



EA 1617-01

Summary of Technical Scoping Session in Yellowknife

Tłıchǝ All-season Road

Government of Northwest Territories

Department of Transportation

August 24, 2016

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1.0 Introduction

This report provides a summary of the issues and priorities identified during the technical scoping session for the Tł̨chq̨ All-season Road project.

Section 2 of this report provides a summary of the discussion topics as they occurred.

Section 3 outlines task items that were agreed to by parties during the technical scoping session.

Section 4 describes the next steps in the EA process.

1.1 Overview

The technical scoping session was held in Yellowknife on August 24th, 2016, from 9am to 3:30pm.

The session was attended by 31 participants, in addition to 9 Review Board staff members and 19 Government of Northwest Territories (GNWT) staff members. Twenty-six people were present in person in Yellowknife and five participated by teleconference. The following organizations were represented:

- Tł̨chq̨ Government (TG);
- the Tł̨chq̨ Community Services Agency (TCSA);
- the Community Government of Behchoko (CGB);
- the Community Government of Whati (CGW);
- the Tł̨chq̨ Interagency Committee;
- the North Slave Métis Alliance (NSMA);
- the Yellowknives Dene First Nation (YKDFN);
- the Canadian Northern Economic Development Agency (CanNor);
- Environment and Climate Change Canada (ECCC);
- Fisheries and Oceans Canada (DFO);
- Indigenous and Northern Affairs Canada (INAC);
- Natural Resources Canada (NRCAN);
- the RCMP;
- the Wek'èezhìi Land and Water Board (WLWB);
- the Wek'èezhìi Renewable Resources Board (WRRB);
- Golder Associates; and
- Fortune Minerals.

GNWT departments that were present included:

- Transportation;
- Industry, Tourism and Investment;

- Environment and Natural Resources; Education, Culture and Employment;
- Lands;
- Justice; and
- Aboriginal Affairs and Intergovernmental Relations.

The technical scoping session sign-in sheets are attached as Appendix A.

The session began with a presentation from the Mackenzie Valley Environmental Impact Review Board (Review Board). This presentation described the environmental assessment (EA) process, the reasons this project is undergoing an environmental assessment, the purpose of technical scoping, and the next steps. Following the Review Board staff's presentation, the Government of Northwest Territories gave a presentation focusing on project details and proposed mitigation measures.

The remainder of the day focused on identifying and prioritizing issues of concern for the Review Board to consider. This was done by systematically going through broad topics identified in the agenda (provided in Appendix B).

2.0 Topics of Discussion

During the technical scoping session, the participants discussed issues related to four main topics:

1. The scope of development.
2. Biophysical valued components.
3. Human environment valued components.
4. Cumulative effects.

A summary of the discussion items under each topic is provided below.

2.1 Scope of Development and Assessment

The specific discussion items are provided below.

- Operations and maintenance
 - Following construction, the road will be maintained following normal management practices (e.g., wet-blading, annual culvert/bridge inspections, ploughing, etc.)
 - In GNWT's view, impacts from managing existing roads are not considered significant
- Reclamation of borrow pits and campsites
 - Some borrow sources must remain available during operations, but campsites and unused borrow sites would be reclaimed
- Scope includes construction and operation of the proposed road including possible use of the road by the NICO mine

- Scope does not include the construction of the road spur from Whati to the mine, but does consider the cumulative effects of the NICO mine’s reasonably foreseeable construction and operation
- Yellowknife should be included in the scope of assessment as a potentially affected community because NSMA members are based out of Yellowknife but use the development area
- Tłıchǫ government has a decision making role in this project
 - TG also has the ability to regulate activities along part of road during operations (e.g., hunting, cabins)

2.2 Biophysical Valued Components

The specific discussion items are provided below.

Caribou

- Need to be clear whether discussing barren-ground vs. woodland caribou
- Boreal caribou habitat
 - Habitat disturbance already at threshold for Northwest Territories as defined in the Recovery Strategy for the Woodland Caribou, Boreal Population, in Canada - 2012, but is above the threshold for the North Slave region (partly due to fire)
 - Important to look at impacts to caribou regionally within NWT as well at the larger NWT level
- Barren-ground caribou
 - Bathurst and Bluenose East herds
 - Increased access along road can lead to increased harvesting pressure and mortality from vehicle collisions
- Increased predation should be assessed
- Integrating information
 - Other initiatives (e.g., WRRB recovery strategy for barren-ground caribou) should be considered
 - Use information already gathered, including past plans (e.g., NICO EA and caribou hearings)
 - Don’t redo past work, there are systems already in place
- Mitigation includes harvest monitoring, collaboration, enhanced hunter awareness

Other wildlife

- Wildlife have large ranges that are also affected by vegetation, fire, and other species
 - Interactions between species should be considered
 - Wildlife should not be considered in isolation

- Should consider fire and change in habitat in 7-8 years' time (corresponding with anticipated changes in wildfire succession stages) and increased harvest pressure from opportunistic hunting and wolves
- Wood bison
 - Spotted closer and closer to Whati
 - Increased mortality from traffic accidents
- Moose
 - Increased access to hunting and other effects (e.g., traffic accidents) are concerns for harvest pressure

Fish

- Fish and fish habitat should be assessed
 - Impacts from road and crossings should be possible to mitigate, but should still be assessed (e.g., critical habitat, death of fish)
- Tłıchǵ Government has the power to enact legislation related to who can harvest fish on Tłıchǵ lands (currently still managed by GNWT)
- Traditional knowledge report, hydrological assessment, and a DFO self-assessment has already been done and submitted by the GNWT

Water

- Spills/contamination impacts - dangerous goods mitigations and access to clean-up are areas of concern
 - GNWT has developed management plans, including a spill contingency plan
 - Concerns of greater risk of spills/contamination because of summer transportation
 - Conversely, some say more concerns in the past with the winter road that was over water; a land-based route would reduce the likely effect of a spill and an all-season road would spread out the effects of trucking, which are currently condensed into a riskier time of year
- In-water work for culverts were discussed
 - Standard practices for in-water works are proposed

Invasive plants

- Some concern was expressed over how invasive plants will be considered along the road corridor.
 - Invasive plant monitoring occurs as part of standard operations of NWT highway operation
 - Standard mitigation measures for controlling invasive species were discussed

2.3 Human Environment Valued Components

The specific discussion items are provided below.

Well-being & Health

- Tłıchǫ Government has responsibilities related to health services
 - Tłıchǫ Community Services Agency (TCSA) - health, education, child and family services, long-term care in region
 - TCSA receives funding and part of mandate from GNWT. A question arose of whether they are a part of the GNWT and thus part of the developer team
 - Care includes community health workers/nurses on call 24/7 and withdrawal services
 - TCSA has a system in place for forced growth budget increases that should address any increased demand on TCSA services that might arise through this project
 - Programs for community health are adequate to address existing demand
- Many positive aspects associated with access regarding mobility and maintaining family ties
 - Want benefits of the road for people now
- People currently travel in winter by skidoo to bring back many containers of gas in their sleds (price of goods in Whati is much more expensive)
- Community members stranded in Yellowknife
 - Some Whati members are homeless in Yellowknife and can't go back because of how expensive flights are
 - The road would allow family members to come get people
 - YKDFN also worried about homeless in Yellowknife who stay there because there is no treatment at home

Sustainable Income & Lifestyle/Equitable Business & Employment Opportunities

- Income sharing – community members share income
 - many would benefit if more jobs were generated in the community
- Business
 - Negatively affected groups
 - Air Tindi, but there is talk of using Whati as a base for flying north
 - People want to open businesses (e.g., hotel, gas bar, convenience store, guides)
 - Local businesses, like construction, could compete for work outside Whati
 - Building supplies would be cheaper and could be purchased year-round
- Food is so much cheaper in Yellowknife, road will reduce costs
- Food security
 - NSMA won't get any benefits of business and employment, but do anticipate risks to food security from increased stress on wildlife populations

- YKDFN worried about food security
- Women in the workforce now, anticipate women will participate in future jobs that may be created
- Lifestyle
 - When highway opens, don't want lots of people going caribou or moose hunting
 - Want to protect animals (moose, caribou) and keep land clean for traditional use

Land Access & Use

- There is a Tłıchǫ land use plan in place
 - This plan provides a system to deal with decision making on Tłıchǫ land (e.g., cabins, hunting)
- A Wek'èezhìi land use plan is in progress
- YKDFN worried about lack of consultation related to archaeological sites
- Note that the planned route does follow an existing corridor that can be travelled by all-terrain vehicles
- Access to existing trails would be increased along road

Population Sustainability

- Whati is currently a net exporter of educated talent
 - People have to leave to continue education or find jobs
 - The road would create local opportunities, or let people live in Whati but work outside the community
 - People could work but still live near family and do traditional activities

Adequate Infrastructure & Services

- GNWT is currently cutting costs during a time of austerity - will building this road reduce availability of resources for other projects/communities?
- Community preparedness
 - Project Description Report includes measures recommended by Tłıchǫ Government and Community Government of Whati
 - Agreed to eleven mitigation measures to help address possible impacts
 - Community of Whati has an interagency working group that has been working with local service providers to identify needs that result from construction of an all-season road
 - Interagency group has worked at understanding possible issues, opportunities and challenges of a road and then, over the years, work on developing appropriate mitigation measures and planning to minimize risks and maximize benefits
 - In 2015 discovered service providers weren't as prepared as expected, have since been focusing on making preparations

- Participation in the Whati Interagency Committee is not mandatory, but only two they identified that haven't participated yet are Northwestel and Northwest Territories Power Corporation
- RCMP is at capacity in the community of Whati, but looking into having community security patrols
- Heavy equipment operator training has been provided because it was identified as a need
- Ambulance services out of Whati are planned for
- No need for new housing has been identified
- Community of Behchoko may not be prepared for all changes – more planning and services needed

2.4 Cumulative Effects

The specific discussion items are provided below.

- Cumulative effects temporal scope
 - Current cumulative effects assessment indicates 40 year timeline because of culvert replacement after 40 years and because of other predicted developments in the area (e.g., hydro development)
 - Why is the cumulative effects assessment not for a 75 year timeline because that is the lifespan of the bridge?
 - Some would prefer a more conservative cumulative effects timeline (e.g., 75 years)
- Note: the NICO environmental assessment did not consider public use of the road, so the NICO road mitigation measures alone may not be considered sufficient for this project. In addition, the NICO measures have never been implemented.
- Caribou
 - Woodland and barren-ground herds should be assessed for cumulative effects within their range
 - Suggestion for proponent, and other developments to cooperate for a joint approach to be more effective
 - Last caribou monitoring was a decade ago, and didn't distinguish between species
 - Should be longer-term, not project by project
- Caribou Habitat
 - Takes 40 years for NT1 fire disturbed habitat to revert to what is considered good caribou habitat
 - TK knowledge may suggest otherwise
- Cumulative impacts
 - Note that a road is being built, but the winter road is also being removed – how will this be taken into consideration?

3.0 Tasks

- GNWT: to respond in writing Re: reasoning for the cumulative effects assessment timeline
- GNWT/TCSA: to provide written response as to the status of TCSA as a party or part of the proponent
- ECCC: to provide current range mapping for Caribou
- ECCC: to provide documents on caribou habitat
- TG: to provide Tłıchǫ Economic Development Strategy
- TG: to provide Whati Interagency Committee meeting minutes and copy of the presentation given to the Whati Interagency Committee
- WRRB: to provide a Traditional Knowledge assessment of boreal caribou habitat

4.0 Next Steps

The next step in this environmental assessment is for the Review Board to prepare a draft Terms of Reference document. This draft will take into consideration the work completed by the GNWT during preliminary screening, all of the information that has been provided by the GNWT and other parties, the information present on the WLWB Online Review System, as well as the information that was gathered at the Community Scoping Session in Whati and this Technical Scoping Session in Yellowknife.

Parties and the developer will be granted the opportunity to comment on the draft Terms of Reference document. Following the comment period, the Review Board will consider all comments and information provided to finalize the Terms of Reference document that will outline specific requirements and expectations for the Developer's Assessment Report.

Appendix A – Technical Scoping Session Sign-in Sheets

Mackenzie Valley
Review Board



| Tlicho All Season Road Project Scoping Session | | Sign-in sheet | |
|---|--------------------------|---------------|------------------------|
| Location: | Yellowknife, NT | Meeting Date: | August 24, 2016 |
| Facilitator: | MVEIRB (Board and Staff) | | |
| | Name | | Organization |
| 1. | Katie Rozestraten | | GNWT - DOT |
| 2. | Rick Schryer | | Former Miramax Limited |
| 3. | Jody Pellisroy | | WRRB |
| 4. | Larry Barau | | Com. Gov't of Behchoko |
| 5. | Anusa Sivalingam | | GNWT - ITI |
| 6. | ALEX NITSIJA | | Com Gov't of WHATI |
| 7. | STU NINE | | GNWT - DOT |
| 8. | Rhonda Batchelor | | GNWT - DOT |
| 9. | David Currie | | GNWT - DOT |
| 10. | Michael Conway | | DOT |
| 11. | CHRIS JOSEPH | | GNWT - ECE |
| 12. | Mike Reddy | | GNWT |
| 13. | ZARON NEWITT | | Tlicho Gov. |
| 14. | Laura Duncan | | Tlicho Government |
| 15. | Dean Cluff | | GNWT - ENR |
| 16. | James Hodson | | GNWT - ENR |

Mackenzie Valley
Review Board



Tliche All Season Road Project
Scoping Session

Sign-in sheet

| | | | |
|--------------|--------------------------|---------------|-------------------|
| Location: | Yellowknife, NT | Meeting Date: | August 24, 2016 |
| Facilitator: | MVEIRB (Board and Staff) | | |
| | Name | | Organization |
| 17. | Shin Shiga | | NSMA |
| 18. | Sonny Zee | | Tliche Gov't |
| 19. | Nawal Bishop | | Tliche Gov't |
| 20. | Greg Towler | | RCMP |
| 21. | BOYAN TRAOZ | | WRFB |
| 22. | Donna Bigelow | | GNWT |
| 23. | RUSSEN NEUDORF | | GNWT |
| 24. | Melissa Pinto | | GNWT |
| 25. | Lorraine Seale | | GNWT |
| 26. | Amian Parayji | | Folder Associates |
| 27. | Kate Witherly | | GNWT - ENR |
| 28. | LAURIE MCGREGOR | | GNWT - ENR. |
| 29. | Melissa Pinto | | ECCC |
| 30. | JF Dufour | | ECCC |
| 31. | Andrea Patenaude | | ENR |
| 32. | Jessica Pacunayen | | WLWB |
| 33. | Sarah Robertson | | CanNor - NPMO. |

Mackenzie Valley
Review Board



Sign-in sheet

| Tlicho All Season Road Project Scoping Session | | Sign-in sheet | |
|---|--------------------------|----------------------|---------------------|
| Location: | Yellowknife, NT | Meeting Date: | August 24, 2016 |
| Facilitator: | MVEIRB (Board and Staff) | | |
| Name | | Organization | |
| 34. | Umar Hasany | | Canon |
| 35. | Henry Zoc | | TG |
| 36. | Renita Jenkins | | GNWT - Lands |
| 37. | George Atkins | | Whet - Tlicho Gov't |
| 38. | William Martin | | |
| 39. | ADRIAN PARADIS | | CANOR |
| 40. | Boud Enge | | GNWT - ITI - MRO |
| 41. | Ginger Gibson | | Tlicho govt. |
| 42. | JF Dufour | | ECCE |
| 43. | Grace MacGee | | TG |
| 44. | Johanne Black | | YKDFN |
| 45. | COLIN WHITE | | GNWT DOJ |
| 46. | | | |
| 47. | | | |
| 48. | | | |
| 49. | | | |
| 50. | | | |

Appendix B – Technical Scoping Session Agenda



ISSUES SCOPING AGENDA
Tlicho All-season Road – EA1617-01

Date: Wednesday, August 24, 2016
Location: Tree of Peace, Yellowknife
Time: 9:00am – 4:00pm
Teleconference: 1-877-733-5390 **Participant Code:** 4631621989

| TIME | ITEM |
|---------------|--|
| 9:00am | Introduction and purpose of meeting – Review Board staff Project description presentation – GNWT Scope of development Geographic and temporal scope Biophysical valued components <ul style="list-style-type: none">• Impacts on caribou including sensory disturbance, dust, linear impediments• Increased harvesting pressure on wildlife• Impacts to fish and fish habitat• Increased harvesting pressure on fish• Other wildlife• Impacts to water from crossings• Other biophysical impacts |
| Noon – 1:00pm | Lunch |
| 1:00pm | Human environment valued components <ul style="list-style-type: none">• Community and individual health and well-being• Adequate sustainable income and lifestyle• Equitable business and employment opportunities• Sustainable land access and use• Population sustainability• Adequate services and infrastructure Cumulative effects Follow-up and monitoring Key Lines of Inquiry summary – prioritizing the issues |
| 4:00pm | Adjourn |

Coffee, tea and snacks will be provided