

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

**Date:** March 24, 2017

**Time:** 4:30 p.m. – 6:30 p.m.

**Location:** God's Lake Narrows Community Hall

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

KGS Group  
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

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

**Summary:**

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

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

**Attendees:**

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

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



## **Advertising:**

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

## **MI Presentation:**

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

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

## **Comments and Questions:**

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

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

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

- 2) Interest in flooding at creek crossings.

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

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

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

- 4) How will the road be constructed?

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

- 5) Can the road be paved?

*Paving the ASR is too costly.*

### **Poster Boards:**

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

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

**Feedback:**

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

**Attachments:**

- Photos

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

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







Appendix 5-5:  
Round 6 IPEP Community Meeting  
Summaries

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

**Date:** February 22, 2018

**Time:** 12:00 – 3:00 p.m.

**Location:** Manto Sipi Cree Nation Community Hall

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

KGS Group  
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Manto Sipi Cree Nation Attendees

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

**Summary:**

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

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

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

**Attendees:**

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

## **Advertising:**

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

## **MI Presentation:**

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

The PowerPoint presentation provided the following:

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

## Comments and Questions for MI:

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

### **MI Poster Boards:**

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

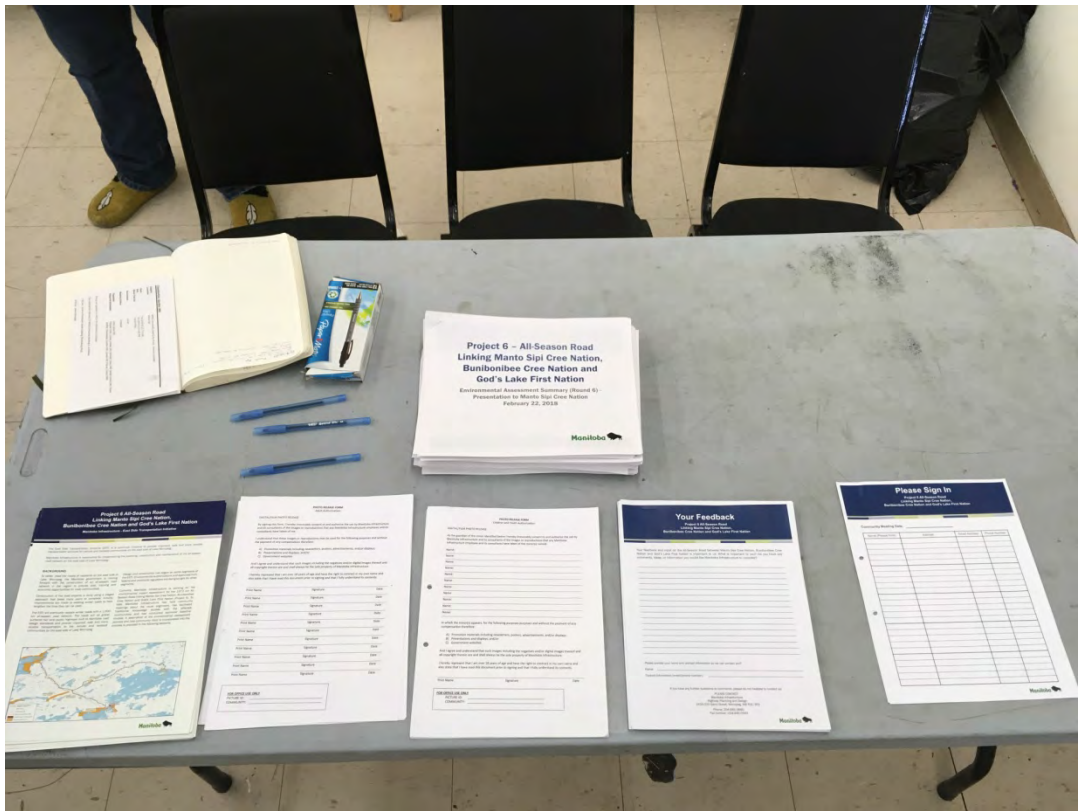
In addition, boards outlined possible changes (effects) and suggested mitigation. The poster boards provided for community members to write directly on the board as to whether they wanted to use the mitigation or not, or whether they were uncertain about the suggested mitigation. A series of boards identified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

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

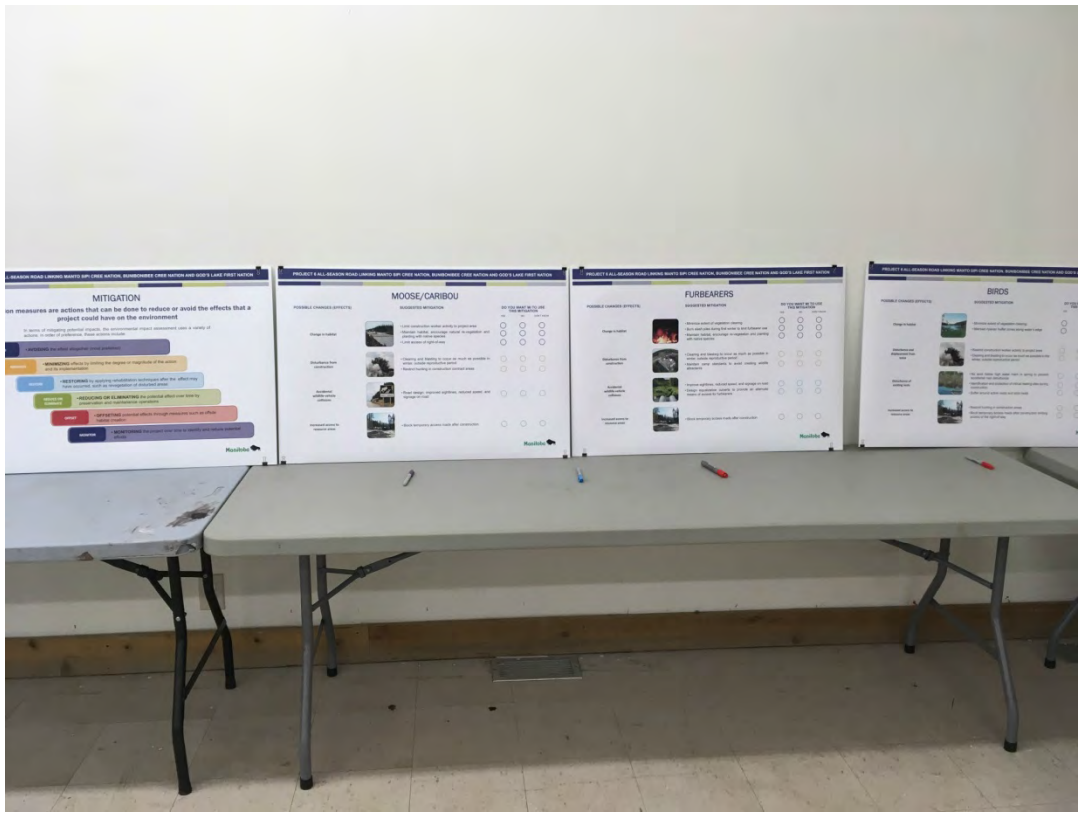
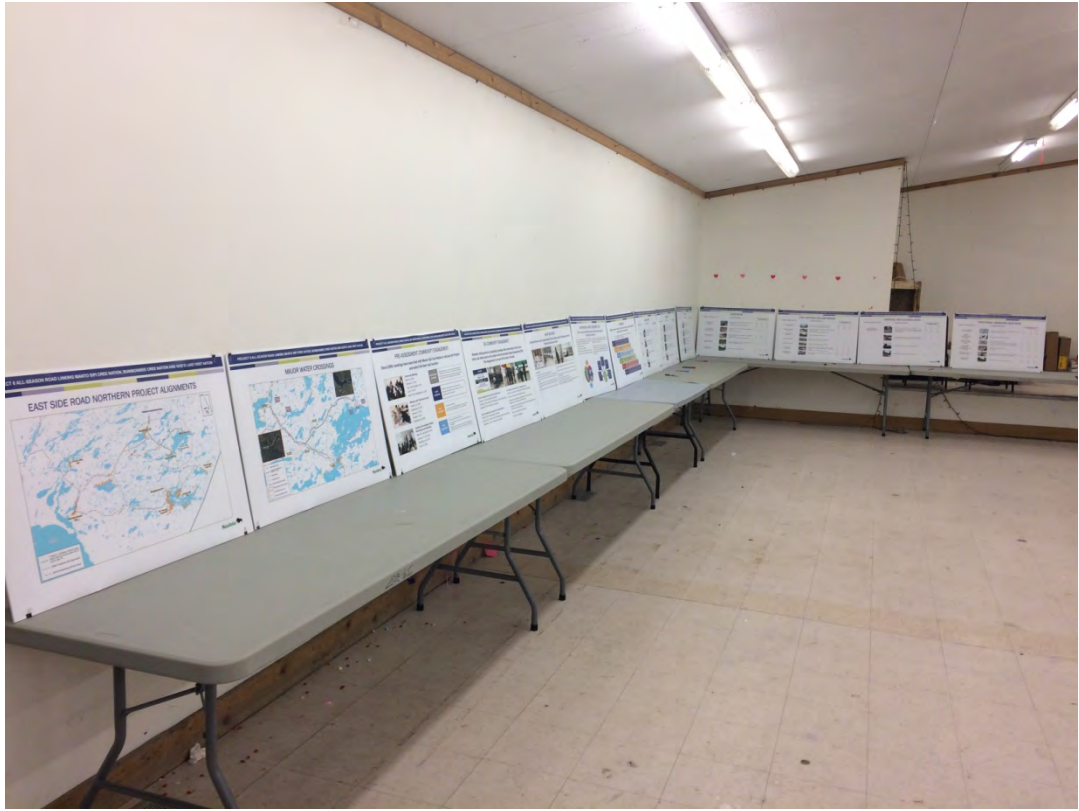
**Attachments:**

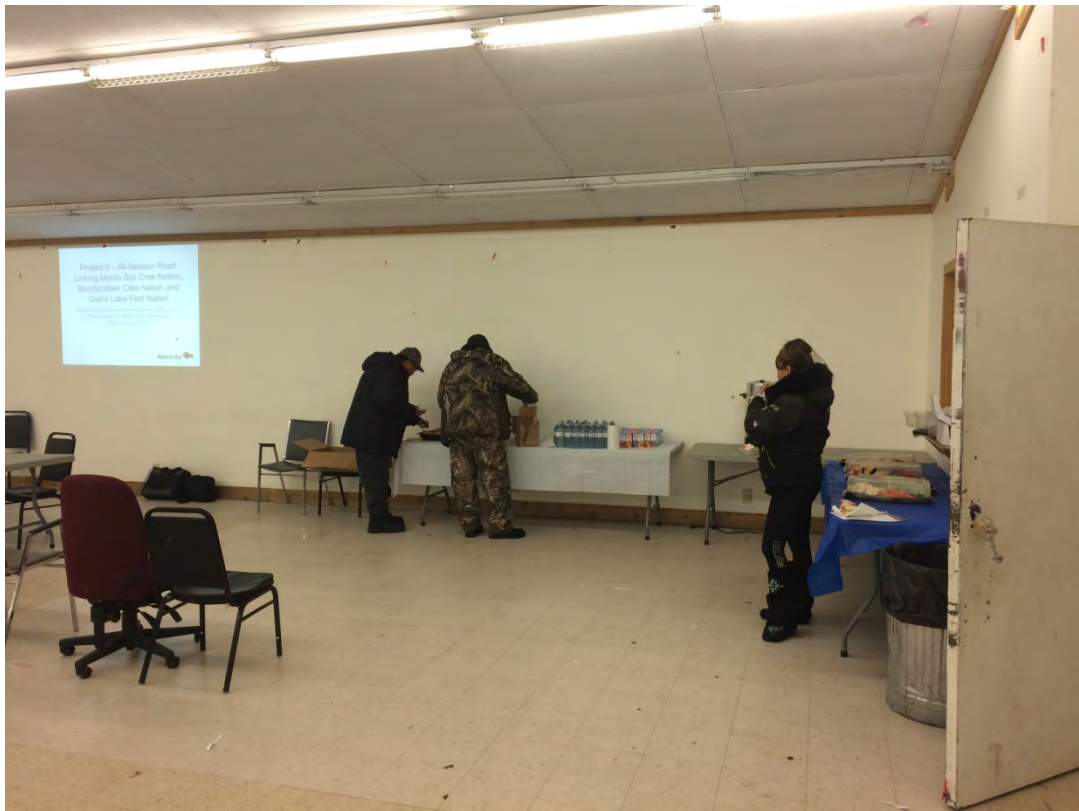
- Photos

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













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

**Date:** November 6, 2017

**Time:** 11:00 a.m. – 3:30 p.m.

**Location:** Bunibonibee Cree Nation Band Office

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

KGS Group  
Shaun Moffatt, Stewart Hill

Canadian Environmental Assessment Agency  
Janet Scott

Manitoba Indigenous Relations  
Cheryl Prosser

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

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

**Summary:**

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

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



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

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

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

#### **Attendees:**

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

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

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

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

#### **Advertising:**

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

#### **MI Presentation:**

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

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

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

#### **Comments and Questions for MI:**

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

- 1) What is Environmental Impact Assessment?

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

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

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

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

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

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

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

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

- 5) Who is funding the project?

*Currently the project is only being funded by the Province.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 19) How was the project alignment selected?



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **MI Poster Boards:**

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

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

**Feedback for P6:**

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

**Attachments:**

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

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

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

