



# Tłıchq All-season Road Developer's Presentation for MVEIRB Scoping Sessions

Presented by Transportation

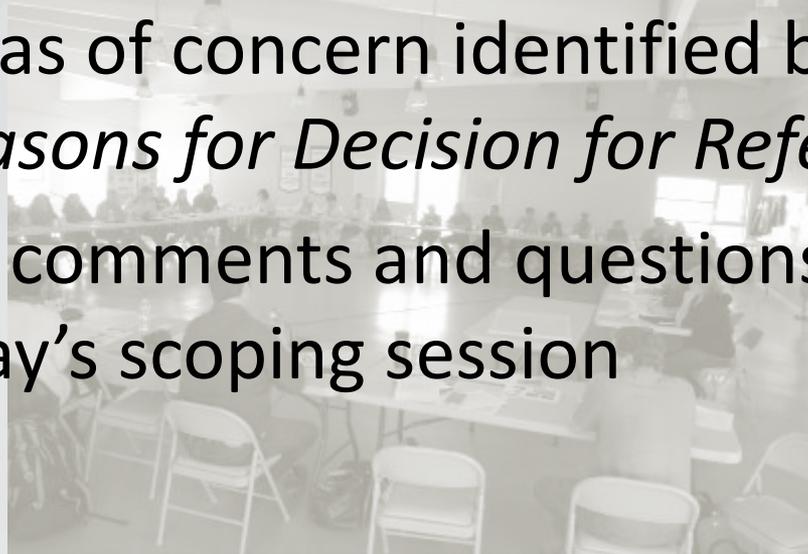
Whatì – Aug 18/16

YK – Aug 24/16

Government of  
Northwest Territories

# PURPOSE

- To provide a brief history, rationale and overview of proposed Tłıchǵ All-season Road
- To provide details on mitigations which address the key areas of concern identified by the Review Board's *Reasons for Decision for Referral to EA*
- To listen to comments and questions posed during today's scoping session



# BRIEF APPLICATION HISTORY

- Tłıchǫ considering road since 1980s
- GNWT and Tłıchǫ Government (TG) partnership (Working Group)
- GNWT submitted project application to WLWB (Mar 31/16)
- Reviewers commented and GNWT provided *Proponent Responses* to address questions and concerns (Jul 4/16)
- *Reasons for Decision* submitted by Review Board identifying why project requires an environmental assessment (Jul 27/16)



# PROJECT NEED

- Quality of life in local communities
  - Access to services restricted for most of the year
    - Health care, social services, mental health treatment all located in Yellowknife
  - Cost of living significantly higher than areas with Southern access
    - Food costs up to 55% higher than in Yellowknife
    - Overall cost of living up to 50% higher than in Edmonton
    - Food security is also an issue
  - Unemployment
    - High unemployment rate – 27.1 (NWT= 10.3)
    - 36% of households earn < \$30,000 / year (NWT= 16.4%)



# ROUTE ALIGNMENT / GEOGRAPHIC CONTEXT

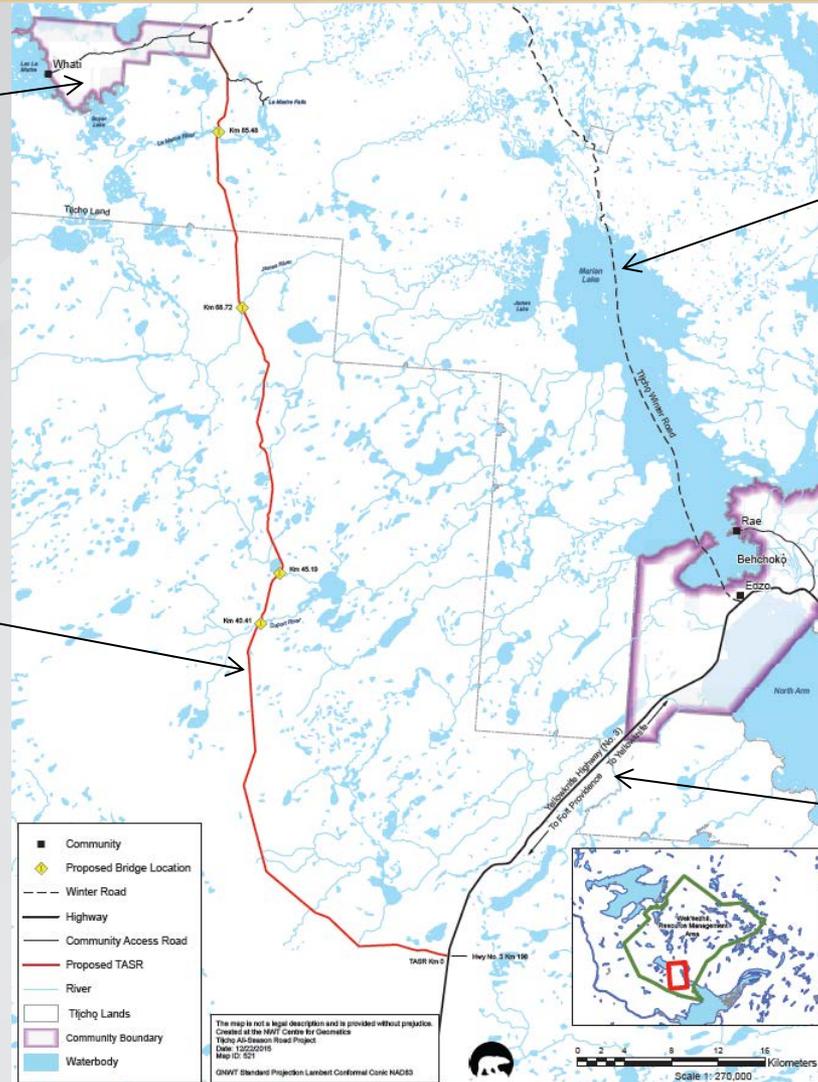
Whatì

Current winter road

Project Alignment

Behchokò

Highway 3



# Along the Alignment



# Project Overview

- 94 km long
  - starts at KM 196 off Hwy 3 (40 km southwest of Behchokò) to Whatì community boundary
- 60 m right-of-way (ROW)
- 2 lane gravel road with 4 bridges
- Speed limit 70 km/h
- Traffic estimated at 20 to 40 vehicles/day
- 4-5 borrow sources (gravel pits) with access roads near ROW (TBD)
- Construction camps may be needed and have been scoped into project



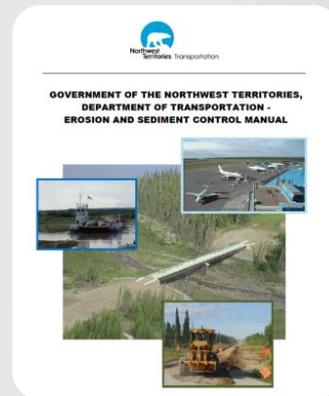
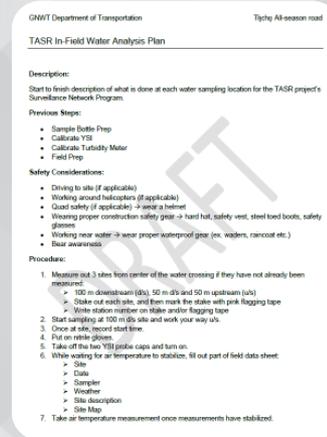
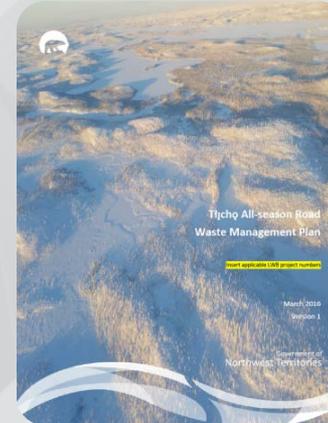
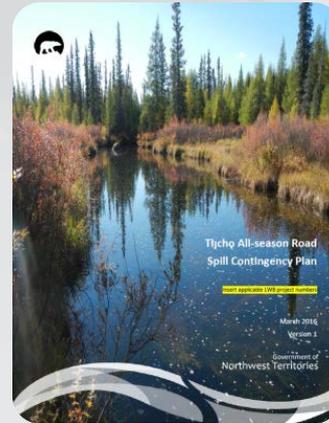
# Road Engineering

- 2-4 years construction
- 15 water crossings along route
- 4 bridges, remaining crossings are culverts
- Culverts oversized to mitigate for fish passage, nuisance beavers and debris and ice management
- Route avoids cabins and culturally significant areas
- Most of route already well-established and disturbed by fires



# Construction Management Plans

- Spill Contingency Plan
- Waste Management Plan
- Erosion and Sediment Control Manual
- In-Field Water Analysis Plan
- Fish and Fish Habitat Protection Plan
- Wildlife Management and Monitoring Plan
- Archaeological Site Chance Find Protocol
- Emergency Response Plan



# Tłıchq Community Consultation

- Working together to advance the TASR as a joint priority of the GNWT, Tłıchq Government and Whatı Community Government
- Consulted with Tłıchq communities through multiple meetings over last 10 years, including sessions in Whatı, to discuss road options, hear about impacts and discuss commitment to programs and services
- In January 2016, joint (DOT/TG) consultation tour occurred to Tłıchq communities
- Community engagement will be undertaken continuously



# Tłıchq Government Reports

- Traditional Knowledge Study for the Proposed All-Season Road to Whatì
- Eleke tse di – Watch Each Other: A Socio-Economic Issues Scoping Study for a Potential All-Weather Road to Whatì
- Whatì's Micro-Economic Analysis of the All-Season Road



# Consultation with Other Aboriginal Governments and Organizations

- GNWT notified additional Aboriginal governments and organizations of the proposed project
  - As a result of the notification, North Slave Métis Alliance requested additional consultation
- As a result of the WLWB notification process, Yellowknives Dene First Nation requested to be engaged
  - GNWT responded that it will consult with YKDFN moving forward and will work with YKDFN in the review of the Wildlife Management and Monitoring Plan
- GNWT will continue to consult with Aboriginal governments and organizations throughout the EA and permitting processes



**TASR EA1617-01**

**Review Board Key Areas of  
Concern**

**- and -**

**GNWT Response**



# EA Reasons for Decision

- i) Change to access – new all-season access to the Community of Whatì
- ii) Changes causing stresses on existing social services – related to increased drug and alcohol addiction, and increased crime
- iii) Impacts on caribou – increased harvesting pressure, increased predation resulting from new access, increased road-induced mortality, and barrier effects to caribou – linear impediments, dust, noise, reduced air quality



# Concern: Changes to Access

- new all-season access to community of Whatì -

- Community consultations, Whatì Interagency Committee, Tłıchǫ Government and Community Government of Whatì indicate support for project
- May 30, 2016 letters from Chief Alfonz Nitsiza and Grand Chief Eddie Erasmus to WLWB summarize this support for the road



# Consultation with various Tłıchǰ members



Tłıchǰ Government Socioec Report



Whatl Jan 2016



Tłıchǰ Government Socioec Report



Gamètł Jan 2016



# Concern: Consultation

- YKDFN & NSMA concern with adequacy of consultation -

- GNWT has given full, fair and meaningful consideration to the views expressed by NSMA and YKDFN. It is the GNWT's view that the concerns raised by NSMA and YKDFN can be addressed during the EA and permitting process.
- GNWT commits to remain engaged with both YKDFN & NSMA.



# Whatì Interagency Committee Meeting



~80 people in attendance

May 4, 2016



# Concern: Impacts on Existing Social Services

- related to potential for drug and alcohol addiction, and increased crime -

- *A Socio-Economic Issues Scoping Study for a Potential All-Weather Road to Whatì* (March 2015) identified potential impacts on existing social services
- Tłıchǫ Government and Community Government of Whatì reviewed outcomes of study and approved Motion #2015-018
  - Commits to mitigation techniques to prevent impacts to social services
  - Development of Whatì Interagency Committee most significant mitigating factor
- Interagency Committee meets regularly and includes multiple Tłıchǫ and GNWT depts, Tłıchǫ Investment Corp, RCMP, Aurora College, Air Tindi, etc.
- Confident that GNWT, TG, Community Government of Whatì and Interagency Committee has addressed and will continue to address socioeconomic issues as they arise



# Caribou



[www.enr.gov.nt.ca/node/2993](http://www.enr.gov.nt.ca/node/2993)



Cover of Tùchq TK Report, Petter Jacobsen



# Concern: Potential Impacts on Caribou

- increased harvesting pressure, increased predation resulting from new access, increased road-induced mortality, and barrier effects to caribou – linear impediments, dust, noise, reduced air quality -

- GNWT has identified activities that could potentially impact caribou and has proposed mitigating measures
  - Proposed measures include possible work stoppages during periods of high caribou presence; blasting activities will not occur when caribou are near (500m); appropriate speed limits; etc.
- GNWT has drafted a Wildlife Management and Monitoring Plan (WMMP) that outlines the actions the GNWT is proposing to take in order to mitigate impacts to wildlife, including caribou
  - Draft WMMP will be revised based on comments received during the environmental assessment and regulatory process
  - Minister of ENR will need to approve the WMMP



# WORKING TOGETHER

- GNWT looks forward to working through the EA process and anticipates a successful outcome
- GNWT will continue working with the Tłjchq Government, Community of Whatì, Aboriginal governments and organizations, and others as we progress through the EA and regulatory process



# Masi Cho

