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)

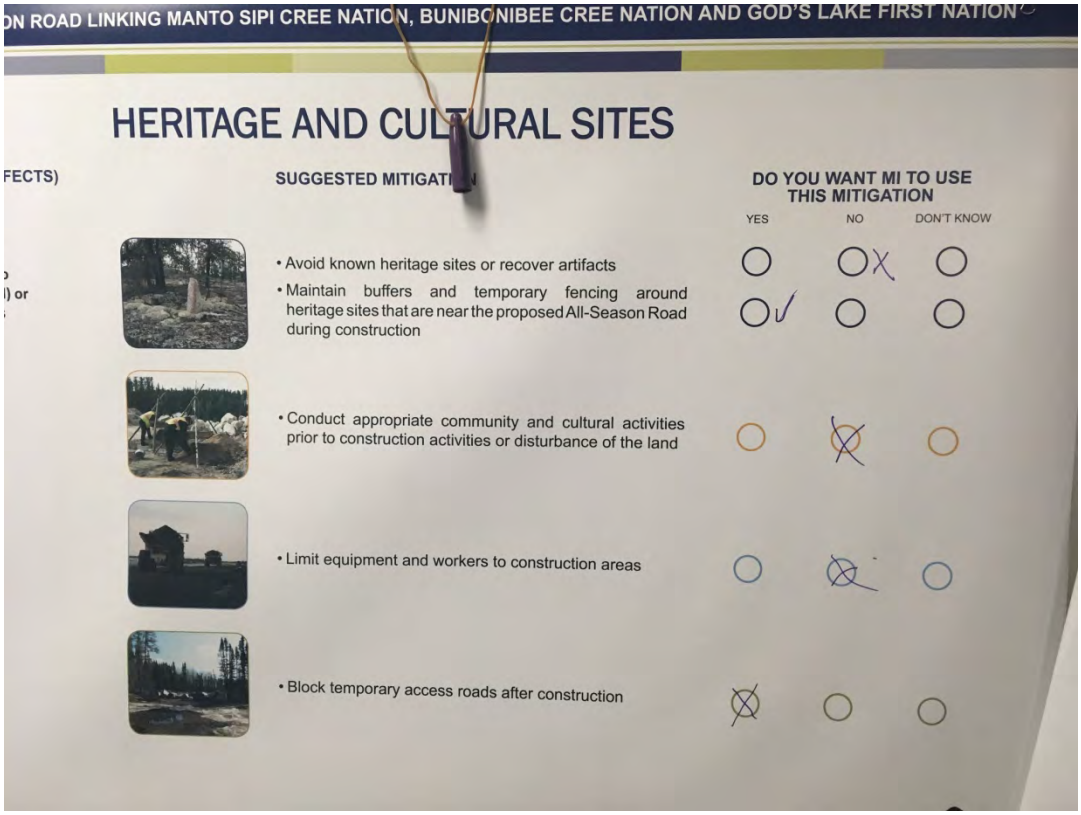
Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

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


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

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	✓	○	○

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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	✓	○	○

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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		✓ ✓	

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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	✓		

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