

Memo

To: Jaime Smith – Senior Environmental Coordinator

Company: Manitoba Infrastructure Highway Planning and Design Branch

From: Murray Lobb

Date: March 22, 2017

CC: Shaun Moffatt and Elisabeth Hicks

Ref: Project 6 EA

Re: Heritage Resources Valued Components

1.0 HERITAGE RESOURCES VALUED COMPONENTS

Under the guidelines for Identifying Valued Components outlined by CEAA, a Valued Component (VC) are environmental features that may be affected by a project that have been identified to be of concern by the proponent, government agencies, Aboriginal peoples, or the public. These include heritage resources which are of archaeological importance. The VC's presented have high heritage significance which are important to local First Nations but also protected under the Heritage Resources Act of the province of Manitoba. They are also important to the public in general as they represent the prehistory of Manitoba. Finally, these sites are also important to the scientific and historical archaeology community as these are new sites within an area considered highly significant to Canadian prehistory and history.

The VC's selected for this project are significant heritage resources discovered during the baseline Heritage Resources Impact Assessment (HRIA) for Project 6. The VC's are tabled below.

Table 1-1 Project 6 Heritage Resources Valued Components

VCs	Group	Importance IDd by: (see below)				Indicator	Parameter	Rational
		FN	Gv	PS	Ot			
Heritage Resources								

GdKp-6	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GdKp-7	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GdKp-8	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GeKp-1	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GeKp-2	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GeKs-5	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance

GfKm-2	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GfKm-3	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GfKm-4	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GfKt-12	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
GfKt-13	Archaeological Site	√	√	√	√	Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance
Undiscovered Heritage Resources	Archaeological Sites	√	√	√	√	Possible Site Occurrence	Presence/absence	Regulatory Importance / Protection under the Manitoba Heritage Resources Act (MHRA), Historical Resource Significance

TK-1	Traditional Use Site	√		√		Site Occurrence	Presence/absence	Important to the communities
TK-2	Traditional Use Site	√		√		Site Occurrence	Presence/absence	Important to the communities
TK-3	Traditional Use Site	√		√		Site Occurrence	Presence/absence	Important to the communities

Note: FN=First Nations (Gods Lake, Bunibonibee and Manto Sipi); Gv=Government; PS =Public/Stakeholder; Ot=Other (e.g., science).

The VC's listed above are heritage resources which are non-renewable and as such, effects to those resources are typically negative and long-term. Once a site has been disturbed by development, the locality is forever removed from the record. Eleven significant heritage resources were discovered during the baseline HRIA studies in July of 2016. In addition, three traditional use sites were also observed during that fieldwork.

Undiscovered heritage resources have also been listed. This is based on the potential to find undiscovered archaeological sites near water courses and large water bodies. These would be locations which were un-assessed during the 2016 HRIA and outside of the proposed all season road right-of-way assessed in 2016 or any future borrow/quarry sources which may be in similar locations.

1.1 Archaeological Site Assessment Criteria

1.1.1 High Heritage Resource Significance

Archaeologically, these sites are large and provide greater interpretation into the lives of people who lived in the past. These types of sites can include campsites, quarry sites, workshops, ceremonial sites, burials, and rock art sites. Archaeological sites with longer durations of occupation, multiple work areas within the sites, and multiple occupations allow for greater interpretation by archaeologists on how and when people lived in the past. These sites generally occur on raised terraces, which overlook major watercourses, lakes or low wetlands. These types of sites are normally well drained and feature jack pine, aspen and white spruce vegetation. Archaeological sites with high levels of heritage significance are rare and represent a small percentage of the overall sites within a regional study area. Archaeological sites with this level of significance provide the potential to add to the overall culture history within the region.

1.1.2 Moderate Heritage Resource Significance

Moderately significant archaeological sites are smaller, but provide good interpretive value about people in the past. These types of sites are generally campsites, workshops, or large scatter with a diverse assemblage of artifacts. Artifact densities are smaller, but still provide a strong level of interpretation. The duration of occupation of these sites are shorter and are typically single component sites. These types of sites occur along raised landforms, which border watercourses, small lakes, or low wetlands or treed bog. These types of sites are well drained and feature jack pine, aspen and white spruce vegetation. When compared to the

greater inventory of archaeological sites within a regional study area, the frequency of moderately significant sites is higher.

1.1.3 Low Heritage Resource Significance

Heritage resources with low significance are generally common throughout a regional study area. Archaeologically, these represent short-term occupations as represented by isolated finds and small artifact scatters with homogeneous artifact diversity. The interpretive value of these sites is generally low as they provide only a residue of cultural activities occurring at that location within little or no temporality.

I hope this helps with the Valued Criteria section for Historical Resources. If you need to move the three traditional use sites to a Traditional Knowledge section, please do.

Yours truly,

Amec Foster Wheeler Environment & Infrastructure
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in blue ink, appearing to read 'Murray Lobb', with a long horizontal flourish extending to the right.

Murray Lobb, M.A.
Senior Archaeologist

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Chapter 5: Indigenous and Public Engagement

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5.0 INDIGENOUS AND PUBLIC ENGAGEMENT

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

5.1 Indigenous and Public Engagement Objectives and Approaches

5.1.1 Objectives

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

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

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

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

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

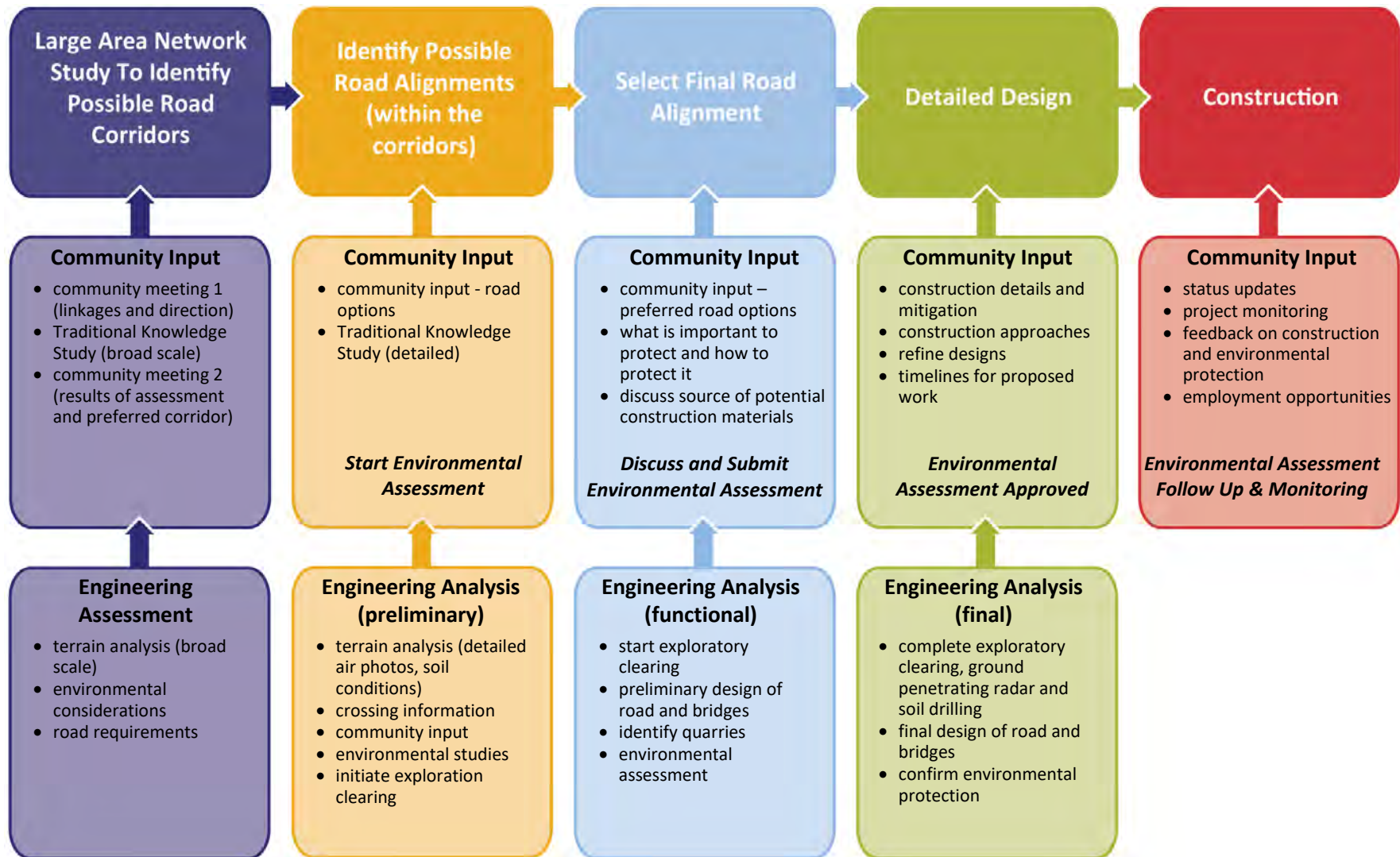


Figure 5-1: Steps to select, design and construct an all-season road

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

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

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

5.1.2 Engagement Methods

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

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

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

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

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

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

5.1.3 Traditional Knowledge

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

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

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

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

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

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

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

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

5.2 Engagement History on the East Side of Lake Winnipeg

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

5.2.1 Initial Provincial Engagement Steps

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

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

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

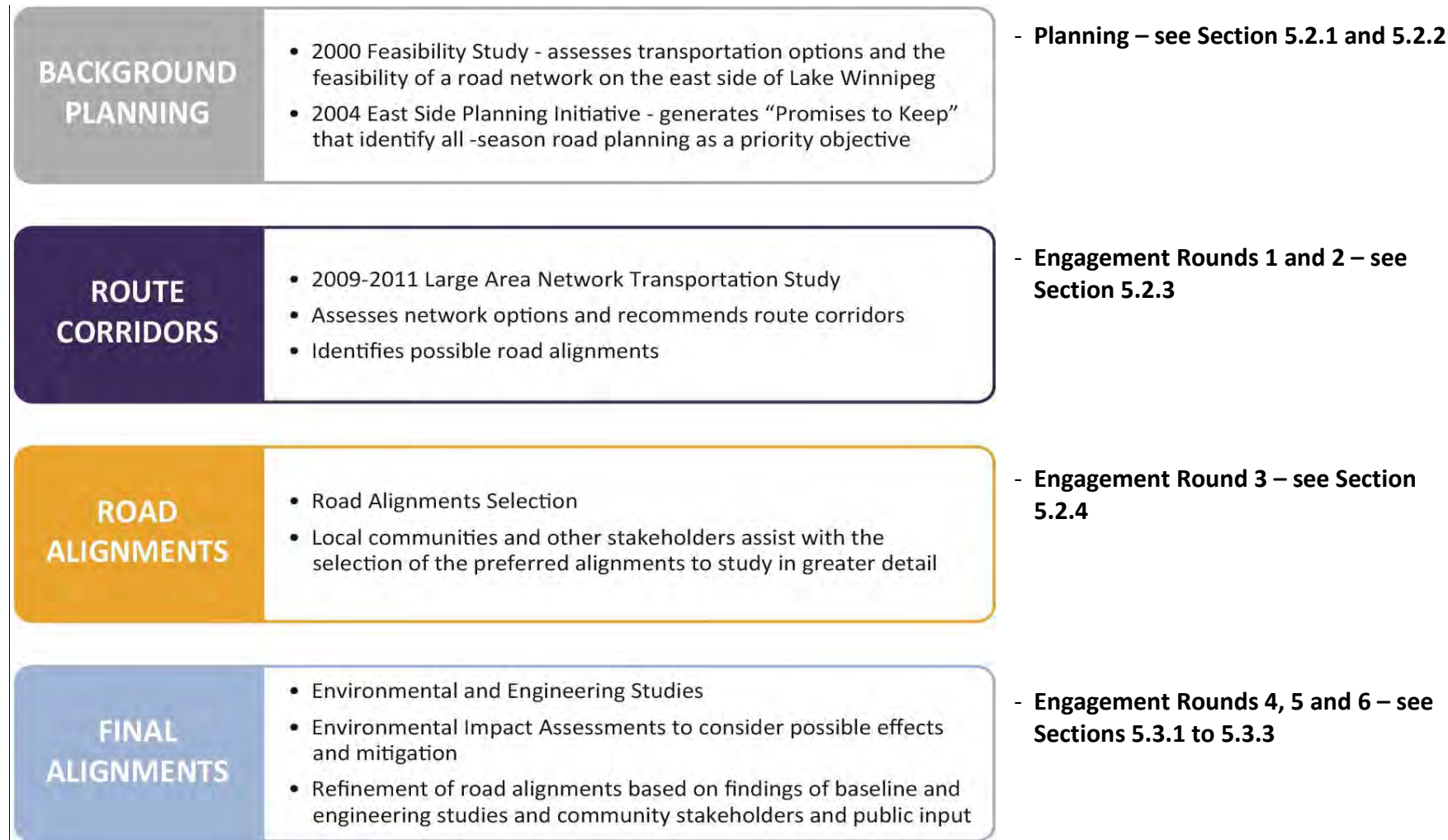


Figure 5-2: **Summary of MI's** all-season road planning process and rounds of public engagement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.2.3 Large Area Transportation Network Study

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

5.2.3.1 Indigenous and Public Engagement - Round 1

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

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

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

Table 5.3: Round 1 Summary of Comments

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

5.2.3.2 Indigenous and Public Engagement - Round 2

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

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

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

Table 5.4: Round 2 Summary of Comments

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

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

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

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

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

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

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

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

5.2.4.1 Indigenous and Public Engagement - Round 3

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

Table 5.5: Summary of Key Round 3 Meetings

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

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

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

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

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

5.2.4.2 Project 6 Specific Traditional Knowledge Studies

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

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

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

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

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

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

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

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

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

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

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

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

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

5.3 Indigenous Groups to Engage and Engagement Activities

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

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

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

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

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

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

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

5.3.1 Round 4 – Project Overview and Environmental Impact Assessment

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

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

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

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

5.3.1.1 Manto Sipi Cree Nation

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

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

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

5.3.1.2 Bunibonibee Cree Nation

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

5.3.1.3 God's Lake First Nation

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

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

5.3.1.4 God's Lake Narrows Northern Affairs Community

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

5.3.2 Round 5 – Valued Components, Potential Effects and Mitigation

The purpose of the Round 5 meetings was to:

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

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

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

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

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

5.3.2.1 Manto Sipi Cree Nation

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

5.3.2.2 Bunibonibee Cree Nation

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

5.3.2.3 God's Lake First Nation

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

5.3.2.4 God's Lake Narrows Northern Affairs Community

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

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

5.3.3 Round 6 – Potential Effects and Mitigation Confirmation

The purpose of the Round 6 meetings was to:

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

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

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

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

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

5.3.3.1 Manto Sipi Cree Nation

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

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

5.3.3.2 Bunibonibee Cree Nation

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

5.3.3.3 God's Lake First Nation

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

5.3.3.4 *God's Lake Narrows Northern Affairs Community*

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

5.3.4 *Other Engagement Activities*

5.3.4.1 *Environmental Baseline Studies and Trapper Participation Program*

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

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

5.3.4.2 *Construction Training*

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

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

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

5.3.4.3 Finalization of Project Alignment

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

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

5.3.4.4 Facilitation of EIS Review

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

5.4 Public Consultation

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

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

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

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

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

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

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

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

- | | |
|--|--|
| ▪ Aboriginal Chamber of Commerce | ▪ Canadian Parks and Wilderness Society (Manitoba Chapter) |
| ▪ Canadian Environmental Assessment Agency | ▪ Edmund Lake Lodge |
| | ▪ Elk Island Lodge |

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Environment and Climate Change Canada ▪ First Peoples Economic Growth Fund ▪ God’s River Development Corp. ▪ Healy’s God’s Lake Narrows Lodge ▪ Indigenous Services Canada ▪ Keewatin Tribal Council ▪ Manitoba Eco-Network ▪ Manitoba Keewatinowi Okimakanak Inc. ▪ Manitoba Lodges and Outfitters Association ▪ Manitoba Metis Federation ▪ Manitoba Paddling Association | <ul style="list-style-type: none"> ▪ Manitoba Sustainable Development, Environmental Approvals Branch ▪ Manitoba Trappers Association ▪ Manitoba Wilderness Committee ▪ Manitoba Wildlands ▪ Manitoba Wildlife Federation ▪ Manitoba Wildlife Society ▪ Mining Association of Manitoba ▪ Nature Conservancy of Canada ▪ North Haven Resort ▪ North Star Resort ▪ Northern Association of Community Councils Inc. |
|---|---|

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

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

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

5.4.1 Other Indigenous Groups

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

5.4.1.1 Manitoba Metis Federation

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

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

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

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

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

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

5.4.1.2 Information Received from the Agency's Actions

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

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

5.4.1.2.1 Manto Sipi Cree Nation

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

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

5.4.1.2.2 Norway House Cree Nation

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

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

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

5.4.1.2.3 Pimicikamak Okimawin

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

5.4.1.2.4 Manitoba Metis Federation

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

5.4.1.2.5 Garden Hill First Nation

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

5.4.2 Government Engagement

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

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

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

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

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

5.5 Summary of Key Engagement Activities

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

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

Table 5.7: Summary of Project Engagement Activities

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

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

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

5.6 Summary of Questions, Comments and Responses

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Topic	Questions and Comments Received	Response	Reference Location(s) in the EIS
Wildlife	For migratory birds, there is a need to better define the commitments to avoid impact under the <i>Migratory Birds Convention Act</i> (MBCA)	MI has general environmental requirements and environmental specifications to ensure compliance with the MBCA.	Appendix 7-1 pgs. 10 to 11 Appendix 8-3 pgs.15 to 16 (ES 130.19) Appendix 8-2 (EP20)
Wildlife	There is a need to identify potential caribou avoidance and mortality associated with the road.	MI has undertaken studies related to wolf predation on caribou and studies of caribou crossing linear features in the vicinity of the Project.	Section 6.2.5.5.1 pgs. 6-148 to 6-155
Wildlife	There is a need to identify whether roads and bridges may impede wildlife movement. Bridges may force wildlife, which typically use riparian areas as movement corridors, onto roads if not properly designed to facilitate movement.	MI has done an impact assessment for wildlife on all Project components.	Section 6.2.5 pgs. 144-160
Wildlife	There is a need to identify the numerous wildlife issues (including increased access and predation risks) associated with the lack of planned restoration for linear features and other Project areas (old winter road, temporary access trails, borrow areas) and the likely impacts of this.	As part of the environmental assessment, MI has identified potential effects on wildlife for all Project components at all Project stages. Additionally, MI has provided mitigations for decommissioning of Project components.	Section 6.2.5 pgs. 144-160 Appendix 7.1 pgs. 5 to 11 and 12 to 15
Wildlife	There is a need to identify potential impacts on wetlands.	MI has done an impact assessment for wetlands.	Section 6.2.5.1.2 pgs. 6- 146 to 6-147 Appendix 7-1 pgs. 5 to 6

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

5.7 Future Engagement Activities

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

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

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

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

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

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

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

CHAPTER 5 APPENDICES

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

Source: SNC-Lavalin et al. 2010b

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

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

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

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

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

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

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

Source: SNC-Lavalin et al. 2010d

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

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

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

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

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

Appendix 5-3: Round 4 IPEP Community Meeting Summaries

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

Date: September 22, 2017

Time: 1:00 p.m. – 4:00 p.m.

Location: Manto Sipi Cree Nation Community Hall

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

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

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Manto Sipi Cree Nation Community Attendees

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

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

Summary:

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

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

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

Attendees:

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

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

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

Advertising:

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

MI Presentation:

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

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

Comments and Questions for MI:

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

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

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

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

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

MI Poster Boards:

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

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

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

Feedback for P6:

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

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

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

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

- The timeframe to have to road is long.

Attachments:

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

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

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







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



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves
- MARTIN

WHAT IS IMPORTANT TO YOU?

ALL OF THE ABOVE.

TRAPPING
HUNTING
TRAPLINES

minimize damage to owned trappers.

(s)
(e)

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

FURBEARERS

MITIGATION IDEAS



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

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



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



- Improve sightlines, reduced speed, and

VALUED COMPONENTS

for
radi-
ties

Act



AQUATIC SPECIES AT RISK

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

WHAT IS IMPORTANT TO YOU?

Freeks minor so damage

cosystem
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es Act
rested and oth-
ries)

CULTURAL VALUED COMP

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



fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants

WHAT IS IMPORTANT TO YOU?

My Kids and their future.

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

Date: December 8, 2016

Time: 4:30 p.m. – 7:30 p.m.

Location: Bunibonibee Cree Nation Youth Centre

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

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Joro Consultants
Blair McMahon

Szwaluk Environmental Consulting
Kevin Szwaluk

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

Summary:

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

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

Attendees:

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

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

Advertising:

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

MI Presentation:

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

Comments and Questions:

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

- 1) How long will the EA process take?

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

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

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

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

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

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

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

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

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

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

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

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

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

- 8) It was noted by a member that economic opportunities are important to the community and Aboriginal people.
- 9) The need for an ASR was stressed as global warming and the limited amount of time winter roads are open is a concern.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

It was stated that caribou will cross the road.

Poster Boards:

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

Feedback:

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

Attachments:

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

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

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

YOUR FEEDBACK

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

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

LARRY WEENUSK

AQUATIC HABITAT STUDIES

EXPLAIN:

NO FISH HABITAT AT 29 CROSSINGS

WHAT IS MARGINAL HABITAT

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

Name: _____

Contact information (email / phone number): _____

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

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







NOVEMBER COMMUNITY MEETING

Project 8 All-Season Road
Linking Wapiti and Cree Nations
Burlington Cree Nation & Gribble Lake First Nation

...J. G. ... Meeting ... War ... 1940 ...



LOCATION: BERNARDINO CRUISE SHIP TRAILER
DATE: DECEMBER 8, 1992
DURING OFFICE: 2:30 PM
INTERVIEWER: J. J. F. F.



The Community Meeting is an opportunity for you to voice your concerns and suggestions. The meeting will be held on Tuesday, November 15, 2011, at 7:00 p.m. at the Community Center, 1000 W. 10th St., Suite 100, Denver, CO 80202. The meeting is free and open to the public. For more information, please call 303.733.7333 or visit www.denvergov.org.



Small picture, head with antennae will be provided
no more photographs for the community. Meeting at 10:00 AM on Nov
11, 2009 (Sat) 10:00 AM - 11:00 AM

Manitoba

B Community Consultation
u Meeting

With: Yamana Gold and Growth, Enterprise and Trade

When: December 12, 2016 from 1:00 p.m.-4:00 p.m.

Where: Youth Building

An Agenda has been drafted, come and share your input!



WILDLIFE VALUED COMPONENTS

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



BIG GAME

- Caribou
- Moose



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves



BIRDS

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

WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec 8, 2016

Handwritten notes:
 - Clean water
 - Co-management of natural resources, even after "occupation" of wilderness.
 - hiring "environmental" officers (young women & men from local communities)

KGS
GROUP
CONSULTING
ENGINEERS

Manitoba
Infrastructure

AQUATIC VALUED COMPONENTS



FISH HABITAT

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



AQUATIC SPECIES AT RISK

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



FISH

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

WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec 8, 2016

Handwritten notes:
 - Clean water
 - Co-management of natural resources, even after "occupation" of wilderness.
 - hiring "environmental" officers (young women & men from local communities)

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SOCIO-ECONOMIC

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



Some of the economic benefits are

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

WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec 8, 2016

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

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CULTURAL VALUED COMPONENTS

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



fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants



cultural and archaeological sites
community health and well-being

WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec 8, 2016

- Medicinal plant lake Wee Kie's downstream of
Bunibonibee
- Consultation of local people on Dev. of local resources
- Designation of local lakes as "cultural" lakes
- Encouragement of environmental group, stream of food
industrial development/early warning of environmental disasters

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OTHER CONSIDERATIONS

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



Do you **AGREE?**

What **ELSE** should
be considered?



WHAT IS IMPORTANT TO YOU?

Bunibonibee Cree Nation - Dec 8, 2016

Food sovereignty
Animal populations

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Infrastructure

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

Date: December 9, 2016

Time: 1:30 p.m. – 4:00 p.m.

Location: God's Lake First Nation Youth Centre

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

KGS Group
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Joro Consultants
Blair McMahon

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

Summary:

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

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

Chief and Council Meeting:

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