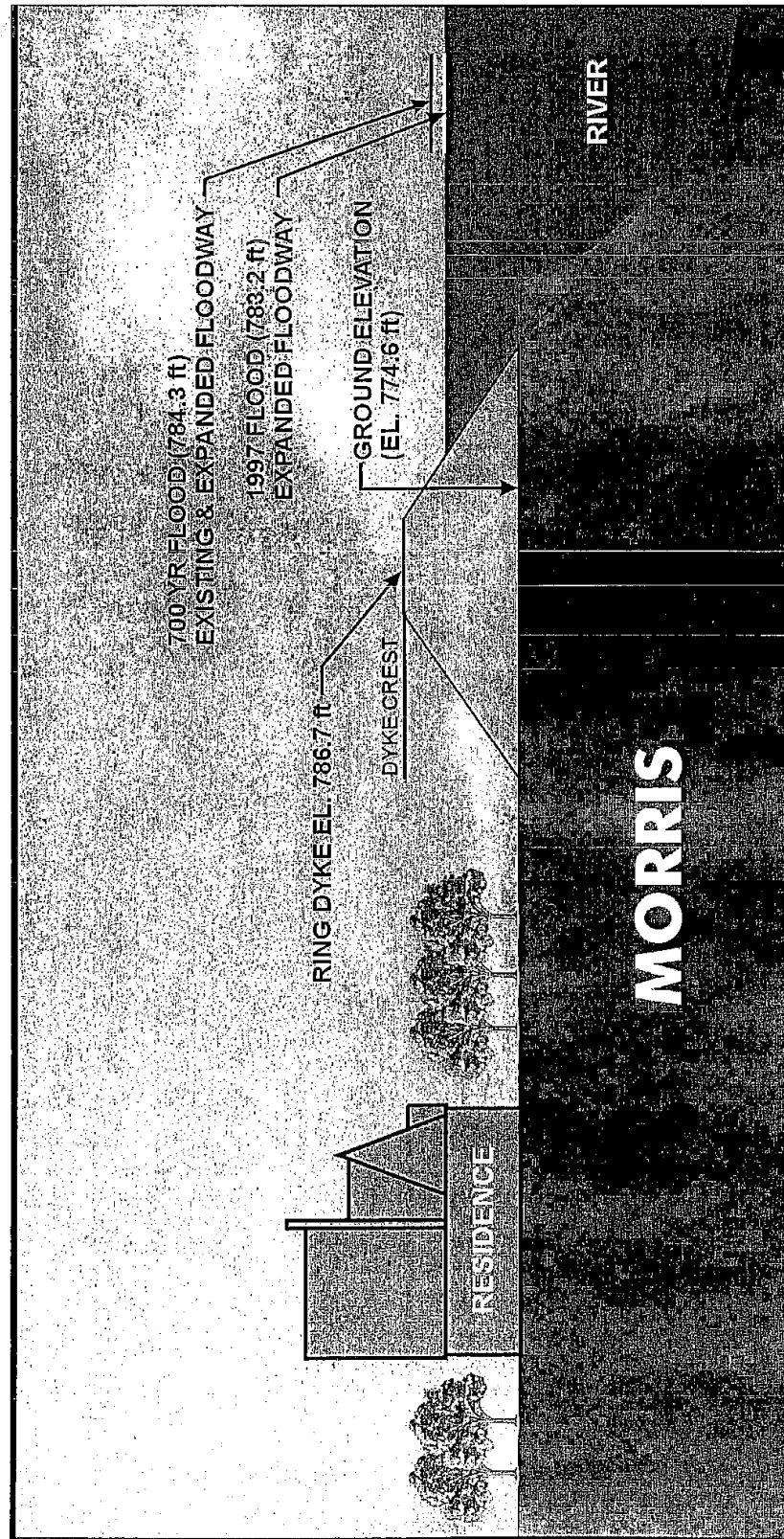
Model Results Comparison of Existing (1965) and New (2004) Inlet Rating Curve





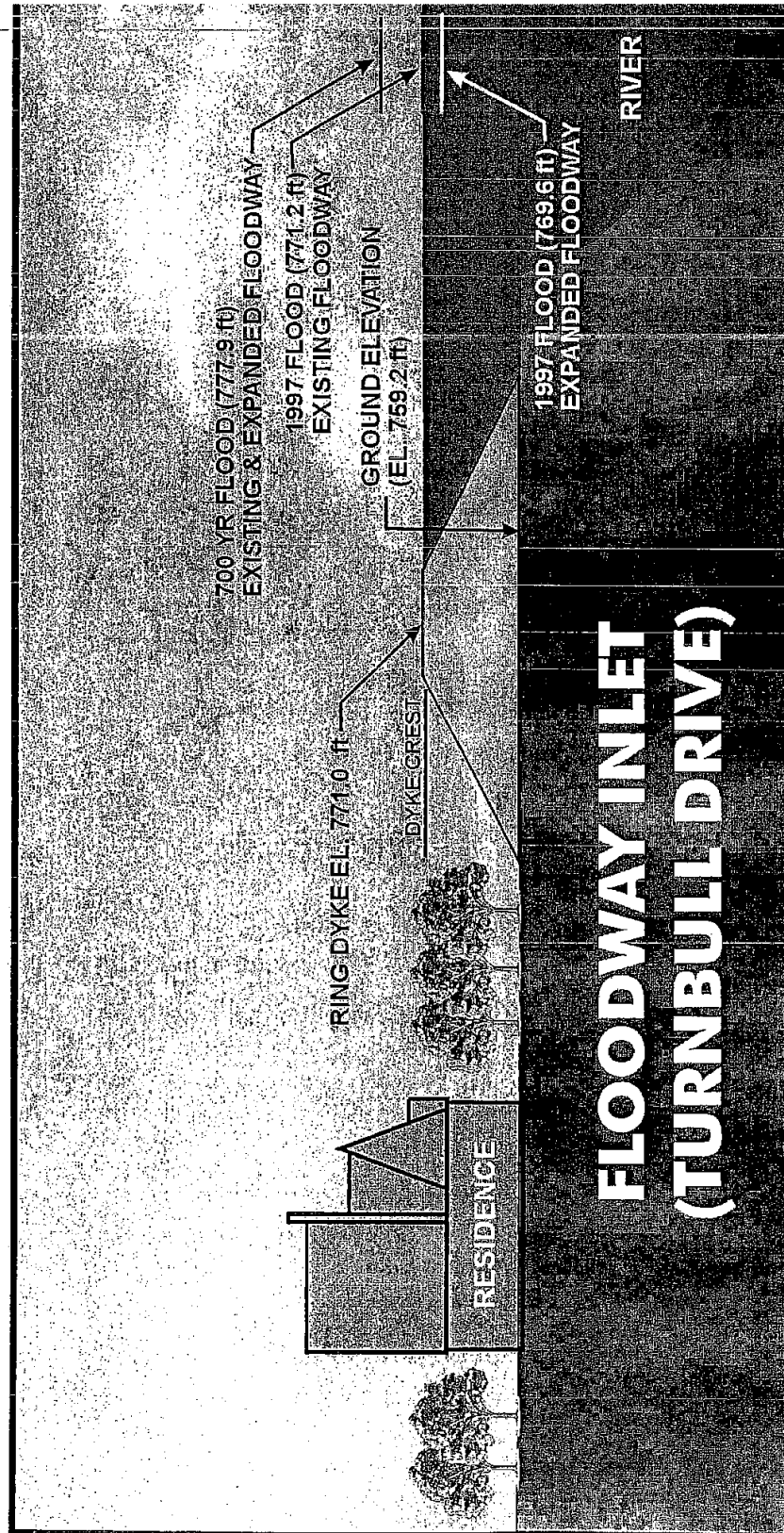
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WATER LEVELS



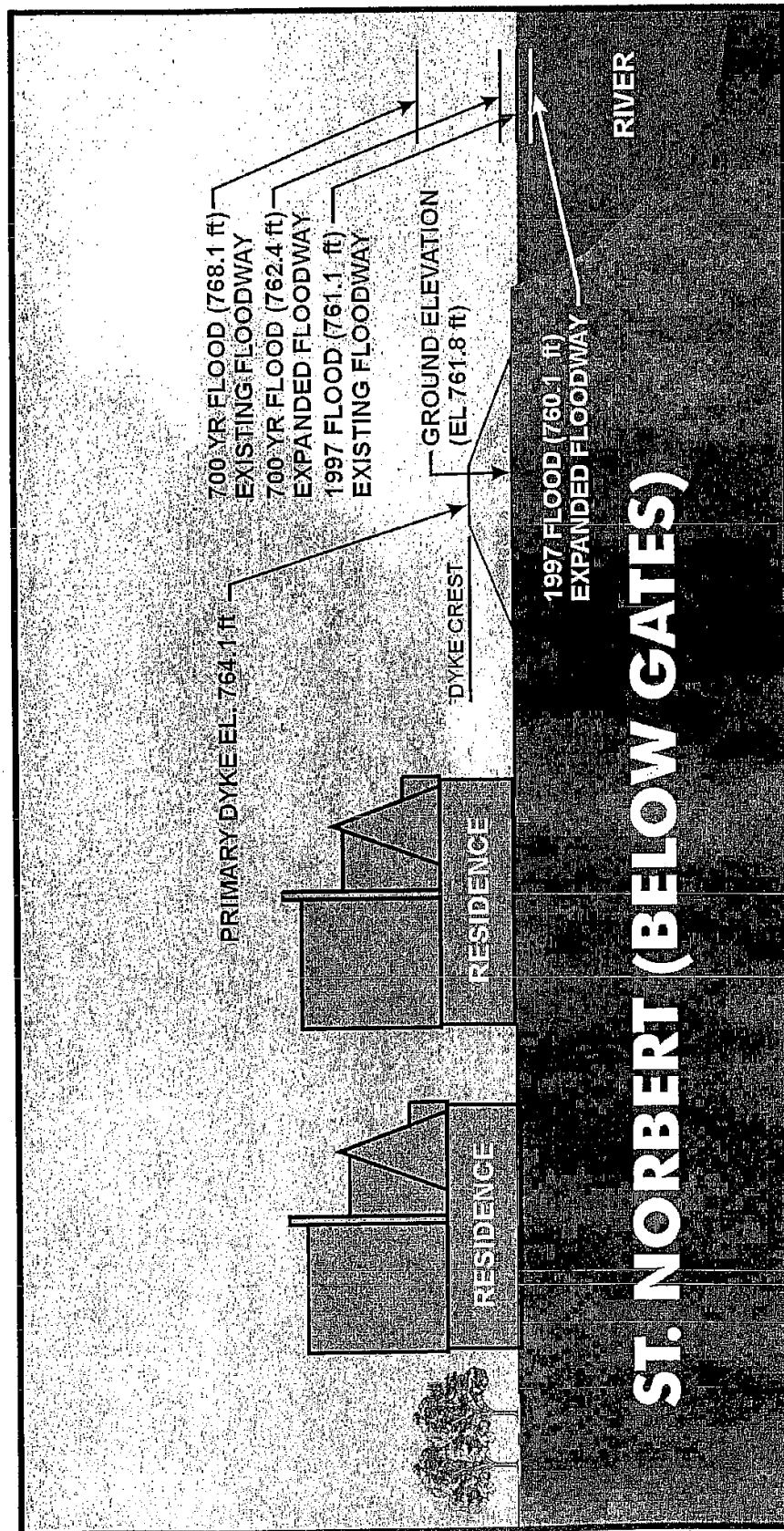
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WATER LEVELS



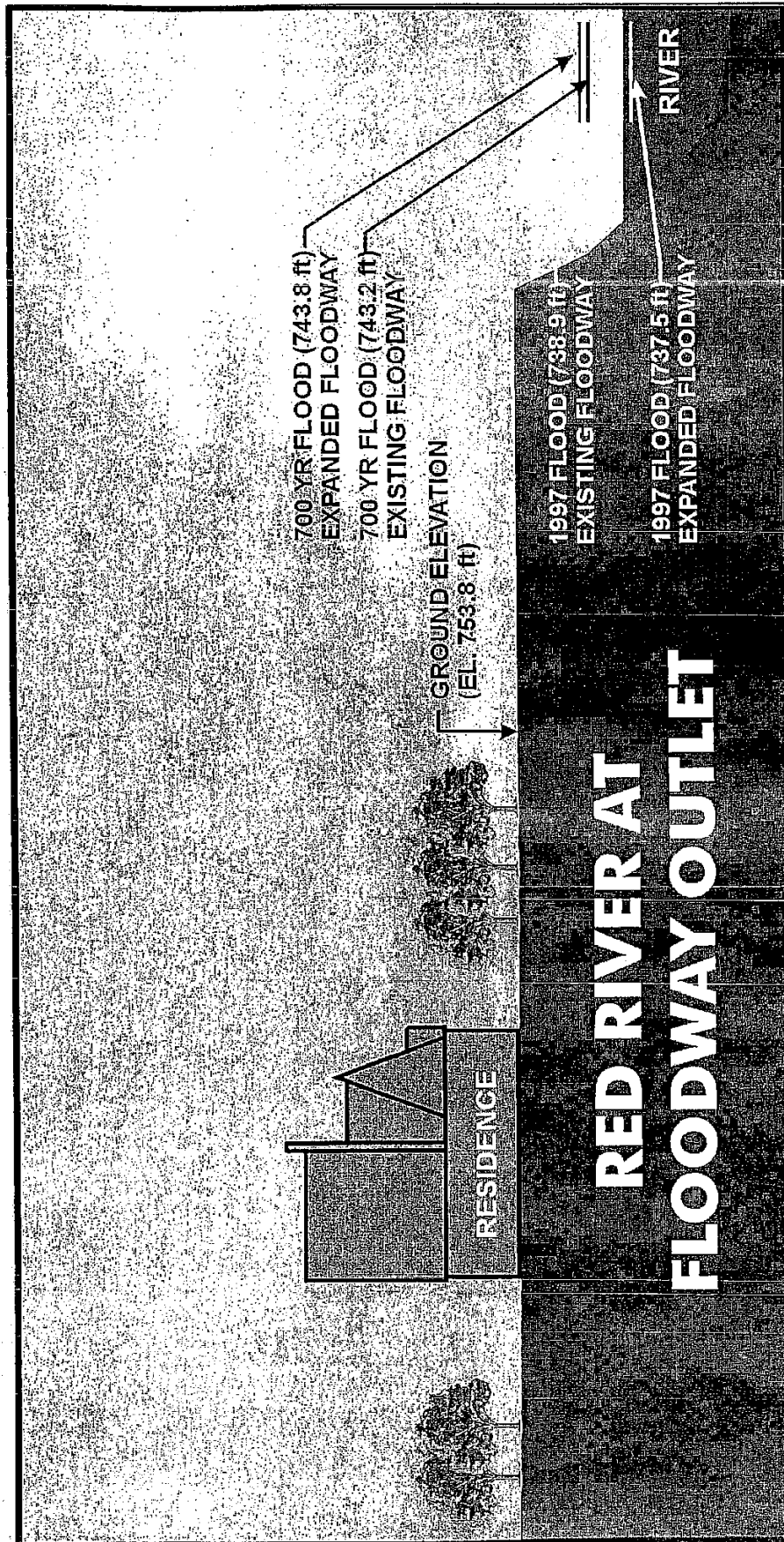
Manitoba Floodway Expansion Authority

WATER LEVELS



Manitoba Floodway Expansion Authority

WATER LEVELS



Manitoba Floodway Expansion Authority

Manitoba

Floodway Expansion Authority



Room 200, 155 Carlton Street
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Phone: (204) 945-4900
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May 31, 2004

Councillor Steve Strang
Rural Municipality of St. Clements
1043 Kittson Road, RR#1
East Selkirk, Manitoba
R0E 0M0

Dear Councillor Strang,

I am writing further to the recent presentation made by the Manitoba Floodway Expansion Authority (MFEA)'s environmental consulting team to St. Clements Council.

It is my understanding that during the presentation you expressed concerns regarding some aspects of the floodway expansion project. You suggested we should "slow down" our plans until you had a chance to get some independent expert advice.

As was stated by MFEA officials at the time, we are still in the first half of our public consultation process. I want to assure you that there will be ample opportunity for all residents and local officials to independently examine MFEA's plans in great detail. We look forward to this process in the year ahead.

The Manitoba Clean Environment Commission is in the process of reviewing intervenor funding applications in advance of public hearings. I understand St. Clements is participating in this process and some progress is being made. I am sure that you will agree that this is a process we do not want to slow down. In fact some municipal officials have asked us to speed this process up.

Furthermore, I would like to take this opportunity to confirm that the engineers retained by MFEA to study and design the project are conducting themselves in a manner consistent with their professional standard of ethics. Regardless of the fact that we are sponsoring their work, the findings that are being produced by this excellent team are transparent and independent.

We have made a commitment to establishing a public consultation process that is informative, innovative and inclusive. It is in this light that I would like to offer you full access to the engineering team to discuss any concerns you or Council colleagues may have about any elements of the project.

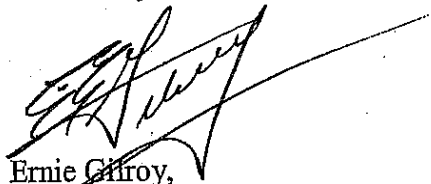
.../2

Our engineering team has demonstrated a keen interest to discuss their work with the public and have already done so at various occasions. In fact, they will be active participants in the next round of public meetings in June.

Finally, allow me to take this opportunity to thank you for your ongoing interest in this important national project. Input for residents, stakeholders and municipal officials has already led to a number of improvements in the project design – particularly as it relates to concerns about groundwater, bridge construction and erosion control.

I look forward to working with you and your Council colleagues to further this progress in the months ahead.

Yours truly,

A handwritten signature in black ink, appearing to read 'Ernie Gilroy', written over a horizontal line.

Ernie Gilroy,
Chief Executive Officer

cc. Reeve Ernst Henrichsen, RM of St. Clements

649-D Centre Block
House of Commons
Ottawa, ON
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Reg Alcock
Member of Parliament
Winnipeg South

1609 Pembina Highway
Winnipeg, MB
R3T 3Y6
Tel: (204) 984-6787
Fax: (204) 984-6792


May 11, 2004

Ernie Gilroy
Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8

Dear Ernie,

Thank you for writing to Mr. Reg Alcock, Member of Parliament for Winnipeg South.

I would like to acknowledge receipt of your letter with the update on recent progress regarding the Red River Floodway expansion project on his behalf and to extend Mr. Alcock's appreciation for your correspondence. Your letter and report will be forwarded to Mr. Alcock for his review.

Sincerely,

Susana Scott
Special Assistant
Reg Alcock, MP.
Winnipeg South

Minister of the Environment



Ministre de l'Environnement

Ottawa, Canada K1A 0H3

MAR 12 2004

Mr. Ernie Gilroy
Chief Executive Officer
Manitoba Floodway Expansion Authority
Room 200, 155 Carlton Street
Winnipeg MB R3C 3H8

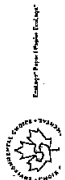
Dear Mr. Gilroy:

Thank you for your letter of February 6, giving me an update on the progress being made with respect to the Winnipeg floodway expansion project.

I have shared this information with my departmental officials, and appreciate your taking the time to write and provide a status report on this important project.

Yours sincerely,

David Anderson, P.C., M.P.



cc: Darcy Hanney

RECEIVED MAR 16 2004

Canada

Minister of
Fisheries and Oceans



Ministre des
Pêches et des Océans

Ottawa, Canada K1A 0E6

RECEIVED MAY 27 2004

MAY 27 2004

Mr. Ernie Gilroy
Chief Executive Officer
Manitoba Floodway Expansion Authority
155 Carlton Street, Room 200
Winnipeg, Manitoba
R3C 3H8

Dear Mr. Gilroy:

Thank you for your letters and information packages of February 6, 2004, and March 16, 2004, regarding the efforts of the Manitoba Floodway Expansion Authority. I regret the delay in responding.

As you have indicated, under the provisions of the Canada-Manitoba Agreement on Environmental Assessment Cooperation (the Agreement), Manitoba and Canada have agreed to undertake a joint environmental assessment of the Project. Fisheries and Oceans Canada (DFO) has representation on both the joint Project Administration Team (PAT) and the Technical Advisory Committee (TAC) that has been established under the Agreement. DFO will be participating through these mechanisms.

We look forward to continued collaboration with officials of your agency, in addition to other departments and stakeholders as this project progresses.

Thank you for bringing your concerns to the attention of this Department. If you would like to discuss this issue further, please contact Beth Thomson, Impact Assessment Biologist, Winnipeg District, at (204) 983-2380.

Yours truly,

Geoff Regan

Canada

Minister of State
(Infrastructure)



Ministre d'État
(Infrastructure)

Ottawa, Canada K1A 0A6

MAY 03 2004

Mr. Ernie Gilroy
Chief Executive Officer
Manitoba Floodway Expansion Authority
Room 200, 155 Carlton Street
Winnipeg, Manitoba
R3C 3H8

Dear Mr. Gilroy:

Thank you for your letter of March 16, 2004, and the enclosed progress report regarding the Manitoba Floodway Authority's efforts in expanding the Red River Floodway.

I appreciate hearing about your ongoing work with the next phase of public consultations, the recreational and economic opportunities that exist within the floodway expansion and new legislation that has recently been introduced. The progress report has been forwarded to Infrastructure Canada officials for their information and review.

As the Manitoba Floodway Expansion is an important national project that will enhance flood protection for the City of Winnipeg, the Red River Valley, and their inhabitants, I am looking forward to receiving additional reports, such as these, in the future.

Thank you again for writing and please accept my best wishes.

Yours sincerely,

The Honourable Andy Scott, P.C., M.P.
Minister of State (Infrastructure)

Canada

Minister of Health,
Minister of Intergovernmental Affairs
and Minister responsible for Official Languages



Ministre de la Santé,
ministre des Affaires intergouvernementales
et ministre responsable des langues officielles

Ottawa, Canada K1A 0K9

MAR 18 2004

RECEIVED MAR 25 2004

Mr. Ernie Gilroy, CEO
Manitoba Floodway Expansion Authority
Room 200, 155 Carlton Street
Winnipeg, Manitoba
R3C 3H8

Dear Mr. Gilroy:

Thank you for your letter of February 6, 2004, which provided me with an informative update on the expansion of the Red River floodway.

As you are aware, the Government of Canada has recognized the importance of the Red River Floodway for the safety of the people of Winnipeg and the surrounding areas. Last year, the Government of Canada declared the expansion of the Floodway as a national priority project under the Canada Strategic Infrastructure Fund. The people of Winnipeg, and indeed all Canadians, will benefit from the added protection to the city that the joint federal-provincial investment of \$240 million will bring.

I note that the Manitoba Floodway Expansion Authority continues to do excellent work on behalf of the people of the Red River Valley, and I wish you every success for your projects in 2004.

Sincerely,

Pierre S. Pettigrew

Canada



RECEIVED APR 06 2004

DEPUTY PRIME MINISTER - HONOURABLE MINISTER

March 31, 2004

Dear Mr. Gilroy:

Thank you for your letter of February 6, 2004, in which you provided an update of developments related to the expansion of the Red River floodway. I appreciate receiving information from the Manitoba Floodway Expansion Authority pertaining to environmental impact, project overview and compensation.

As you are aware, considerable financial support is being provided to this project by the Governments of both Manitoba and Canada. I understand that there is close on-the-ground collaboration between federal and provincial officials directing funding for the project, and I look forward to such collaboration continuing into the future.

The information you provided me is of interest to the Honourable Andy Scott, responsible for the Canada Strategic Infrastructure Fund. As such, a copy of our exchange of correspondence will be forwarded to him for information. Given the importance of floodway expansion as a risk management and prevention tool, the project is also relevant to the responsibilities of the Honourable Anne McLellan, Deputy Prime Minister and Minister of Public Safety and Emergency Preparedness, and the Honourable Pierre Pettigrew, Minister of Intergovernmental Affairs; accordingly, I have copied them both on your letter and this response for their information.

Yours sincerely,

Mr. Ernie Gilroy
CEO
Manitoba Floodway Expansion Authority
Room 200, 155 Carleton Street
Winnipeg, Manitoba
R3C 3H8