



Tłıchǫ Government

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August 15, 2024

Mark Cliff-Phillips
Executive Director
Mackenzie Valley Review Board
200 Scotia Centre
Box 938 – 5102-50th Ave
Yellowknife, NT X1A 2N7

Dear Mark,

The report below contains the reporting for the Tłıchǫ Government for 2023-24 for all of the required actions by our government to manage and report on the Tłıchǫ Highway, or Highway 9.

The Tłıchǫ Government remains committed to the process of monitoring and reporting and thanks our partners in the GNWT, as well as in the co-management agencies.

In Tłıchǫ Unity,

Tyanna Steinwand
Acting Director, Department of Culture and Lands Protection
Tłıchǫ Government
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Measure 14-2 requires the TG to

a) describe the actions being undertaken to implement the measures or the part(s) of the measures for which the regulatory authority or government is responsible; and,

b) explain how these actions, including those implemented through adaptive management, fulfill the intent of the EA measures, including consideration of the following questions:

- i. How are implementation actions addressing a likely significant adverse impact on the environment?
- ii. How effective are implementation actions at reducing or avoiding the impact or its likelihood?

Table 1: Reporting on Measures for Which the TG holds Authority and/or is a Collaborative Partner

<u>Measure</u>	<u>Required completion date</u>	<u>Measure 14-2(a) Impacts TG's Recent Progress and upcoming dates</u>	<u>Measure 14-2(b) Reducing or avoiding</u>
5-1 Developer's support of monitoring and adaptive management of adverse health and well-being impacts	Annually during construction & for at least 10 years of operations	<p>Ongoing: Consisting of Whatı and other Tłıchq Government and GNWT representatives, the Tłıchq Highway Socio-Economic Working Group continues to meet monthly to discuss and assess progress on monitoring activities for the following indicators:</p> <ul style="list-style-type: none"> • Population health • Mental health and addictions • Child & family services • Economic well-being • Cultural well-being • Early childhood & education • Community safety & policing <p>Utilizing the report and data tracking system established in June 2020, the Working Group continues to track and compile relevant data to inform the development of bi-annual progress reports.</p> <p>Quarterly: updates to CEC</p> <p>Annual Reports: Once each year in September</p>	<p>Reflections/ Recommendations: By collecting socio-economic data related to the Tłıchq Highway, patterns and trends can be identified and analyzed. Based on analysis, mitigations can be identified and planned for in the case of adverse impacts.</p> <p>Community Government meetings occurred, and reviewed trends. Client Services has prepared Community Action Plans and developed new programs to address impacts. However, the extent of the impacts from new programming has yet to be seen. More data needs to be collected over future years.</p>
5-2 Tłıchq Monitoring, engagement and reporting of adverse health and well-being impacts	Annually during construction & for at least 10 years of operations	<p>Updates: With consultant support, the Tłıchq Highway Socio-Economic Working Group is working together to synthesize findings from data collection into a series of community posters and the next Highway Health & Well-Being Technical Report. The goal is to complete the posters and the next report by September 2024. Efforts to gather and synthesize data have been hampered by lack of data availability.</p>	<p>Through a series of community posters that share key socio-economic data points related to the Tłıchq Highway, key information can be shared with the public to raise awareness about the impacts of the highway opening. Raising community awareness is an important part of managing adverse impacts and planning for mitigations.</p>
5-6 Include Behchokq in Accident Response Planning	Before Road open to public	<p>No update for 2024.</p> <p>Ambulance and Highway Rescue Action Plan</p> <p>Previous update: MACA conducted an operational risk assessment and developed recommendations community specific action</p>	<p>Reflections/Recommendations: The TG requests that the GNWT provide regular updates to the TG on accident response planning during the year. The TG also requests an</p>

		plans that would develop community emergency service capacity in a phased approach. No funding has been made available to implement these recommendations. TG continues to work with partners to explore options for building first responder and emergency response capacities despite lack of funding. A number of community members have been identified as willing to act as volunteer fire fighters. But lack of funding for training and gear is a barrier to engaging volunteer services.	operational plan for Highway 9 response to accidents. It has been difficult to obtain this information to date, and the GNWT is identified as the part responsible for developing the plan in the measure.
6-1 Implementation of the Recovery Strategy for the Boreal Caribou in the NWT, and required range plans, for boreal caribou affected by the Project	Submit to WRRB under s.12.5.1 of Tłı̄cho Agreement at least 90 days before road open to public.	Woodland Caribou Recovery Strategy & Range Plan: TG is working on finalizing the range plan, with a targeted completion date of April 2025. A verification meeting with elders will need to occur before it is finalized.	Reflections/Recommendations: TG would like to ensure that there are no-fly periods for any agency / organization doing aerial surveys, particularly during calving season. This will need to be monitored and actioned by GNWT.
6-2, 7-1, 9-1 Temporary no-hunting corridor for boreal caribou (t̄dzı) Incorporate Traditional Knowledge into Monitoring of Barren-ground Caribou (ʔekw̄) Monitoring Harvest and Managing Wildlife to Maintain Successful Harvest	GNWT to set Sustainable harvest level. TG to report on monitoring: Annually	Caribou habitat & harvest monitoring Other Updates: With consultant support TG has decided to pause vegetation surveys in 2024 to focus on other monitoring aspects. October 2023: The sixth the Tłı̄ Deè Committee took place. The committee suggested monitoring on the weekends to capture harvesting activity which is more likely to happen at this time. Dust collection was interrupted over the summer due to wildfires and community evacuations. March 2024: Highway monitors were retrained on how to collect and replace dust sampling devices. TG continues to work with NRCAN under the current MOU on dust data analysis and support. Ongoing: With consultant support TG is working on developing a robust and lasting voluntary harvesting program. The goal of the program is to have harvesters voluntarily report harvests of t̄dzı, hozı̄ ekw̄, and dedı̄ near the Tłı̄ch̄ Highway. TG will install road signs on the Tłı̄ch̄ Highway and advertise the program through social media, radio ads, and pamphlets. Harvesters will have the option to report their harvest either online or with a hard copy they can pick up from any TG office. To incentivize reporting TG will have a \$50 gas gift card monthly draw. Ongoing: TG will interview harvesters in an effort to determine the impact of the highway on t̄dzı, hozı̄ ekw̄, and dedı̄ near the Tłı̄ch̄ Highway. The interviews will provide spatial data on harvesting locations, and harvesting effort before and after the Tłı̄ch̄ Highway was opened to the public.	Although TG paused the vegetation surveys for a year, tracking vegetation changes along the highway and at set distances from the highway will inform how the highway impacts the vegetation community. Monitoring dust volume and composition along the highway and at different distances from the highway provides information on the amount of dust lifted by vehicles on the highway and the distance the particles travel, which is helpful for inferring potential impacts on habitat. The voluntary harvest reporting and harvester interviews aim to collect information on the harvesting pressure along or close to the Tłı̄ch̄ Highway. The Tłı̄ch̄ Government can estimate the highway's impact on traditionally harvested species by collecting these data, combined with dust and vegetation surveys. In summary, these actions contribute to monitoring how the environment changes and affects their traditional ways of living in response to highway construction. To date, the implementation actions are focused on collecting data on how the highway's opening has affected the

			environment. When more data are collected and analyzed, TG will have beneficial information to establish mitigation plans to reduce any impacts detected.
6-3 Habitat Offset and Restoration Plan	Submit to WRRB under s.12.5.1 of Tłıchǵ Agreement at least 90 days before road open to public.	No update for 2024. Woodland Caribou Habitat Offset Plan 2023 Update: The habitat restoration plan was developed by Associated Consultant Inc in 2021. The GNWT posted a Request For Proposal (RFP) for the implementation process.	
8-1 Integrated Fisheries Management Plan	Submit to WRRB under s.12.5.1 of Tłıchǵ Agreement at least 90 days before road open to public.	No update for 2024. 2023 update: In the re-training of the Highway Monitors, TG fish biologist Paul Vecsei gave a presentation to the monitors about what to look for in relation to fish and when to contact/ flag an issue for Paul. Prompts about stream monitoring were added to the monitor logbooks. Ongoing: There are information pamphlets, signs, and angler diaries created to respond to the measure.	
10-1 Bird Species at Risk and Migratory Bird Data, Mitigation, Monitoring, and Adaptive Management		No updates for 2024. 2023 update: The TG Highway Wildlife Monitors record and analyze wildlife observations along the highway, including Chłą (birds). The observations are reported on in the quarterly wildlife monitoring reports.	
10-2 Wildlife Management and Monitoring Plan Approval, Annual Review, and Reporting		Monitors continue to travel along the highway on a daily basis recording wildlife observations. TG summarizes the general trends observed over time for all wildlife observed and for bison. These reports are submitted quarterly.	By collecting wildlife data over time observation trends can be analyzed and linked to when the Tłıchǵ Highway was opened. Since the data recording includes spatial data (i.e. location), there is the potential to analyze whether the spatial distribution has changed. As more data are collected over the years, changes in wildlife observations and their spatial distribution can inform the effect the Tłıchǵ Highway has had in both the number of individuals observed and their geographic locations. For example, bison moving closer to Whatł by traveling on the highway is a significant concern. While these actions are not currently reducing the impact of the highway, the data has the potential to contribute to developing mitigation strategies to manage wildlife.