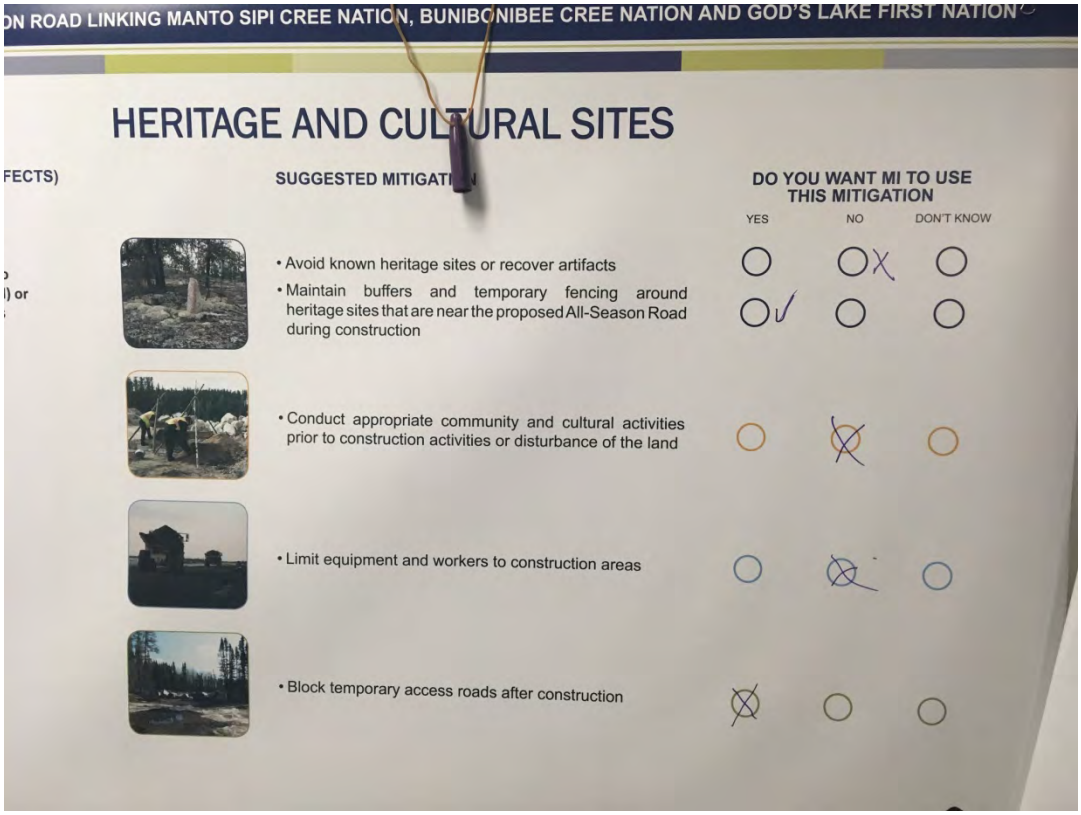
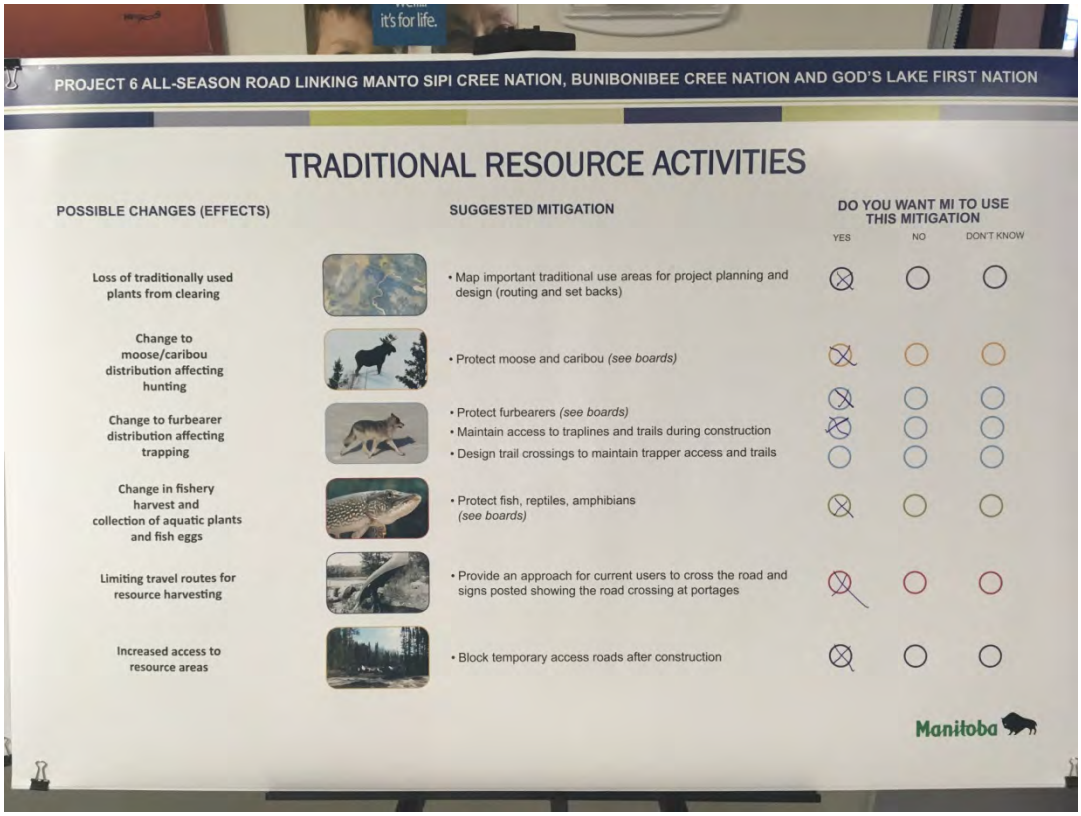

PRE-ASSESSMENT COMMUNITY ENGAGEMENT
EIA COMMUNITY ENGAGEMENT
WHAT WE HEARD


HERITAGE AND CULTURAL SITES


ROAD NORTHERN PROJECT ALIGNMENTS
MAJOR WATER CROSSINGS
PRE-ASSESSMENT COMMUNITY ENGAGEMENT


ON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION
HERITAGE AND CULTURAL SITES
FECTS)
SUGGESTED MITIGATI
DO YOU WANT MI TO USE THIS MITIGATION
YES
NO
DON'T KNOW
• Avoid known heritage sites or recover artifacts
• Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction
• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
• Limit equipment and workers to construction areas
• Block temporary access roads after construction


it's for life.
PROJECT 6 ALL-SEASON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION
TRADITIONAL RESOURCE ACTIVITIES
POSSIBLE CHANGES (EFFECTS)
SUGGESTED MITIGATION
DO YOU WANT MI TO USE THIS MITIGATION
YES
NO
DONT KNOW
Loss of traditionally used plants from clearing
• Map important traditional use areas for project planning and design (routing and set backs)
Change to moose/caribou distribution affecting hunting
• Protect moose and caribou (see boards)
Change to furbearer distribution affecting trapping
• Protect furbearers (see boards)
• Maintain access to traplines and trails during construction
• Design trail crossings to maintain trapper access and trails
Change in fishery harvest and collection of aquatic plants and fish eggs
• Protect fish, reptiles, amphibians (see boards)
Limiting travel routes for resource harvesting
• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
Increased access to resource areas
• Block temporary access roads after construction
Manitoba

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

Date: November 7, 2017

Time: 11:00 a.m. – 3:00 p.m.

Location: God's Lake First Nation Community Hall

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

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

God's Lake First Nation Community Attendees
Clara Chubb, Delia Bee, Mary James, Morley Duck, Jack Okemow, Maggie White, Bruce Trout, Chris Watt, Keith Peskoonas (Coordinator), Stan Okemow, Mildred Kanabee, Keith Trout, Mary Okemow, Leon Andrews, Maggie White, Bruce Trout, Rosabelle Ross, Robert Bee, Gordon Andrews, Arthur Ogemon, Steven Okemow, Sarah Hastings, Ronald Duck, Steve Okemow, Mary Okemow, Bello Okemow, Andrew Captain, Joe Nassee

Summary:

MI held a community meeting in God's Lake First Nation on Tuesday, November 7, 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 prepared for the community youth, however, the school did not respond to the invitation for a youth specific presentation.

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. 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:

A total of 28 local residents signed the sign-in sheet for the community meeting. 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, stew, bannock 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 Keith Peskoonas the God's Lake First Nation Lands Manager in the community.

MI Presentation:

The community meeting began with an opening prayer at approximately 11:00 a.m. A community member provided translation during the presentations. 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, MI and its consultants gave a PowerPoint presentation beginning shortly after 1:00 p.m. which 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 God's Lake First 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 God's Lake First 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 presentation are provided as follows.

1) The road alignment appears close to God's Lake on the map (first story board), why not move the alignment away from God's Lake?

   The alignment was determined using input from community, environmental and technical considerations and tried to find the best place to locate the road. The alignment selection process and measures taken to mitigate effects is reviewed by CEAA and considered when making a decision on the project.

2) If everything goes well, when will the project start?

   MI anticipates it will receive approvals from CEAA and MSD in 2019, after which detailed design is required before construction can begin. As there has been a reduction in the provincial budget available for the east side roads, MI is focusing on completing projects for which environmental licences and approvals have been received. Construction projects for the P3a (Wasagamack First Nation to St. Theresa Point First Nation) and P7a (Little Grand Rapids First Nation & Pauingassi First Nation to the Little Grand Rapids Airport) will be the focus in the next several years. Project 1 PR304 to Berens River will be completed this year. If the province is providing the sole funding for the P6 project, under current scenarios, the project will not start construction until 2030. However, if additional funding (e.g., the federal government) becomes available, the project could start sooner.

3) Who will be maintaining the road after construction? Culverts tend to get plugged up. Who's funding this and is it part of the EA?

Maintenance of road is part of the EA. Maintenance will be solely funded by MI unless other funding contributions (from Canada or private) are received. Maintenance activities will include culvert clean outs to prevent upstream flooding and culvert washouts. Culverts will also be designed to accommodate flows and allow fish passage.

4) Will there be a central fueling location during construction?

   Likely not. Fuel will be stored at the construction camps in tanks (typically 50,000 L). MI may get fuel from the local communities when they are in the vicinity of the communities.

5) What does restrict hunting during construction mean, does that apply to community members?

   MI will not allow contractors or community members working on the construction site to bring guns to work or hunt near the construction site (i.e., safety issue). Community members have the right to hunt elsewhere when not working.

6) What does block access mean?

   MI will remove access roads built to quarries, borrows, etc. that are note needed for maintenance by removing the road and putting boulders at the entrance to the remaining quarries to be used for maintenance to reduce increased access into those areas.

7) What does planting native species mean?

   Local species of plants growing in the P6 area (i.e., plants suited to the P6 area), will be planted, where as plants not suited to the area will not be planted.

8) An elder mentioned she didn't want medicinal plants to be destroyed. They are rare and only grow in certain areas of muskeg.

   TK studies were done with all four P6 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.

9) A canoe quest from God's Lake First Nation to Bunibonibee Cree Nation occurs every year. It is a traditional annual event that takes 2 weeks.

   TK studies with the four P6 communities asked for travel routes and MI will work with communities to accommodate key crossing locations by installing portages.

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.

Feedback for P6:

- An attendee agreed with the suggested mitigation measures for all of the VCs.
- What are the timelines for P6?
  MI anticipates receipt of federal and provincial environmental approvals in 2019, at which point final design can begin. Construction is anticipated to take 8 years. Given budget constraints, the construction start date for P6 is now 2030.
- Comment – one firm to look after construction on the east side.
- Rock will be needed for road, will a lot of quarries be needed?
  The alignment is located on rock where possible to minimize the project footprint and the road will be constructed using 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 quarries.

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.


GOD'S LAKE NARROWS


GOD'S LA

MOOSE/CARIBOU

TS)

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 • Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way	✓ ✓ ✓	○ ○ ○	○ ○ ○
 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas	✓ ✓	○ ○	○ ○
 • Road design: improved sightlines, reduced speed, and signage on road	✓	○	○
 • Block temporary access roads after construction	✓	○	○

Manitoba

FURBEARERS

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 • 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	✓ ✓ ✓	○ ○ ○	○ ○ ○
 • 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 signage on road • Design equalization culverts to provide an alternate means of access for furbearers	✓ ✓	○ ○	○ ○
 • Block temporary access roads after construction	✓	○	○

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
			
• Minimize extent of vegetation clearing	✓	○	○
• Maintain riparian buffer zones along water's edge	✓	○	○
			
• Restrict construction worker activity to project area	✓	○	○
• Clearing and blasting to occur as much as possible in the winter, outside reproductive period	✓	○	○
			
• No work below high water mark in spring to prevent accidental nest disturbance	✓	○	○
• Identification and protection of critical nesting sites during construction	✓	○	○
• Buffer around active nests and stick nests	✓	○	○
			
• Restrict hunting in construction areas	✓	○	○
• Block temporary access roads after construction limiting access of the right-of-way	✓	○	○

Manitoba

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
			
• Minimize extent of clearing to right-of-way, quarries, and borrow pits	✓	○	○
• Prohibit equipment outside of construction area	✓	○	○
			
• Minimize extent of clearing to right-of-way, quarries, and borrow pits	✓	○	○
• Survey for species of concern	✓	○	○
			
• Reclaim disturbed areas not required for road operation and maintenance	✓	○	○
• Restore ground cover in ditches with native species	✓	○	○
			
• Maintain subsurface water flow through design and installation of equalization culverts	✓	○	○
			
• Block access roads after construction	✓	○	○

Manitoba

FISH, REPTILES AND AMPHIBIANS

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 • Avoid critical repr[illegible]duction period and locations • No work below th[illegible]high water mark in spring	✓		
 • Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control	✓ ✓		
 • Block access roads after construction	✓		
 • Design culverts for passage and natural flow	✓		
 • Design culverts for passage and natural flow	✓		
 • Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses	✓ ✓		
 • Ensure equipment working beside or in water has been properly cleaned	✓		

Manitoba

HERITAGE AND CULTURAL SITES

SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
	YES	NO	DON'T KNOW
 • Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction			
 • Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land			
 • Limit equipment and workers to construction areas			
 • Block temporary access roads after construction			

Manitoba

TRADITIONAL RESOURCE ACTIVITIES

	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
		YES	NO	DON'T KNOW
	• Map important traditional use areas for project planning and design (routing and set backs)	✓	○	○
	• Protect moose and caribou *(see boards)*	✓	○	○
	• Protect furbearers *(see boards)*	✓	○	○
	• Maintain access to traplines and trails during construction	✓	○	○
	• Design trail crossings to maintain trapper access and trails	✓	○	○
	• Protect fish, reptiles, amphibians *(see boards)*	✓	○	○
	• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages	✓	○	○
	• Block temporary access roads after construction	○	○	○

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

Date: November 7, 2017

Time: 4:30 p.m. – 6:00 p.m.

Location: God's Lake Narrows Community Hall

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

KGS Group (MI Consultant)
Shaun Moffatt, Elisabeth Hicks

Canadian Environmental Assessment Agency
Janet Scott

Manitoba Indigenous Relations
Cheryl Prosser

Manto Sipi Cree Nation Community Attendees
Sam Healey Sr., Marie Bland, Leonard Bland

Summary:

MI held a community meeting in God's Lake Narrows Northern Affairs Community on Tuesday, November 7, 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. 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. As noted below, copies of the PowerPoint presentation and poster boards were provided to attendees. In addition, copies were left for community members that could not attend.

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. 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 was 1 local resident that signed the sign-in sheet for the community meeting, although a total of 3 attendees were counted. 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, sandwiches, fruit and pastries were available for attendees.

Advertising:

The community meeting was advertised prior to the event with the local coordinator contacting and inviting community members. Stewart Hill (member of MI's consultant team) coordinated the meeting with Marie Bland in the community.

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.

Feedback for P6:

- One community member indicated that he wished that the all-season road could be constructed sooner. In addition, he indicated that connecting the four communities was a good idea. He hoped that mining companies might be able to speed up the timeframe for construction of the P6 all-season road.
- One community member indicated that MI had done a good job identifying potential effects and mitigation measures.

Attachments:

- Photos of the comments from the community on poster boards

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

MOOSE/CARIBOU

CTS)

	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES	NO	DON'T KNOW
	• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way	✓ ✓ ✓		
	• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas	✓ ✓		
	• Road design: improved sightlines, reduced speed, and signage on road	✓		
	• Block temporary access roads after construction	✓		

Manitoba

FURBEARERS

EFFECTS)

	SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES	NO	DON'T KNOW
	• 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	✓ ✓ ✓		
	• 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 signage on road • Design equalization culverts to provide an alternate means of access for furbearers	✓ ✓		
	• Block temporary access roads after construction	✓		

Manitoba

BIRDS

(EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
itat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge	✓ ✓		
nd rom		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period	✓ ✓		
of ts		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests	✓ ✓ ✓		
ss to as		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way		✓ ✓	

Manitoba

VEGETATION

ECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area	✓ ✓		
		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern	✓ ✓		
		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species	✓ ✓		
		• Maintain subsurface water flow through design and installation of equalization culverts	✓		
		• Block access roads after construction	✓		

Manitoba

FISH, REPTILES AND AMPHIBIANS

EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES	NO	DON'T KNOW
ge in		• Avoid critical reproduction period and locations • No work below the high water mark in spring	✓		
ality		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control	✓		
to		• Block access roads after construction	✓		
nts		• Design culverts for passage and natural flow	✓		
lows		• Design culverts for passage and natural flow	✓		
s		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses	✓		
f from		• Ensure equipment working beside or in water has been properly cleaned	✓		

Manitoba

HERITAGE AND CULTURAL SITES

EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES	NO	DON'T KNOW
to ed) or es		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction	✓		
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	✓		
		• Limit equipment and workers to construction areas	✓		
		• Block temporary access roads after construction	✓		

Manitoba

TRADITIONAL RESOURCE ACTIVITIES

FFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
sed g		• Map important traditional use areas for project planning and design (routing and set backs)	☑	○	○
g		• Protect moose and caribou *(see boards)*	☑	○	○
r g		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails	☑ ☑ ☑	○ ○ ○	○ ○ ○
lants		• Protect fish, reptiles, amphibians *(see boards)*	☑	○	○
for g		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages	☑	○	○
		• Block temporary access roads after construction	☑	○	○

Manitoba

Appendix 5-6:
Letters to Indigenous Groups Regarding the Submission of the EIS

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

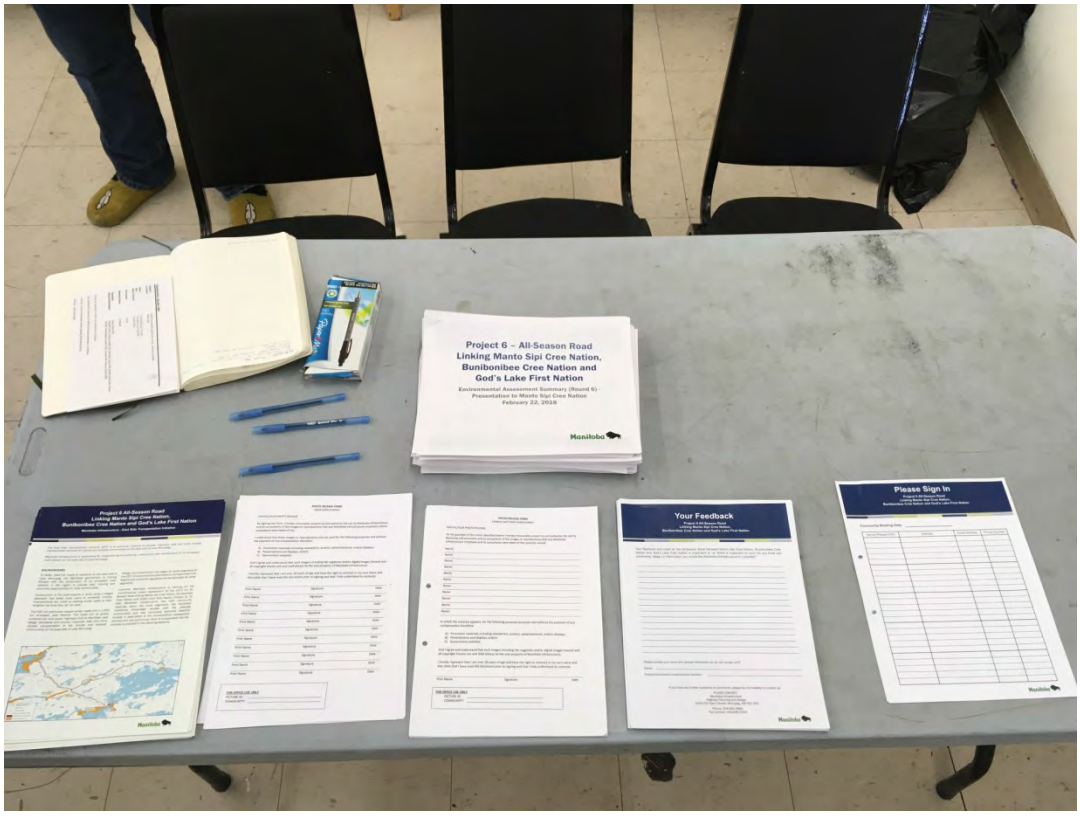
moose and caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities.

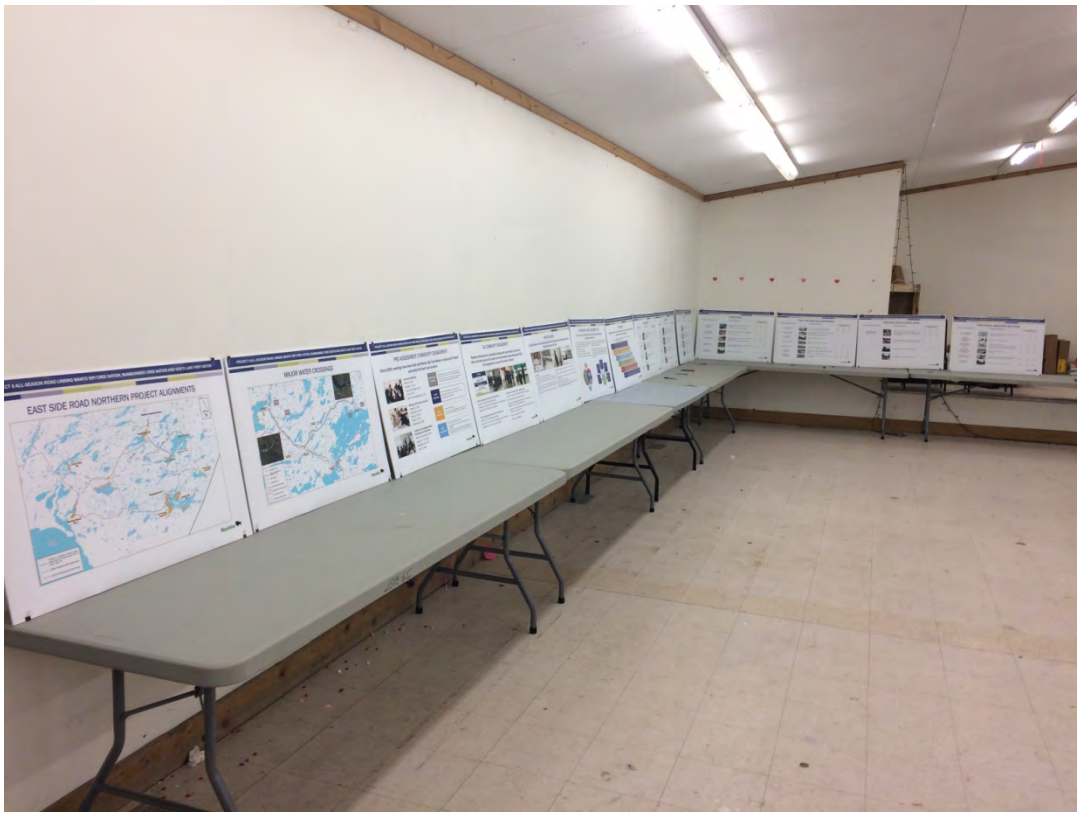
Attachments:

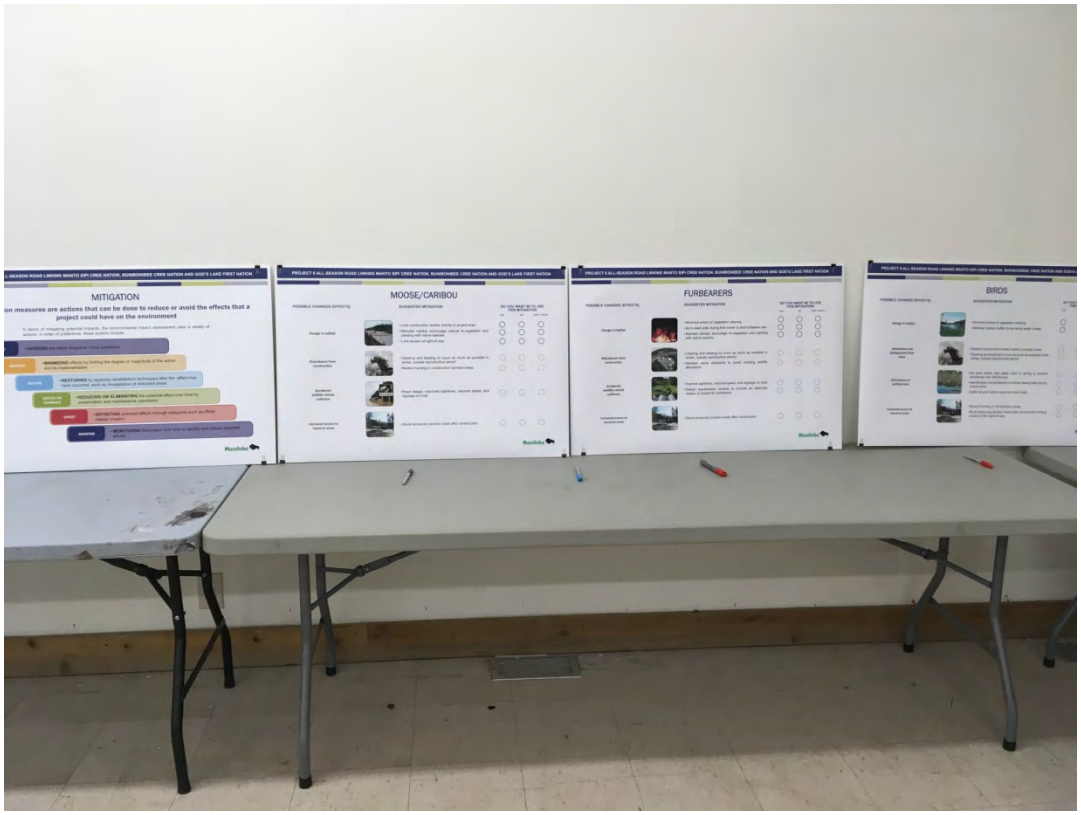
- Photos

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

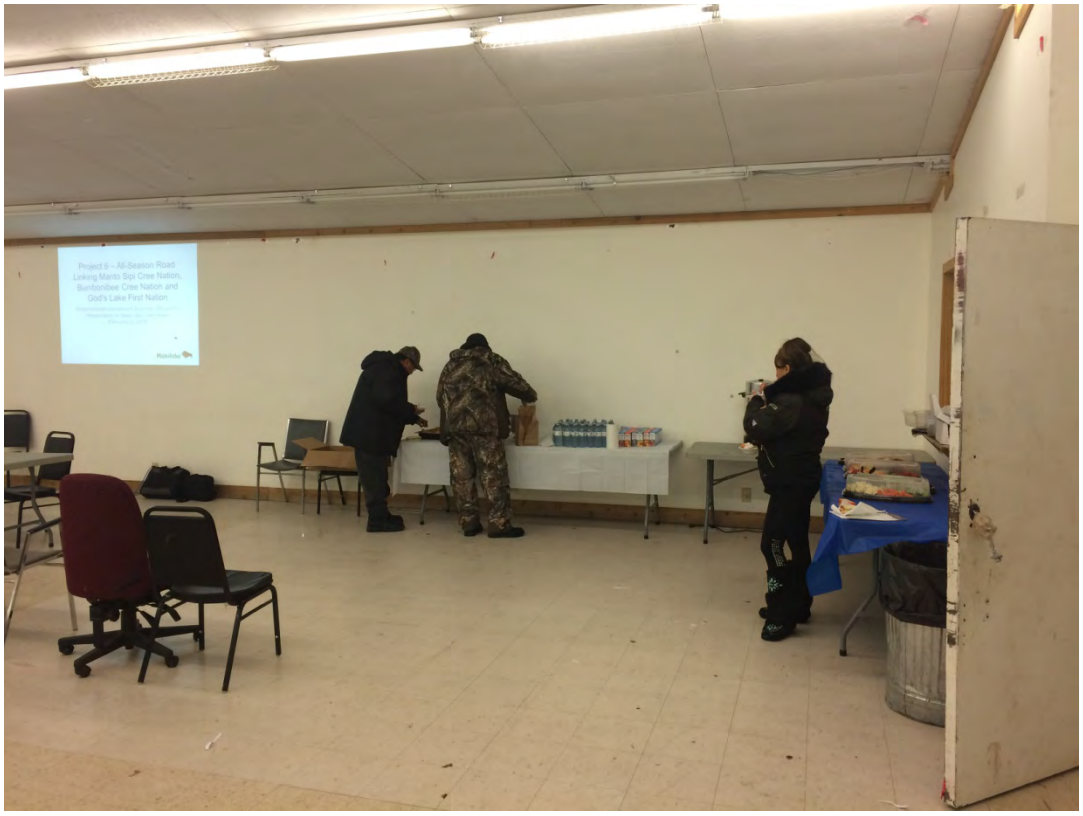

WELCOME!
to the East Side Transportation Initiative
COMMUNITY MEETING
PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION


Project 6 – All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and
God's Lake First Nation
Environmental Assessment Summary (Round 6) -
Presentation to Manto Sipi Cree Nation
February 22, 2018
Manitoba
Your Feedback
Please Sign In


EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS


MITIGATION
MOOSE/CARIBOU
FURBEARERS
BIRDS


EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS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