

December 17, 2020

**Laura Friend**

Manager, Board Reviews  
Natural Resources Conservation Board  
19<sup>th</sup> floor, Centennial Place West Tower  
250 – 5 Street SW  
Calgary, AB T2P 0R4

Sent via email to: [Laura.Friend@nrcb.ca](mailto:Laura.Friend@nrcb.ca)

Dear Ms. Friend:

**Subject: Summary of Ermineskin Cree Nation Engagement Activities on the Springbank Off-Stream Reservoir Project from October 2016 to May 2020**

This submission summarizes the engagement activities conducted by Alberta Transportation on the Springbank Off-Stream Reservoir Project (the Project) from October 2016 to May 2020 with Ermineskin Cree First Nation. Engagement with Ermineskin Cree Nation began following direction from the Canadian Environmental Assessment Agency in 2016. This submission has been prepared to support the Natural Resources Conservation Board (NRCB) in their review of the Project. A follow up submission summarizing engagement effort from June 2020 to the start of hearing will be provided to the NRCB prior to the hearing commencement date.

Alberta Transportation's engagement with Ermineskin Cree Nation has included sharing of Project information and updates, on-going communication about the Project, face-to-face meetings, and offering funding for Project-specific traditional use studies. Through the Indigenous engagement program for the Project, Alberta Transportation has provided Ermineskin Cree Nation the opportunity to provide their views on the environmental effects of the Project, information used for describing and assessing effects on Indigenous peoples, and activities upon which Aboriginal and treaty rights depend. This has been accomplished through providing information on the environmental impact assessment and regulatory requirements to Indigenous groups.

Enclosed are the Record of Engagement (ROE) logs (Attachment 1) and Specific Concerns and Response Table (SCRT; Attachment 2) for Ermineskin Cree Nation.

The ROE logs record every piece of correspondence (i.e., emails, phone calls, meetings) between Alberta Transportation, or their representatives, and Ermineskin Cree Nation. The

SCRTs are a thematically organized record of every concern expressed by Ermineskin Cree Nation, and the responses and mitigation measures provided by Alberta Transportation. The SCRTs are living documents that have evolved over the course of the Project as they are updated with additional concerns and responses, as applicable.

The ROE logs and SCRT have been updated periodically since 2016 and have been sent to Ermineskin Cree Nation multiple times to review for errors or omissions. To date, Ermineskin Cree Nation has not provided feedback.

We trust the enclosed is satisfactory. Should you have any questions or concerns regarding the submission, kindly contact me at 780-644-7780, or by email at [matthew.hebert@gov.ab.ca](mailto:matthew.hebert@gov.ab.ca).

Sincerely,

<Original Signed>

Matthew Hebert  
Executive Director, Transportation Policy  
Transportation Services Division  
Alberta Transportation

Cc:  
Wayne Speller, Golder Associates Ltd.  
Meghan Jurijew, Alberta Environment and Parks  
Jennifer Howe, Impact Assessment Agency of Canada

**ATTACHMENT 1**

# Record of Engagement Logs



**ALBERTA TRANSPORTATION – INDIGENOUS ENGAGEMENT**

**PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR**

**SUMMARY LOG**

Date of Summary Log Update: October 2016 – May 2020

**ERMINESKIN CREE NATION**

Contact Information received from Indigenous Relations Website as updated

**Consultation Officer:** Carol M. Wildcat, Consultation Coordinator

**Contact Phone Number:** Office: 780-585-3779; Cell: 780-362-2241

**Email:** carol@ermineskin.ca

**Mailing Address:** P.O. Box 219, Maskwacis AB. T0C 1N0

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
August 10, 2016	N/A	N/A	Guidelines for the Preparation on an Environmental Impact Statement pursuant to the Environmental Assessment Act, 2012	N/A	N/A	Ermineskin Cree Nation was identified by the Canadian Environmental Assessment Agency (CEAA) for Indigenous engagement for the SR1 project
October 13, 2016	Syed Abbas, Director, Water Management, Alberta Transportation	Chief Randy Ermineskin, Ermineskin Cree Nation	Letter	N/A	N/A	The notification letter with a project description and map was sent via registered mail.
October 18, 2016	Syed Abbas, Director, Water Management, Alberta Transportation	Chief Randy Ermineskin, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The notification letter was delivered by post.



Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
November 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard followed up and emailed the notification letter and CEAA's June 23, 2016 letter.
January 4, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat requested a meeting on the SR1 Project.
January 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard responded to Carol Wildcat's meeting request and confirmed he would check meeting dates with Alberta Transportation.
January 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard requested meeting dates from Ermineskin Cree Nation.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat provided two dates in February 2017 as potential meeting dates.
February 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed Carol Wildcat to confirm that those two dates work for Alberta Transportation.
February 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard responded that the two February dates did not work for Alberta Transportation and requested other dates.
February 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed three dates she had available to meet.



Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
March 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard contacted Carol Wildcat and requested meeting dates for SR1.
June 19, 2017	Seamas Skelly, Senior Water Projects Technologist, Alberta Transportation  Rick Blackwood, Assistant Deputy Minister, Alberta Environment and Parks (AEP)  Bob Chappell, Alberta Justice	Clayton Leonard, JFK Law Corporation for Ermineskin Cree Nation	Letter	Ermineskin Cree Nation objected to a tour of the Project area arranged by Alberta Transportation for the Natural Resources Conservation Board (NRCB) and CEAA.  Ermineskin Cree Nation objected to the lack of representation of First Nations whose Treaty rights and traditional uses may be impacted by the proposed Project.  Ermineskin Cree Nation also concerned that they were not notified of the tour.  Ermineskin Cree Nation requested that the tour be postponed until it can be conducted with proper notification to and involvement of First Nations.	None at this time.	JFK Law Corporation, on behalf of Ermineskin Cree Nation, sent a letter objecting to a tour of the Project area arranged by Alberta Transportation for NRCB and CEAA.
June 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Phone call	N/A	N/A	Dallas Maynard called to confirm a meeting with Ermineskin Cree Nation. June 27, 2017 at 10:00 am was decided on.



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June 22, 2017	Susan Waywood, Alberta Justice	Clayton Leonard, JFK Law Corporation for Ermineskin Cree Nation	Letter	See June 19, 2018 entry.	The planned tour of the Project area did not go ahead.	Susan Waywood sent a response to the June 19, 2017 letter.
June 27, 2017	Mark Svenson, Alberta Transportation  Shayne Maynard, DEMA Land Services for Alberta Transportation	Janice Ermineskin, Alex Little Child  Delora (Elder), Ermineskin Cree Nation	Meeting	Concerns expressed for eagle nesting in the area, other wildlife such as elk, moose, deer and bears. Concerns expressed to maintain the migratory patterns and game trails for wildlife. Concerns were expressed about the loss of medicinal plants. Ermineskin Cree Nation indicated they would like to tour the SR1 lands and potentially undertake a Traditional Land Use Study.	None at this time.	Alberta Transportation described the extent of the project, the main features of the diversion structure, the berms proposed to keep the flood waters within the Elbow River, the construction of the diversion channel, the dam and the outflow channel to allow any flood waters back into the Elbow River.
August 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to inform Ermineskin Cree Nation about public open houses that were taking place about the SR1 project.
September 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed PDFs of the display boards and handouts from the August 2017 public open houses.

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October 19, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed the most recent engagement record from October 2016 to September 25, 2017, and asked for any comments.
November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed the link for the completed Environmental Impact Assessment (EIA) and associated briefing documents.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard sent a Dropbox link containing the following: - Two project maps from the Traditional Land and Resource Use (TLRU) sections of the EIA; - The TLRU sections of the EIA (Volume 3A Section 14 and Volume 3B Section 14); - The engagement record (summary log, specific concerns and response table, and supporting documents) from October 13, 2016-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comments on the draft TLRU sections and comment on the engagement logs by January 5, 2018.



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December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Email delivery verification received.
December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation on the EIA given in Calgary November 8, 2017 to the CEEA Technical Advisory Group.
January 5, 2018	Barry Day, Deputy Minister	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Letter	<p>Requested clarification as to why Ermineskin Cree Nation is being asked for comments on the EIA, given that the EIA does not conform to the Environmental Impact Statement (EIS) guidelines.</p> <p>Alberta Transportation has not made adequate efforts to obtain information about: an assessment of country foods relied upon by Ermineskin Cree Nation; traditional territory of Ermineskin Cree Nation; impacts to drinking water and recreational waters by Ermineskin Cree Nation; and potential health and socio-economic effects of the project on Ermineskin Cree Nation.</p> <p>Information cannot be provided in the time frame given.</p>	None at this time.	JFK Law Corporation, on behalf of Ermineskin Cree Nation, provided a letter via email in response to the Deputy Minister's December 4, 2017 letter.

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				Requested Alberta Transportation's timeline for amending the EIA. Requested time to provide a report outlining Ermineskin Cree Nation's use of the project area. Requested sufficient time and resources to provide additional information regarding other areas of non-conformity.		
January 26, 2018	Landon Reppert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	A letter regarding the submission of the updated EIA was sent via registered mail. The letter included a proposal for holding workshops to obtain input on the draft TLRU sections of the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If the Ermineskin Cree Nation was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	The above workshop invitation letter was sent via email.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
January 29, 2018	Sandra Folkins, Alberta Justice for Alberta Transportation	Jeff L. Langlois, JFL Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	A letter in response to the January 5, 2018 letter was sent via email from Alberta Justice to JFK Law Corporation with the January 26, 2018 letter attached. To address Ermineskin Cree Nation's concerns brought up in the January 5, 2018 letter, Alberta Justice indicated that Alberta Transportation has been in contact with Ermineskin Cree Nation to offer an in-person workshop. A copy of the January 26, 2018 letter from Landon Reppert to Carol Wildcat was attached for reference.
January 30, 2018	Landon Reppert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered by post.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Dallas Maynard called to ask about having a TLRU workshop. There was no answer so he left a message.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to ask if Ermineskin Cree Nation was interested in having a workshop.

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February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard sent a letter from Landon Reppert, Alberta Transportation, accompanied by the draft TLRU sections of the EIA. The letter detailed Alberta Transportation's offer to hold CEAA-facilitated workshops to obtain input on the draft TLRU sections and discuss concerns about the project. Included was Attachment A, which detailed specific topics that Alberta Transportation was interested in discussing. If Ermineskin Cree Nation was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
February 8, 2018	Landon Reppert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	The above letter and draft TLRU sections of the EIA were sent via registered mail.
February 8, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone Call	N/A	N/A	Jennifer Hallson called Carol Wildcat to follow up to ask if Ermineskin Cree Nation wanted to hold a workshop. Carol Wildcat informed her that she would be going through her lawyer.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
February 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to further explain the purpose of the proposed TLRU workshops and asked if Ermineskin Cree Nation was interested in having one.
February 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat replied to say they would like a budget for an Ancestral Land Use study, before any workshops.
February 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard replied saying Ermineskin Cree Nation is welcome to submit a budget for site visits and studies. He explained they had not received any requests for funding since the notification letter had been sent.
February 12, 2018	Landon Reppert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The February 5, 2018 letter was delivered by post.
March 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone Call	N/A	N/A	Dallas Maynard called Carol Wildcat to request a budget for their proposed Ancestral Land Use Study, and that the workshop could provide information on the project that would help with their site visit.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
March 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on the phone call.
March 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to inquire about the budget for the Ancestral Land Use study.
March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures listed in <i>Table 7-8 SR1 Project Specific Concerns and Responses – Ermineskin Cree Nation</i> (Table 7-8), attached to March 23, 2018 email.	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures listed in Table 7-8, attached to March 23, 2018 email.	Jennifer Hallson emailed Table 7-8 from the March 2018 EIA along with a cover letter from Alberta Transportation. The letter indicated that Alberta Transportation will be submitting the updated EIA to the regulators March 29, 2018
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures listed in Table 7-8, attached to March 23, 2018 letter.	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures listed in Table 7-8, attached to March 23, 2018 letter.	The March 23, 2018 letter from Alberta Transportation and Table 7-8 were sent via registered mail.
March 27, 2018	Landon Reppert, Executive Director, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The March 26, 2018 letter and Table 7-8 were delivered by post.

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March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to advise the Ermineskin Cree Nation know that the EIA had been resubmitted and provided a File Transfer Protocol (FTP) site where they could access it. Dallas Maynard also indicated that Alberta Transportation will be in contact to offer a workshop to review the EIA as well as the responses and proposed mitigation measures Alberta Transportation has provided.
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	A USB stick with the updated EIA material filed with the regulators on March 29, 2018 was mailed by registered mail.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	The EIA USB package was delivered by post.
April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Wayland Littlechild, Sam Collin Wildcat, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed a scope of work for a Traditional Use Study (TUS) for the SR1 project.



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April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Wayland Littlechild, Sam Collin Wildcat, Ermineskin Cree Nation  Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed to let Carol Wildcat know that he submitted the TUS budget to Alberta Transportation.
April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Wayland Littlechild, Sam Collin Wildcat, Ermineskin Cree Nation  Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard notified Carol Wildcat that the TUS budget was approved.
April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Wayland Littlechild, Sam Collin Wildcat, Ermineskin Cree Nation  Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat thanked Dallas Maynard.



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April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard mentioned that the Springbank landowners do not allow access by quads, so access will be on foot. He indicated when they get closer to commencing the work they can discuss access.
April 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat sent a new scope of work for the TUS, indicating she had not forwarded the correct one previously.
April 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over Ermineskin's concerns and the proposed mitigations in the table sent March 23, 2018. Also indicated it would be a full day meeting and Alberta Transportation is prepared to receive a budget for the meeting.
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard emailed information about upcoming public information sessions. A copy of the advertisement was attached. He also indicated that the EIA is now in its review period with CEAA and the public comment period is over May 31, 2018.



Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
May 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to follow up on Dallas Maynard's April 22, 2018 email regarding Alberta Transportation's request to meet to discuss concerns and responses. She asked for dates and a budget for the meeting.
May 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat suggested June 7, 2018 in Edmonton to meet.
May 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed June 7, 2018 was available, and she will look at booking a room at the Sawridge Inn in Edmonton.
May 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat replied to say the Sawridge Inn sounded fine.
May 29, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent out a meeting invite for the meeting June 7, 2018 to discuss Ermineskin Tribe's concerns and Alberta Transportation's responses as in Table 7-8. A draft agenda was attached for review.

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May 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed that she had to reply "tentative" to the meeting invite as she was waiting to hear from a team member.
June 4, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to follow up on whether June 7, 2018 would still work for the meeting. She also asked if Carol Wildcat would be bringing legal counsel to the meeting.
June 4, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat cancelled the June 7, 2018 meeting and indicated she wanted their legal counsel present.
June 5, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson asked Carol Wildcat for alternate dates to hold the meeting.
June 13, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson followed up with Carol Wildcat to inquire about dates to have the meeting.
June 13, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat suggested June 26, 2018 to meet, and asked to start at 11:00.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed June 26, 2018 was available. She indicated she would send out a meeting invite once a meeting room was booked at the Sawridge Inn. She asked for the number of people Carol Wildcat would be bringing. Jennifer Hallson also indicated that Alberta Transportation is prepared to receive a budget for any costs incurred for the meeting.
June 19, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent out a meeting invite for the June 26, 2018 meeting to discuss Ermineskin Tribe's concerns and Alberta Transportation's responses. A draft agenda was attached for review.
June 19, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carole Wildcat emailed that she could not accept the meeting invite yet as she is waiting for their lawyer to respond.
June 19, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat accepted the June 26, 2018 meeting invite.
June 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois asked if it was possible to meet at 1:00 pm instead.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
June 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois emailed to say to disregard the previous email and that he can meet at 11:00 am as scheduled.
June 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Aryanna Hartley, Jeff Langlois, Keerit Jutla, JFK Law Corporation for Ermineskin Cree Nation Carol Wildcat, Craig, Collin, Ermineskin Nation	Email	<p>In the letter from JFK Law Corporation to Dallas Maynard, Jeff Langlois states that the proponent has failed to adequately assess the impacts to the current use of lands for traditional purposes and potential impacts to Ermineskin Cree Nation's rights.</p> <p>The letter from Jeff Langlois to CEAA provided a list of recommendations that were repeated in the TUS report.</p> <p>PGL's technical review provided comments, concerns, and information requests regarding hydrogeology, hydrology, vegetation/wetlands, wildlife, federal lands, and cumulative effects.</p>	None at this time.	<p>JFK Law Corporation provided the following documents via email and Cloudshare:</p> <ol style="list-style-type: none"> <li>1. A letter addressed to Dallas Maynard from Jeff Langlois dated June 25, 2018, stating they had submitted technical comments to CEAA on June 15, 2018, and their review of the EIA indicates that the project has failed to adequately assess the impacts to current use of lands for traditional purposes and potential impacts to Treaty rights.</li> <li>2. A copy of the letter sent to CEAA from Jeff Langlois, dated June 15, 2018, outlining the documents provided, providing an overview of the comments</li> </ol>

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				<p>The <i>Springbank EIS Technical comments</i> chart listed questions and comments regarding Aboriginal and Treaty rights, current use of lands, country foods, the Ermineskin Cree Nation profile, information sources, methodology, mitigation measures, residual effects, determination of significance, and effects on TLRU.</p>		<p>and concerns, and listing recommendations.  3. <i>Springbank Off-stream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.  4. <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>.</p>

				<p>The following concerns and recommendations are taken from the Traditional Knowledge and Use Study:</p> <ul style="list-style-type: none"> <li>• Potential tipi rings, campground, and burial sites located within the project area. Ermineskin Cree Nation would like to work with Alberta Culture and Tourism (ACT) to determine if these sites are in fact tipi rings/burials.</li> <li>• Presence of spiritually, ceremonial, and other important sites that were historically and are currently used.</li> <li>• Ermineskin Cree Nation is concerned that engagement began too late in the regulatory process and lacked the depth required for adequacy.</li> <li>• Ermineskin Cree Nation has concerns about the adequacy of the assessment of potential Project impacts to Ermineskin Cree Nation.</li> <li>• Ermineskin Cree Nation finds the cumulative effects assessment carried out by Alberta Transportation to be inadequate.</li> <li>• Recommendation: Alberta Transportation should</li> </ul>		<p>5. <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018 (TKU Study).</p> <p>More detail on the concerns raised by the technical reviews is captured in the Specific Concerns and Response Table.</p>
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				<p>negotiate with Ermineskin Cree Nation to provide resources and reasonable timelines to gather an adequate baseline of Ermineskin Cree Nation traditional use in the Project areas and produce a comprehensive assessment of potential impacts and a determination of significance.</p> <ul style="list-style-type: none"> <li>• Recommendation: Upon completion of the community-based assessment of potential impacts to Ermineskin Cree Nation, Alberta Transportation should meet with Ermineskin Cree Nation to discuss concerns and address potential mitigation and compensation.</li> <li>• Potential impacts of the loss for an indefinite time of access to much of the Project Development Area (PDA) over the life of the Project on Ermineskin Cree Nation traditional use, consumption of wild meat, and ability to transmit their traditional way of life, culture, and knowledge to future generations.</li> <li>• Potential destruction of plant species of medicinal and cultural significance to Ermineskin Cree Nation.</li> </ul>		
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				<ul style="list-style-type: none"> <li>• Potential reduction of wetland habitat for breeding and nesting and its effect on wildlife species that rely upon wetlands.</li> <li>• Potential impacts of the Project on wildlife migration routes and wildlife abundance and availability in the area.</li> <li>• Potential impacts of the Project on sensitive species of cultural importance, such as bald eagles.</li> <li>• Potential impact on sites of potential historical and spiritual significance to Ermineskin Cree Nation.</li> <li>• Recommendation: Prior to construction, Alberta Transportation should invite Ermineskin Cree Nation to hunt in the PDA.</li> <li>• Recommendation: Prior to construction, Alberta Transportation should invite Ermineskin Cree Nation to harvest medicinal plants in the PDA.</li> <li>• Recommendation: Alberta Transportation should attempt to ensure that Areas B and C of the PDA are accessible to Ermineskin Cree Nation for traditional use purposes, subject to safety considerations related</li> </ul>		
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				<p>to flooding. If Area C will contain grazing options that are privately managed, Alberta Transportation should work with private managers to ensure maximum access for Ermineskin Cree Nation hunters.</p> <ul style="list-style-type: none"> <li>• Recommendation: Alberta Transportation should work with Ermineskin Cree Nation to design an access management plan for Areas B and C. Such a plan could support Ermineskin Cree Nation access to the area for hunting and other traditional purposes;</li> <li>• Recommendation: Alberta Transportation should work with Ermineskin Cree Nation in the development of a communications plan for flood and post-flood operations.</li> <li>• Recommendation: Alberta Transportation should work with Ermineskin Cree Nation in the design and implementation of environmental monitoring. As part of environmental monitoring, the Alberta Transportation should engage with Ermineskin Cree Nation to discuss the</li> </ul>		
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				<p>possibility of training, employment, and contracting opportunities for Ermineskin Cree Nation.</p> <ul style="list-style-type: none"> <li>• Recommendation: As part of its environmental monitoring plan, the Alberta Transportation and Ermineskin Cree Nation should develop a joint communications plan for the presentation of environmental monitoring results to the community and the incorporation of community feedback.</li> <li>• Recommendation: In the event that the Project is to be decommissioned, Alberta Transportation should engage with Ermineskin Cree Nation regarding the design, implementation, and monitoring of its Reclamation Plan to maximize the use of Ermineskin Cree Nation TEK and support Ermineskin Cree Nation employment in the reclamation process</li> <li>• Recommendation: Given the potential negative effects of the Project on Ermineskin Cree Nation traditional use and traditional knowledge, and the traditional way of life and culture of its people,</li> </ul>		
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				<p>Alberta Transportation should discuss ways to support programming within the community to strengthen the transmission of Ermineskin Cree Nation way of life and culture to future generations.</p> <ul style="list-style-type: none"> <li>• That without clear targets for Ermineskin Cree Nation employment and contracting and a clear work plan to meet potential targets, Ermineskin Cree Nation and its members will be largely excluded from the potential socio-economic benefits of the Project.</li> <li>• That the significant obstacles to employment for Ermineskin Cree Nation members, particularly with respect to education, experience, and culture, with impede the ability of Ermineskin Cree Nation members to benefit from the Project.</li> <li>• That Ermineskin Cree Nation members employed on the Project could be subjected to discriminatory treatment and insensitive attitudes from supervisors and/or contractors, which could result in psychological harm and lower retention rates, among other potential effects.</li> </ul>		
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				<ul style="list-style-type: none"> <li>• Recommendation: Alberta Transportation should engage with Ermineskin Cree Nation regarding the establishment of employment targets for Ermineskin Cree Nation community members and the development of a plan to meet those targets.</li> <li>• As part its employment plan, Alberta Transportation should engage with Ermineskin Cree Nation regarding potential support for educational, training, and apprenticeship programs that could facilitate the employment of Ermineskin Cree Nation community members, and especially young people.</li> <li>• Alberta Transportation should engage with Ermineskin Cree Nation regarding the design and implementation of a Cree cultural-sensitivity training program that is mandatory for all Project employees and contractors.</li> <li>• Alberta Transportation should engage with Ermineskin Cree Nation regarding businesses in the community and potential business and contracting opportunities in relation to the Project. Where possible the Proponent and</li> </ul>		
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				Ermineskin Cree Nation should attempt to identify opportunities for Direct Negotiated Contracts with Ermineskin Cree Nation businesses.		
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Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
June 25, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois emailed that Carol Wildcat had a morning meeting and would not be able to start the SR1 meeting until 11:30 am.
June 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Dallas Maynard thanked Jeff Langlois and indicated he had passed the information along.
June 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson resent the meeting invitation with the updated time of 11:30 am to 4:00 pm.
June 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois requested a copy of the table mentioned in the agenda (Table 7-8).
June 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson provided Table 7-8.
June 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois indicated that Carol Wildcat had just arrived for the meeting, and they will be 10 minutes late.

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June 26, 2018	Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation Clare Edwards, Talina Cyr-Steenkamp, Aurora Van Buren, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol Wildcat, Delores Smallboy, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Meeting	Ermineskin Cree Nation feels that the EIA was done incorrectly as it did not involve Ermineskin Cree Nation. Ermineskin Cree Nation stated that the EIA did not consider impacts to Treaty rights and this was very concerning to Ermineskin Cree Nation. Ermineskin Cree Nation stated that if the environment is affected, then rights are also affected. Ermineskin Cree Nation noted that it is not understood how much land is needed to meaningfully exercise Treaty rights and identified this as a limitation of the EIA. Identifying what baseline information is needed to understand impacts to Treaty rights was also identified as an unknown when conducting an assessment of rights.	None at this time.	A meeting was held between Alberta Transportation, Stantec, and Ermineskin Cree Nation to discuss Ermineskin Cree Nation's concerns and Alberta Transportation's responses in Table 7-8.
				Ermineskin Cree Nation expressed concerns regarding medicinal and ceremonial plants in the SR1 area. These plants may not be available elsewhere.	None at this time.	



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				<p>Ermineskin Cree Nation expressed concerns about sediment affecting lands, elk, grizzly bear, plants, and water and noted that members need healthy plants and animals in order to also be healthy. Ermineskin Cree Nation are the stewards of the land, air and water, and would prefer that the lands within the Project area not be disturbed.</p>	<p>None at this time.</p>	
				<p>Ermineskin Cree Nation expressed concern about loss of access to and disturbance of the Project area. The Project area is part of Ermineskin Cree Nation's ancestral lands and there is "active use" of the area. Ermineskin Cree Nation stressed the importance for Ermineskin Cree Nation to have continued access to Crown land.</p> <p>Ermineskin Cree Nation expressed concern about losing access to Area B. Ermineskin Cree Nation recommends access to Area B for traditional land and resource use become part of mitigation.</p>	<p>At the meeting, Alberta Transportation noted that the plans for Area B are subject to discussion and access may be possible post construction. Discussions with AEP as the owner/operator will need to take place once the Project is approved.</p>	

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				Ermineskin Cree Nation would like to be involved in reclamation should the Project proceed and a flood take place.	None at this time.	
				Ermineskin Cree Nation inquired how their TKU study would be used in the assessment and in decision making processes.  Ermineskin Cree Nation recommends collaboration on what the results of the review of the TKU study versus the EIA are, prior to submission of the review to CEAA.	At the meeting, Stantec explained that the TKU study would be reviewed to understand how or if the information informs or potentially changes the EIA. Alberta Transportation noted that once the new material had been reviewed a document would be developed and submitted to Ermineskin Cree Nation and a meeting would be scheduled to discuss the document.	
				Ermineskin Cree Nation expressed an interest in discussing with Stantec and Alberta Transportation how the <i>Methodology for Assessing Potential Impacts on the exercise of Aboriginal and Treaty Rights of the Proposed Frontier Oils Sands Mine Project</i> , or portions of that methodology could be used on the SR1 project.	At the meeting, Stantec indicated they would review this document.	

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				Ermineskin Cree Nation would like to discuss with Alberta Transportation steps that can be taken to improve engagement outside of the statutory assessment process.	None at this time.	
June 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation for Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois forwarded Aryanna Hartley's June 25, 2018 email and attachments.
July 9, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed to ask if there was an announcement from the Minister occurring that day and to ask why Ermineskin Cree Nation was not advised.
July 9, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson replied to Carol Wildcat that she had checked with Alberta Transportation and there was no announcement by the Government of Alberta that day.
July 9, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat thanked Jennifer Hallson.
July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent the June 26, 2018 meeting notes for review, asking for any additions or comments.

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July 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed to correct the name of Chief Bobtail. She also mentioned to keep in mind environmental concerns and land use are synonymous with the continuous rights to Treaty land use.
July 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson apologised for misspelling Chief Bobtail's name and provided the corrected meeting notes.
July 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Landon Reppert, Alberta Transportation. Alberta Transportation acknowledged the receipt of documents that had been submitted to CEAA as part of the EIA review. Alberta Transportation also indicated that Dallas Maynard would be in contact regarding a meeting to go over Ermineskin Cree Nations' concerns.

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July 30, 2018	Sandra Folkins, Alberta Justice	Jeff Langlois, JFK Law Corporation	Fax	N/A	N/A	Sandra Folkins faxed a cover letter accompanied by the July 30, 2018 letter from Alberta Transportation. The cover letter directed Jeff Langlois to direct future communications with respect to engagement to Sandra Folkins or Susan Waywood, Alberta Justice.
July 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed that the only date open for August is August 13, 2018. She is then on leave until September 4, 2018.
July 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carole Wildcat emailed to update that she would not be available until after September 4, 2018.
August 1, 2018	Landon Reppert, Executive Director Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	The July 30, 2018 letter acknowledge receipts of the documents submitted to CEAA was sent via registered mail.
August 2, 2018	Landon Reppert, Executive Director Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The July 30, 2018 letter was delivered by post.

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September 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson requested GPS and GIS data from the TKU study submitted by Ermineskin Cree Nation, so Alberta Transportation can map and identify possible risks to sites and suggest mitigation to these sites of concern.
November 9, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent a follow-up request for the GPS and GIS data from the TKU study submitted by Ermineskin Cree Nation, so that Alberta Transportation can map and identify possible risks to sites and suggest mitigations to said sites.
November 29, 2018	Crystal Damer, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	A letter regarding Alberta Transportation's Disaster Mitigation & Adaptation Fund (DMAF) application to the Federal Government was sent via registered mail. The letter indicated that the record of consultation will be submitted as part of the DMAF application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application

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December 3, 2018	Crystal Damer, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal Delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Ermineskin Cree Nation provide input on its view and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially impacted by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to response to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific IRs were attached as Appendix A. A deadline of February 28, 2019 was given for written feedback to be included in the IR responses. Feedback received after the deadline will be incorporated into regulatory submissions and project planning, as appropriate.

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January 29, 2019	Crystal Damer, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEAA IRs was sent via registered mail.
January 30, 2019	Crystal Damer, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if Ermineskin Cree Nation was planning on responding to it. She indicated that Alberta Transportation was still interested in obtaining their input.
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to let Ermineskin Cree Nation know that due to the provincial election, engagement on the SR1 project would be paused until after the election.
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to update that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on engagement due to the provincial election was lifted.



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May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation dated May 21, 2019 that provided an update on the status of the SR1 project and ended the pause on engagement due to the provincial election.
May 22, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on engagement due to the provincial election was sent via registered mail.
May 23, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The May 21, 2019 letter was delivered by post.
May 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed an update that Alberta Transportation was working on finalizing their response to Ermineskin Cree Nation's TUS report.
June 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat asked when the response would be sent.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson replied Alberta Transportation hoped to have the response back to Ermineskin Cree Nation by the end of June.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding Alberta Transportation's submission of responses to the information requests from AEP, NRCB, and CEAA. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 20, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Letter	N/A	N/A	Matthew Hebert, Alberta Transportation sent a letter dated June 18, 2019 that provided an update on the SR1 Project, including the debris deflector, the project timeline, the benefit/cost analysis, Indigenous engagement, the additional hydrogeological modelling, and information on the responses to the regulators' information requests. A USB with all the responses to the regulators was included in the package.
June 21, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, regarding a letter received on July 16, 2019 from CEAA. This letter requested additional information on selected responses provided by Alberta Transportation in their regulatory submission on June 14, 2019. An offer to meet to discuss Alberta Transportation's responses to the CEAA, AEP, and NRCB information requests was made. The July 16, 2019 letter from CEAA was attached.
August 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	See SCRT for detailed concerns expressed in <i>Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> .	See SCRT for detailed responses to the concerns expressed in <i>Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> .	Jennifer Hallson emailed Alberta Transportation's <i>SPRINGBANK OFF-STREAM RESERVOIR PROJECT: Response to Ermineskin Cree Nation Traditional Land and Resource Use Information including Mitigation Table (TUS response)</i> , accompanied by a cover letter. She indicated she would follow up the next week to discuss meeting dates to review the document.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
August 11, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Letter	N/A	N/A	The response to the TUS was sent via registered mail.
August 13, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The response to the TUS report was delivered by post.
August 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to inquire if Ermineskin Cree Nation had a chance to review TUS response, and if they were able to propose potential dates to discuss the proposed mitigation measures.
August 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Jennifer Hallson called Carol Wildcat to discuss potential meeting dates to discuss the TUS response. Carol Wildcat indicated she had been very busy, but she had September 16, 2019 open to meet. Jennifer Hallson said she would check with Alberta Transportation and confirm the date.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
August 26, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Amandah van Merlin sent out a meeting invite for September 16, 2019 to discuss Alberta Transportation's response to Ermineskin Cree Nation's TUS report.
August 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to confirm with Carol Wildcat that September 16, 2019 worked for a meeting, and Carol Wildcat would have received a meeting invite from Amandah van Merlin. Jennifer Hallson asked for confirmation on where Carol Wildcat would like to hold the meetings, and requested a budget. Lastly, Jennifer Hallson asked if Ermineskin Cree Nation's legal counsel would be in attendance.
September 3, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Terry Ermineskin, Ermineskin Cree Nation	Email	N/A	N/A	Terry Ermineskin replied "tentative" to the September 16, 2019 meeting invite.
September 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat confirmed the meeting date and asked if the meeting could be at 1:00 pm.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
September 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed 1:00 pm would work. She asked where Carol Wildcat would like to have the meeting.
September 3, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Amandah van Merlin updated the meeting invite to 1:00-5:00 pm.
September 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat said she would like to meet at the Ermineskin Industrial Relations Building on Ermineskin Cree Nation.
September 3, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Carol Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat requested the meeting invite be sent to Jeff Langlois.
September 3, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Carol Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat accepted the meeting invite.
September 3, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation Carol Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois requested a copy of the TUS response.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
September 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson requested an address for the meeting location and requested a budget for the meeting.
September 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat provided a budget for the September 16, 2019 meeting.
September 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat emailed that she would have lunch available prior to the meeting.
September 4, 2019	Sandra Folkins, Alberta Justice	Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Sandra Folkins emailed a copy of Alberta Transportation response to Ermineskin Cree Nation's TUS.
September 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed the numbers attending from Alberta Transportation, and asked what time lunch would be. She also asked for an address for the meeting location.
September 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat confirmed lunch would be at noon. She said she would forward directions later that day.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
September 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson informed Ermineskin Cree Nation that the budget for the September 16, 2019 meeting was approved.
September 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson asked if the meeting location had conference call ability, and asked for an address for the meeting location. She also indicated a draft agenda would be out for review in a couple days.
September 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat replied they did not have conference call ability.
September 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson thanked Carol Wildcat, and asked for the address to put on the agenda.
September 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Saulteaux, Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Trevor Saulteaux sent a Google Maps link to the meeting location.



Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
September 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Saulteaux, Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed the Google Maps link worked.
September 11, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for review, and asked for any comments or additions.
September 16, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Colin Buchanan, Stantec Susan Waywood, Alberta Justice Shayne Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Carol Wildcat, Clara Wildcat, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Meeting	Ermineskin Cree Nation is concerned about the amount of sediment buildup after a flood and how long it will take for vegetation and wildlife to return to the area.	Alberta Transportation committed to providing references to the EIA and additional information regarding sediment deposition and revegetation.	A meeting was held with the purpose of reviewing the mitigation measures set out in Alberta Transportation's response to Ermineskin Cree Nation's TUS report. Ermineskin Cree Nation chose not to review the document during the meeting, indicating that they would provide a written response, and discussions were centred around future land use and Indigenous participation in the project.
				Ermineskin Cree Nation is open to discussions on future land use but is concerned about having open access to the public and open access for treaty users.	Alberta Transportation expressed their willingness to have monthly meetings with Ermineskin Cree Nation to continue discussions on future land use.	
September 18, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson requested an invoice for the September 16, 2019 meeting. She also asked for potential meeting dates for October 2019.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
September 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed the draft meeting minutes for review. She also followed up on her September 18, 2019 email to request an invoice and potential dates to meet.
September 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Jennifer Hallson called Carol Wildcat to request meeting dates for October. Carol Wildcat provided some potential dates she was available. Jennifer Hallson said she would confirm with Alberta Transportation which date worked best.
October 1, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Jennifer Hallson called Carol Wildcat, who was not in the office. Jennifer Hallson spoke to reception and left a message asking Carol Wildcat to confirm the meeting date and time.
October 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat confirmed October 18, 2019 was still available and requested a meeting invite.
October 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson asked what time Carol Wildcat would like to start the meeting.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
October 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat replied 9:30 am to noon.
October 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for October 18, 2019. The purpose of the meeting was to continue discussions on future land use and Indigenous participation.
October 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat accepted the meeting invitation.
October 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson requested a budget for the October 18, 2019 meeting. She also indicated DEMA had not received an invoice for the September 16, 2019 meeting.
October 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat responded to an email that appeared to be from Jennifer Hallson, but was from Jeff Langlois, JFK Law Corporation (as it appears he had replied to the meeting invite) that indicated he could not make the October 18, 2019 meeting.

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October 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Jennifer Hallson called Carol Wildcat and left a message requesting Carol Wildcat call her back, as there had been some confusion about the meeting dates and October 18, 2019 still worked for Alberta Transportation.
October 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed Carol Wildcat to clear up confusion about the meeting date. She indicated that the email Carol had replied to appeared to be from Jennifer Hallson but was not. Outlook likely confused something if Jeff Langlois replied to the forwarded meeting invite instead of Carol Wildcat directly. She confirmed October 18, 2019 still worked for Alberta Transportation. If the date no longer worked for Ermineskin Cree Nation, she requested other dates.
October 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat confirmed October 18, 2019 at 9:30 am still worked.
October 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Terry Ermineskin, President and CEO ERD, Ermineskin Cree Nation	Email	N/A	N/A	Terry Ermineskin declined the meeting invitation.

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October 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois requested the meeting be changed to October 29, 2019.
October 11, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for the October 18, 2019 meeting and asked for any comments or additions.
October 11, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed to confirm if the meeting date needed to be changed, as she had just seen Jeff Langlois' October 10, 2019 email in her junk folder.
October 15, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Jennifer Hallson called Carol Wildcat to confirm if the October 18, 2019 meeting needed to be rescheduled. Reception answered and indicated Carol Wildcat was in a meeting, but that the October 18, 2019 meeting was in her calendar. Jennifer Hallson requested Carol Wildcat call or email her to confirm the meeting.

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October 15, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois followed up on his October 10, 2019 email and asked if the meeting was able to be rescheduled.
October 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Jennifer Hallson called and left a message asking Carol Wildcat to call her back to confirm if the October 18, 2019 meeting needed to be rescheduled.
October 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Carol Wildcat called back and said the meeting needed to be rescheduled as Jeff Langlois could not make it. She said she would check her calendar and get back to Jennifer Hallson with potential dates.
October 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson cancelled the October 18, 2019 meeting, indicating a new invitation would be sent once a date was confirmed.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
October 18, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson followed up to request potential dates to reschedule the meeting. She also requested an invoice for the September 16, 2019 meeting.
October 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat suggested October 29, 2019 to meet.
October 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat said October 29, 2019 was available in the afternoon.
October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois suggested deferring the meeting until Alberta Transportation releases its discussion paper for future land use. He suggested meeting at the end of November.
October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Carol Wildcat suggested November 20 or 21, 2019 as her calendar was very full.

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October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter from Alberta Transportation. The letter, dated October 21, 2019, provided an update on future land use and Indigenous participation for the Project. She also confirmed she was working with Alberta Transportation to confirm the meeting dates in November.
October 22, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Letter	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was sent via registered mail.
October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation  Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Carol Wildcat requested Jeff Langlois be included on correspondence.



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October 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson explained Alberta Transportation does not copy First Nation legal counsel on engagement matters, though Ermineskin Cree Nation is welcome to share any information with their lawyer as they wish. Their legal counsel is also welcome to contact Alberta Transportation's legal counsel on any engagement matters. She also indicated she should have confirmation on a meeting date later that day.
October 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed November 20, 2019 worked for Alberta Transportation to meet. She indicated that documents would be sent prior to the meeting with more detail on future land use and Indigenous participation. She also asked for confirmation on the time of the meeting.
October 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat said she was not available November 20, 2019.

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October 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson requested another date in the last half of November. She listed dates that Alberta Transportation was not available.
October 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Carol Wildcat suggested November 18 or 28, 2019.
October 24, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson confirmed November 18, 2019 was available for Alberta Transportation. She asked what time Carol Wildcat would like to set the meeting.
October 25, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was delivered by post.
October 28, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson followed up to confirm if November 18, 2019 still worked to meet.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
October 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat sent an email, but there was no text in the message.
October 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson asked Carol Wildcat if she meant to send a reply, as she had received a blank email.
October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Carol Wildcat confirmed November 18, 2019 was still available.
October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson asked what time would work to meet on November 18, 2019.
October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Jeff Langlois requested a noon start time.
October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Carol Wildcat confirmed noon worked.

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October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for November 18, 2019.
October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Carol Wildcat accepted the meeting invitation.
October 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Danny Bellerose declined the meeting invitation.
October 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Terry Ermineskin, President and CEO ERD, Ermineskin Cree Nation	Email	N/A	N/A	Terry Ermineskin accepted the meeting invitation.
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation. The message indicated that Alberta Transportation had completed and filed responses to the first part of CEAA's additional questions on Round 1 of the information requests. A link was provided to the responses on Alberta Transportation's website.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
November 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	<i>See September 16, 2019 entry.</i>	The attachment described how much sediment is projected to be deposited during a design flood. The response to CEAA Annex 2 Question 13 was provided, along with a figure of the estimated sediment deposition and tables with depths and areas covered by vegetation type.	Jennifer Hallson emailed a letter, dated November 7, 2019, with an attachment that addressed the sediment concerns voiced at the September 16, 2019 meeting.
November 8, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Letter	N/A	N/A	The November 7, 2019 letter and attachment addressing sediment concerns were sent via registered mail.
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation  Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Carol Wildcat requested emails be sent to their lawyer, Jeff Langlois, JFK Law Corporation.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson reiterated what was stated in her October 23, 2019 email that Alberta Transportation does not communicate directly with legal counsel on engagement matters.
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the Project Update Letter. This letter provided an update on the Project's components and how it will work, the timeline, the regulatory status and the approvals being sought, and the potential impacts to treaty rights and traditional uses with proposed mitigation measures.
November 8, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
November 12, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for the November 18, 2019 meeting as well as the draft Indigenous Participation Plan (IPP). She noted Alberta Transportation hoped to have a document on future land use available prior to the meeting as well.
November 12, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The November 7, 2019 letter and attachment were delivered via registered mail.
November 12, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The Project Update Letter was delivered via registered mail.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Terry Ermineskin, President and CEO ERD, Ermineskin Cree Nation	Email	N/A	N/A	Terry Ermineskin accepted the meeting invitation.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed future land use documents for review and discussion at the November 21, 2019 meeting. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available. Jennifer Hallson indicated written feedback was welcome. She said she would bring hard copies of the land use and draft IPP documents to the November 21, 2019 meeting.
November 17, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Letter	N/A	N/A	A cover letter, the Record of Engagement (ROE) logs, Specific Concerns and Response Table (SCRT), and supporting documents for October 2016 to September 2019 were sent via registered mail.
November 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROE logs, and SCRT for October 2016 to September 2019. She indicated the supporting documents had been sent on a USB stick as they were too large to email.



Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
November 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Email	N/A	N/A	Email delivery verification for the ROE documents received.
November 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Terry Ermineskin, Danny Bellerose, Ermineskin Cree Nation	Email	N/A	N/A	Email delivery verification for the ROE documents received.
November 18, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Colin Buchanan, Richard Sparvier, Stantec Susan Waywood, Alberta Justice Jennifer Hallson, Shayne Maynard, DEMA Land Services	Terry Ermineskin, President and CEO ERD, Alex Littlechild, Councillor Colin Wildcat, Ermineskin Cree Nation Jeff Langlois, JFK Law Corporation	Meeting	None.	N/A	A meeting was held to discuss future land use and the draft IPP. The documents provided on November 12 and 15, 2019 were reviewed in detail and discussed. The sediment response document, provided November 7, 2019, was also reviewed.
November 19, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The ROE documents were delivered via registered mail.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
December 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent the meeting minutes from the November 18, 2019 meeting and asked for any comments.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation. The message indicated that Alberta Transportation had completed and filed responses to the third part of CEAA's additional questions on Round 1 of the information requests. A link was provided to the responses on Alberta Transportation's website. Questions that referenced Ermineskin Cree Nation's technical review were listed for reference.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
December 16, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	<i>See June 25, 2018 entry and SCRT for detailed concerns from Ermineskin Cree Nation's technical reviews.</i>	<i>See SCRT for detailed responses to concerns from Ermineskin Cree Nation's technical reviews.</i>	Jennifer Hallson emailed a cover letter and Alberta Transportation's response to Ermineskin Cree Nation's technical reviews of the EIA. The cover letter highlighted commitments made by Alberta Transportation within the response. She noted Alberta Transportation would like to meet in the new year to discuss the response.
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation. The message indicated that Alberta Transportation had completed and filed responses to the second part of CEEA's additional questions on Round 1 of the information requests. A link was provided to the responses on Alberta Transportation's website. Questions that referenced Ermineskin Cree Nation's technical review were listed for reference.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
December 17, 2019	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Letter	N/A	N/A	The cover letter and a USB stick with Alberta Transportation's response to Ermineskin Cree Nation's technical reviews were sent via registered mail.
December 19, 2020	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The cover letter and a USB stick with Alberta Transportation's response to Ermineskin Cree Nation's technical reviews were delivered via registered mail.
January 8, 2020	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson inquired about the status of the written feedback Jeff Langlois and Ermineskin Cree Nation had indicated they would provide on Alberta Transportation's response to their TUS, the future land use documents, and the draft IPP.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson asked if Ermineskin Cree Nation had reviewed Alberta Transportation's response to Ermineskin Cree Nation's technical reviews, and if so, requested dates to meet to discuss the response. Jennifer Hallson mentioned Alberta Transportation was not available February 24-26, 2020.
February 6, 2020	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation about Natural Resource Conservation Board (NRCB) information request question 27. Question 27 requested Ermineskin Cree Nation's technical reviews of the EIA, and Alberta Transportation's response to the technical reviews. Alberta Transportation informed Ermineskin Cree Nation that they would be providing these documents to the NRCB, with the note that engagement is still ongoing.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
February 14, 2020	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson followed up on her January 30, 2020 email to ask for potential dates to meet to discuss Alberta Transportation response to Ermineskin Cree Nation's technical reviews. She also asked again about the status of the written feedback on the TUS response, draft future land use, and draft IPP documents.
March 16, 2020	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a package that addressed Alberta Transportation's outstanding action items from past meetings.
March 16, 2020	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Letter	N/A	N/A	The action items package was sent via registered mail.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
March 17, 2020	Matthew Hebert, Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Postal delivery	N/A	N/A	The action items package was delivered via registered mail.
March 23, 2020	Amandah van Merlin, DEMA Land Services on behalf of Alberta Transportation	Carol M. Wildcat, Consultation Officer, Ermineskin Cree Nation	Phone call	N/A	N/A	Amandah van Merlin called Carol Wildcat to check in about Ermineskin Cree Nation's status and ability to engage given the COVID-19 pandemic. Carol Wildcat indicated they would be unable to meet, but she was working from home and could review and respond to materials provided by Alberta Transportation.
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter that provided a link to a news release regarding Tsuut'ina Nation's withdrawal of objections for the SR1 Project. The letter reiterated the commitment to continued engagement with Ermineskin Cree Nation.

Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
April 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson sent shapefiles of the SR1 Project area and flood scenarios.
April 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Ermineskin Cree Nation's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Alberta Transportation that contained a link to a news release about the provincial budget commitment to the SR1 Project and release of the SR1 Independent Expert Report by Martin Ignasiak.



Date	Alberta Transportation Representative Making Contact	Contacted Indigenous Group Representative	Contact Type	Stakeholder Issues and Concerns Raised or Identified by Indigenous Group	Strategies for Mitigation or Avoidance of Impact or Potential Impact to Stakeholders	Outcomes / Comments
May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Carol M. Wildcat, Consultation Officer, Terry Ermineskin, President and CEO ERD, Danny Bellerose, Consultation Coordinator, Ermineskin Cree Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, and an attached Request for Information (RFI). The email described how Alberta Transportation had developed the RFI to obtain more detail about Nation-owned/member-owned businesses and help build a skills and business inventory. The email also indicated that Alberta Transportation would like to meet at the end of June to discuss the RFI, and also discuss Alberta Transportation's responses to Ermineskin Cree Nation's technical reviews, the four draft monitoring plans provided April 20, 2020, and continue discussions on future land use.

**ATTACHMENT 2**

# Specific Concerns and Response Table

## Springbank SR1 – Stakeholder Specific Concerns and Response Table

Indigenous Stakeholder: ERMINESKIN CREE NATION

Date: OCTOBER 2016 – MAY 2020

	1. Document or Meeting Reference	2. Project Specific Aspect of the Concern Expressed	3. Specific Concern Expressed	4. Proponent Response on Effort to Avoid or Mitigate Concern	5. Indigenous Group Response to Proponent's Effort to Avoid or Mitigate Concern	6. Details on How Concerns Were Addressed, Including Avoidance or Mitigation Measures	7. Outcomes/Comments
1	<p>June 27, 2017 Meeting between Ermineskin Cree Nation and Alberta Transportation.</p>	<p>Traditional use study</p>	<p>Ermineskin Cree Nation indicated they would like to tour the SR1 lands and potentially undertake a Traditional Land Use Study.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-8 SR1 Project Specific Concerns and Responses – Ermineskin Cree Nation</i> (Table 7-8) from the March 2018 Environmental Impact Assessment (EIA): Alberta Transportation has requested a budget from Ermineskin Cree Nation to undertake a site visit and a traditional land use/traditional ecological study.</p> <p>Ermineskin Cree Nation provided a budget for a Traditional Knowledge and Use Study (TUS) in April 2018 and it was approved by Alberta Transportation on April 9, 2018.</p> <p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p>	<p>On June 25, 2018, Ermineskin Cree Nation provided their report <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018.</p>	<p>Alberta Transportation approved Ermineskin Cree Nation's TUS budget on April 9, 2018.</p>	<p>No further action required.</p>
2	<p>January 5, 2018 Letter provided by JFK Law Corporation on behalf of Ermineskin Cree Nation</p> <p>June 25, 2018 Letter addressed to Dallas Maynard from Jeff Langlois, JFK Law Corporation on behalf of Ermineskin Cree Nation.</p> <p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p> <p>June 26, 2018 Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.</p>	<p>Impacts to water Impacts to health Impacts to traditional territory Treaty rights</p>	<p>Alberta Transportation has not made adequate efforts to obtain information about: an assessment of country foods relied upon by the Ermineskin Cree Nation; traditional territory of Ermineskin Cree Nation; impacts to drinking water and recreational waters by Ermineskin Cree Nation; and potential health and socio-economic effects of the project on Ermineskin Cree Nation.</p> <p>The proponent has failed to adequately assess the impacts to the current use of lands for traditional purposes and potential impacts to Ermineskin Cree Nation's rights. [EIS Technical Comments Question 7]</p> <p>The proponent has failed to understand the scope of Treaty rights held by the Ermineskin Cree Nation. [EIS Technical Comments Question 6]</p> <p>No meaningful efforts have been made to gather information from the Ermineskin Cree Nation.</p>	<p>In a letter dated January 26, 2018, Alberta Transportation described the timelines for the EIA submission, indicating that the timelines had been extended by 60 days to undertake further Indigenous engagement activities. Alberta Transportation also proposed a workshop to discuss Traditional Land and Resource Use (TLRU) and obtain feedback from Ermineskin Cree Nation. Alberta Transportation also welcomed written feedback on the updated EIA TLRU sections (Volumes 3A and 3B), which were provided February 5, 2018.</p> <p>In a letter dated January 29, 2018, Alberta Justice responded to the January 5, 2018 letter, referencing the January 26, 2018 letter and Alberta Transportation's offer to hold a workshop.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Following the Canadian Environmental Assessment Agency's (CEAA) non conformancy review revisions to the EIA were underway to address regulator comments. In December 2017 Alberta Transportation was looking for feedback from the Ermineskin Cree Nation on the TLRU sections. As the TLRU was updated in early February, a revised TLRU section was sent to Ermineskin Cree Nation on February 5th and Alberta Transportation requested feedback on that document. Alberta Transportation offered a workshop with Ermineskin Cree Nation to better understand how the project potentially impacts Ermineskin Cree Nation. No response was received.</p> <p>The potential effects to country foods, drinking water and health have been assessed within the EIA, and were included in the revised TLRU section sent on February 5th. Effects to socioeconomic conditions have been included in this EIA.</p> <p>Any information provided by the Ermineskin Cree Nation has been included within the assessment.</p>	<p>None at this time.</p>	<p>None at this time.</p>	<p>Ongoing: Working with Indigenous Group</p>

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		<p>[EIS Technical Comments Question 6]</p> <p>Proponent has failed to gather baseline information regarding the location of lands which Ermineskin Cree Nation access to exercise Treaty rights. [EIS Technical Comments Question 8]</p> <p>Ermineskin Cree Nation feels that the EIA was done incorrectly as it did not involve Ermineskin Cree Nation. Ermineskin Cree Nation stated that the EIA did not consider impacts to Treaty rights and this was very concerning to Ermineskin Cree Nation. Ermineskin Cree Nation stated that if the environment is affected, then rights are also affected. Ermineskin Cree Nation noted that it is not understood how much land is needed to meaningfully exercise Treaty rights and identified this as a limitation of the EIA. Identifying what baseline information is needed to understand impacts to Treaty rights was also identified as an unknown when conducting an assessment of rights.</p>	<p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p> <p>In a letter dated January 28, 2019, Alberta Transportation requested input from Ermineskin Cree Nation on its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. A deadline of February 28, 2019 was given for written feedback to be included in the CEAA information request responses. Feedback received after the deadline will be incorporated into regulatory submissions and project planning, as appropriate. To date, Ermineskin Cree Nation has not responded to this letter.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Alberta Transportation assessed the effects of the Springbank Off-stream Reservoir Project (the Project) on treaty rights in Volume 3A, Section 14.1.3. In that assessment, Alberta Transportation indicated that effects on Section 35 rights and traditional uses are addressed through the assessment of the current use of lands and resources for traditional purposes. The assessment accepted that adverse residual effects on availability of traditional resources for current use, on access to traditional resources or areas for current use, or on sites or areas for current use would have consequent effects on the ability of First Nations to exercise treaty rights. Further, Alberta Transportation's view is that given the context of the Project, which is predominately situated on private land in southern Alberta that has been used for ranching and agriculture since the late 1800s, treaty rights are generally not exercisable within the Project development area (PDA), except for a small portion that is located on Crown land (primarily the beds and shores of Elbow River) and on private lands, with landowner consent. Alberta Transportation acknowledges Ermineskin Cree Nation may access private lands in the PDA for traditional uses with permission of the landowners (Version 3A, Section 14.1.7).</p> <p>Alberta Transportation is of the opinion that the assessment of potential effects on treaty rights is appropriate, given the rights under Treaties 6 and 7.</p> <p>Alberta Transportation has conducted considerable engagement with Ermineskin Cree Nation. To date, Alberta Transportation has held four meetings, conducted one day of facilitated site visits to the Project site with Elders and knowledge holders, approved funding for a Project-specific TUS, and maintained ongoing email and phone communication to share Project information and updates.</p> <p>Alberta Transportation sent a letter dated January 28, 2019 that requested Ermineskin Cree Nation to provide views and perspectives on its Section 35 rights and traditional uses, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer CEAA information requests (IRs). Ermineskin Cree Nation have not provided a response. Alberta Transportation continues to engage Ermineskin Cree Nation and</p>			

	1. Document or Meeting Reference	2. Project Specific Aspect of the Concern Expressed	3. Specific Concern Expressed	4. Proponent Response on Effort to Avoid or Mitigate Concern	5. Indigenous Group Response to Proponent's Effort to Avoid or Mitigate Concern	6. Details on How Concerns Were Addressed, Including Avoidance or Mitigation Measures	7. Outcomes/Comments
				<p>should Ermineskin Cree Nation provide more information on these topics or a formal response to the January 28, 2019 letter, Alberta Transportation will review that information in the context of the EIA and consider it in Project planning and the regulatory process. [Response 6]</p> <p>The EIA considered available TLRU information, and baseline information for Ermineskin Cree Nation is provided in Volume 3A, Sections 14.2.3, 14.2.4, 14.2.5, based on available information. One final and one interim TUS report were received prior to filing the EIA in March 2018. The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018.</p> <p>Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Ermineskin Cree Nation advised Alberta Transportation that they would provide a formal written reply. However, Alberta Transportation has not yet received the reply. While the Ermineskin Cree Nation TUS report provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1: given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the Regional Assessment Area (RAA).</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [Response 7]</p> <p>The EIA considers baseline information for Ermineskin Cree Nation, based on available information. This information is provided in Volume 3A, Section 14.2, and is summarized for each Indigenous group in Volume 3A, Section 14.8. As noted in Volume 3A, Section 14.3.2, the Project is anticipated to result in a change in the availability of traditional resources for current use through loss or alteration of habitat during construction, affecting 168 ha associated with permanent Project infrastructure, with the remaining area (566 ha) represented by temporary workspace which will be reclaimed following construction. [Response 8]</p>			
3	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Treaty rights	The measuring parameters exclusion of "potential use of land" is not included here. This impact on Aboriginal Treaty Rights is therefore underestimated. [EIS Technical Comments Question 15]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. Alberta Transportation has conducted considerable engagement with Ermineskin Cree Nation. To date, Alberta Transportation has held four meetings with Ermineskin Cree Nation, conducted one day of facilitated site visits to the Project site with Elders and knowledge holders, approved funding for a Project-specific TUS, and maintained ongoing email and phone communication to share project information and updates.	None at this time.	None at this time.	Ongoing: Working with First Nation

1. Document or Meeting Reference	2. Project Specific Aspect of the Concern Expressed	3. Specific Concern Expressed	4. Proponent Response on Effort to Avoid or Mitigate Concern	5. Indigenous Group Response to Proponent's Effort to Avoid or Mitigate Concern	6. Details on How Concerns Were Addressed, Including Avoidance or Mitigation Measures	7. Outcomes/Comments
			<p>Alberta Transportation acknowledges Ermineskin Cree Nation may access private lands in the PDA for traditional uses with permission of the landowners (Version 3, Section 14.1.7). Ermineskin Cree Nation has not provided information about which landowners the Indigenous groups have agreements with, where access takes place, or other details regarding the nature of the agreements with private landowners.</p> <p>The EIA considered the best available information. The Ermineskin Cree Nation TUS was not available to Alberta Transportation prior to submission of the EIA. A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018.</p> <p>Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Ermineskin Cree Nation have advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply.</p> <p>While the Ermineskin First Nation TUS provided more site-specific information about Ermineskin First Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>A number of recommendations and mitigation measures were identified during the engagement process with the Indigenous groups. Mitigation measures proposed by Indigenous groups prior to the March 2018 submission are included in the EIA, Volume 3A, Sections 14.3.2.2, 14.3.3.2, and 14.3.4.2, and Volume 3B, Sections 14.2.2.2, 14.2.3.2, and 14.2.4.2.</p> <p>The analysis of residual effects on TLRU is based on information from Project-specific TUS reports, the results of the Indigenous engagement program for the Project, the results of the literature review, the conclusions of relevant biophysical and socioeconomic assessments, and feedback on the assessment from participating Indigenous groups. Although residual effects are considered on a community-specific basis, Project residual effects on TLRU are summarized and presented in a single table. Separate conclusions regarding Project effects for each Indigenous group are presented in Volume 3A, Section 14.8.6 (Ermineskin Cree Nation).</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA</p>			

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				<p>is flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation a to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical comments Response 15]</p>			
4	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Treaty rights	<p>The measurable parameters only take into consideration the changes in land use for a particular group, and not the ability of a First Nation to access that land in the future. This is problematic, as the assessment of Aboriginal and Treaty Rights depends on the assessment of all lands that are used and could be used in the future.</p> <p>Land access is actually greater than what was outlined in the EIS – Ermineskin Cree Nation currently use, and have access to private lands, where they exercise their Treaty Rights. [EIS Technical Comments Question 16]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Potential effects on current and future access have been assessed in the manner Ermineskin Cree Nation is requesting. As noted in the Context and Rationale for this question, Alberta Transportation acknowledged that Ermineskin Cree Nation access the PDA for traditional purposes with permission of landowners. Ermineskin Cree Nation has not provided information about which landowners the Indigenous groups have agreements with, where access takes place, or other details regarding the nature of the agreements with private landowners.</p> <p>Volume 3A, Section 14.1.3.2 explicitly identifies the importance of future use in defining current use for the purposes of the assessment:</p> <p>“Current use must be understood in the context of past and future use. Past TLRU information and information based on community members' living memory situates contemporary activities and long-term observations of existing conditions. Future use pertains to the opportunities for generations of descendants of the Indigenous groups to continue to practice cultural traditions in a modern form. Framing traditional activities and practices in this way serves to acknowledge that TLRU—while having continuity with historic practices, traditions, or customs—is dynamic and changing. Conceived of in this way, current use situates long-standing cultural practices in a contemporary context.”</p> <p>Volume 3A, Section 14.2.5 outlines existing conditions (baseline) with respect to access traditional resources or areas for current use, including contextual information about concerns about declining access to traditional resources by Ermineskin Cree Nation.</p> <p>Volume 3B, Section 14.3.3 assesses change in access to traditional resources or areas for current use and considers potential pathways for potential Project effects on access identified by Indigenous groups, including Ermineskin Cree Nation. The conclusions on residual effects on change in access considers loss of access to the PDA, that is, the inability to access the PDA in the future after the Project is constructed. Loss of access to portions of the PDA (identified as Areas B, C, and D in the EIA)</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>led to a conclusion of a high magnitude effect on change in access to traditional resources or areas for current use.</p> <p>Since filing the EIA, Alberta Transportation has evolved land use planning for the Project, based on feedback from Indigenous groups and stakeholders, and is no longer contemplating establishing Areas A, B, and C in the PDA or prohibiting access to the reservoir during dry operations.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA is flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights.</p> <p>The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin First Nation TUS provided more site-specific information about Ermineskin First Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of Ermineskin Cree Nation did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 16]</p>			
5	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Treaty rights	To adequately determine impact on Treaty Rights, the full extent of environmental impact, based on the revised TLU information, needs to be integrated into the	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. As noted in response to Question 20, the conservative approach does not underestimate or limit the consideration of effects on TLRU. In fact, the conservative approach overestimates effects on TLRU. The conservative	None at this time.	None at this time.	Ongoing: Working with First Nation



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			EIS. [EIS Technical Comments Question 23]	<p>approach adopted by Alberta Transportation aligns with the liberal approach suggested by Ermineskin Cree Nation.</p> <p>The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation and Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin First Nation TUS provided more site-specific information about Ermineskin First Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of Ermineskin Cree Nation did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 23]</p>			
6	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i>	Treaty rights	The scope of activity of Ermineskin has expanded beyond what is included in this EIS. The updated Ermineskin TLU indicates the scope of Ermineskin's activities in the area have expanded beyond what is in the EIS. The EIS should be updated accordingly in order to fully capture the Aboriginal Treaty Rights activity. Please review the TLU provided and update the EIS accordingly. [EIS Technical Comments Question 18]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of the Volume 3A, Section 14.3.2.1, which was that given the scope and location of the Project, that effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Since filing the EIA, Alberta Transportation has evolved land use planning for the Project, based on feedback from Indigenous groups and stakeholders, and is no longer contemplating establishing Areas A, B, and C in the PDA or prohibiting access to the reservoir during dry operations.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA is flood mitigation. In light of the primary use, the safety of anyone with</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 18]</p>			
7	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p> <p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p> <p>June 26, 2018 Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.</p>	TLRU	<p>Clarify how TLRU information was incorporated into the analysis of effects. [Annex C Question 1]</p> <p>Incorporate information from recent Traditional Land Use report submitted by the Ermineskin Cree Nation. [EIS Technical Comments Question 10]</p> <p>Ermineskin Cree Nation inquired how their TUS report would be used in the assessment and in decision making processes.</p> <p>Ermineskin Cree Nation recommends collaboration on what the results of the review of the TUS report versus the EIA are, prior to submission of the review to CEAA.</p>	<p>At the meeting held on June 26, 2018, Stantec explained that the TKU study would be reviewed to understand how or if the information informs or potentially changes the EIA. Alberta Transportation noted that once the new material had been reviewed a document would be developed and submitted to Ermineskin Cree Nation and a meeting would be scheduled to discuss the document.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. This document included a mitigation table that listed mitigation measures and responded to concerns from Ermineskin Cree Nation's TUS report. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 with the intent of discussing this document and obtaining feedback on the proposed mitigation measures.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. TLRU information was incorporated into the vegetation and wetlands assessment by its identification of traditional use plant species potentially occurring in the Local Assessment Area (LAA) to assist potential Project and cumulative effects on species abundance. Traditional use plant species potentially occurring in the LAA were identified from a review of traditional ecological knowledge reports. [Annex C Response 1]</p> <p>Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Ermineskin Cree Nation advised Alberta Transportation that they would provide a formal written reply. However, Alberta Transportation has not yet received the reply. While the Ermineskin Cree Nation TUS report provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1: given the scope and location of the</p>	Ermineskin Cree Nation did not want to specifically discuss the TUS response on September 16, 2019 and will respond in writing on a later date.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the Regional assessment Area (RAA).</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [Response 10]</p>			
8	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Traditional use	<p>This Ermineskin Profile section will need to be revised with new TLU information from the provided Ermineskin TLU. [EIS Technical Comments Question 33]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The intent of Volume 3A, Section 14.8 is to provide a summary of conclusions for each Indigenous group, in consideration of information provided through the Indigenous engagement program for the Project and relevant publicly available information. Volume 3A, Section 14.8.6 summarizes information available regarding Ermineskin Cree Nation's TLRU activities in relation to the Project. For instance, it was stated that Ermineskin Cree Nation undertakes current use activities such as hunting, fishing, trapping, plant harvesting, habitation, and travel. Ermineskin Cree Nation has generally noted a decline in access to plant-harvesting locales, having to travel further to harvest, and has noted the potential for further development to affect the availability of sweetgrass. Ermineskin Cree Nation indicated that the Project is in a region of cultural and historical importance.</p> <p>However, the Ermineskin Cree Nation TUS was not available to consider prior to submission of the EIA. The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed this TUS in the context of the EIA and provided a written response to Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 32]</p>	None at this time.	None at this time.	Ongoing: Working with First Nation
9	June 25, 2018	Traditional use	The Project Effects on Traditional Land and Resource Use by Indigenous Group	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The Ermineskin Cree Nation TUS was not available to consider prior to submission of the</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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	<i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>		section does not incorporate the updated TLU study from Ermineskin. [EIS Technical Comments Question 36]	<p>EIA. The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of EIA, Volume 3A, Section 14.3.2.1, which was that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA. [EIS Technical Comments Response 36]</p>			
10	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Traditional use	Ermineskin has prepared a TLU study - the proponent should be directed to incorporate this information into the effects assessment, in collaboration with this First Nation. [EIS Technical Comments Question 37]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Alberta Transportation has provided multiple opportunities for Ermineskin Cree Nation to provide information about potential impacts to treaty rights. Alberta Transportation provided drafts of the updated TLRU Effects Assessment sections of the EIA (Volumes 3A and 3B), which were provided December 4, 2017 for Ermineskin Cree Nation's review and input.</p> <p>Alberta Transportation offered a TLRU workshop in January 2018 with Ermineskin Cree Nation to obtain input and feedback on the draft TLRU Effects Assessments, including Ermineskin Cree Nation's perspectives on assessment methodology, proposed mitigation, Project-specific concerns and how the Project may affect the exercise of treaty rights. Alberta Transportation is still awaiting Ermineskin Cree Nation to identify a suitable date to meet.</p> <p>Alberta Transportation has met with Ermineskin Cree Nation on four occasions to share Project information and obtain Ermineskin Cree Nation's views on the Project.</p> <p>Ermineskin Cree Nation Elders and knowledge holders participated in one day of site visits facilitated by Alberta Transportation. Results of the site visits were reported in the Ermineskin Cree Nation TUS study submitted to Alberta Transportation on June 25, 2018, after the submission of the EIA. Alberta Transportation provided a written response to Ermineskin Cree Nation addressing the concerns and issues raised in the TUS and met with Ermineskin Cree Nation on September 16, 2019 to receive comment and feedback on the TUS response.</p> <p>Alberta Transportation sent letters dated January 28, 2019 to Ermineskin Cree Nation that requested their views and perspectives on their Section 35 rights and traditional uses, cultural and experiential values, and</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer CEAA IRs. Ermineskin Cree Nation has not provided a response.</p> <p>The Ermineskin Cree Nation TUS was not available to consider prior to submission of the EIA. The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018.</p> <p>Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Ermineskin Cree Nation have advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply.</p> <p>While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>In considering potential effects of the Project on TLRU, Alberta Transportation conducted a review of publicly available TLRU information to provide context regarding existing conditions, issues and concerns, and environmental observations that may affect conditions for TLRU. No specific information regarding TLRU relative to the Project footprint was obtained through this review of available TLRU information. Reported TLRU activities in the sources consulted appear to mainly occur a considerable distance from the Project.</p> <p>In keeping with conservative assumptions adopted in the TLRU assessment, this material has been referenced to assist in understanding the nature of TLRU activities and practices undertaken by potentially affected Indigenous groups, as well as identifying potential issues and concerns that have been brought forward on other projects. Moreover, the use of relevant secondary sources to consider potential effects on TLRU is standard practice in environmental assessments, reflects guidance from CEAA (December 2015) and has been accepted by CEAA on many other regulatory applications.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 37]</p>			
11	June 25, 2018	Cultural significance	The cultural significance section does not elaborate on the	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. Volume 3A, Section	None at this time.	None at this time.	Ongoing: Working with First Nation

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<p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>		<p>cultural significance Ermineskin have in this area. [EIS Technical Comments Question 19]</p>	<p>14.2.3 provides an overview of current use with respect to the Project and includes information obtained through the Indigenous engagement program for the Project and a review of relevant publicly available literature. That section is intended to provide an overall regional context for the assessment and is not intended to be a definitive statement regarding traditional use activities and practices and importance of the area for all Indigenous groups.</p> <p>A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>The Ermineskin Cree Nation TUS discussed several sites of cultural significance in relation to the Project.</p> <p>Alberta Transportation proposes the following measures to avoid or reduce potential effects on cultural and spiritual sites:</p> <ul style="list-style-type: none"> <li>• Alberta Transportation will notify Indigenous groups regarding Project activities and schedules, including provision of Project maps and design components.</li> <li>• At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings.</li> <li>• Alberta Transportation will participate in discussions with Alberta Culture, Multiculturalism and Status of Women (ACMSW) and Indigenous groups regarding further investigation of identified sites located within the designated construction site boundary.</li> <li>• The disposition of artifacts and provision of global positioning system (GPS) coordinates are under the jurisdiction of ACMSW and not Alberta Transportation. Alberta Transportation will limit disturbance, to the extent possible and practical, of cultural and spiritual sites and subsurface impacts. Alberta Transportation will follow heritage resource protection methods as mandated by the <i>Historical Resources Act</i> (HRA).</li> </ul>			

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				<ul style="list-style-type: none"> <li>• Alberta Transportation will minimize disturbance to cultural and spiritual sites and subsurface impacts, and develop a protocol for recovery, collection, and reporting on artifacts found in consultation with Indigenous groups, which could include flagging, fencing, or providing signage of sites to prevent disturbance during construction.</li> <li>• Alberta Transportation will maintain access to identified current use sites (located outside of the designated construction and Project site limits) during construction and operations, and Alberta Transportation will advise Indigenous groups on post-construction future land use.</li> <li>• Alberta Transportation will follow current industry best practices and comply with all provincial and federal legislation. Should additional historical resources be encountered during construction, Alberta Transportation will follow current ACMSW policies and guidelines.</li> </ul> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 19]</p>			
12	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Traditional use	The information used for Ermineskin for hunting, fishing and gathering in this section is based on the feedback from Stoney Nakoda Nations - the "available information" was mostly from 2011. Updated information, from the submitted Ermineskin 2018 TLU should be used. [EIS Technical Comments Question 20]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. To clarify, information from Stoney Nakoda Nations was not used to assess effects on Ermineskin Cree Nation hunting, fishing and gathering. Section 14.2.4 presents existing conditions for availability of traditional resources for current use based on information obtained through the Indigenous engagement program for the Project and a review of relevant publicly available sources. It contains information from a variety of sources, many of which are more recent than 2011 and pertaining to all the Indigenous groups engaged on the Project, not just Stoney Nakoda Nations.</p> <p>The assessment of change in availability of resources for traditional use, which considers effects on traditionally harvested plants, animals and fish, which would result in effects on Ermineskin Cree Nation hunting, fishing and gathering, specifically considers information about Ermineskin Cree Nation traditional use activities, practices, and resources (see Volume 3A, Section 14.3.2). Further, a summary of potential Project effects on the TLRU activities, practices, and resources of Ermineskin Cree Nation is provided in Volume 3A, Section 14.8.6 and Section 14.8.1, respectively.</p> <p>The conservative approach does not underestimate or limit the consideration of effects on TLRU. In fact, the conservative approach overestimates effects on TLRU. As stated in Volume 3A, Section 14.1.7: "this assessment conservatively assumes that TLRU activities have the potential to occur within the RAA, even if the Indigenous groups did not specifically identify TLRU activities or site-specific uses as occurring there. None of the Indigenous groups have been screened out of the assessment on the basis that there is no evidence that they undertake TLRU in the Project area and a full assessment of effects on current use is conducted for each Indigenous group,"</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 20]</p>			
13	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Traditional use	<p>The Ermineskin section is not fully complete in Table 14-5. It does not describe the land use in this area and should be updated from the provided TLU studies. [EIS Technical Comments Question 26]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The current use sites and locations presented in Table 14-5 (EIA, Volume 3A, Section 14.2.6) are not considered an exhaustive list. As noted in Volume 3A, Section 14.2.6, the current use sites and areas identified in Table 14-5 are based on the available information, including traditional use sites and areas identified by Indigenous groups in the RAA through the Indigenous engagement program for the Project. However, because of the asserted historical occupation of the land by Indigenous groups, Alberta Transportation understands that Indigenous groups may state that other current use sites or areas occur in the PDA; such sites or areas should be specifically identified by Indigenous groups.</p> <p>The Ermineskin Cree Nation TUS was not available to Alberta Transportation prior to submission of the EIA. A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018.</p> <p>Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's</p>	None at this time.	None at this time.	Ongoing: Working with First Nation



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				<p>traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of EIA, Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 26]</p>			
14	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Country foods	<p>From review of the TLU, it is evident that Ermineskin access to Country foods is much more extensive than the report indicates. [EIS Technical Comments Questions 21]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The Ermineskin Cree Nation TUS was not available to Alberta Transportation prior to submission of the EIA. A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation reviewed and analysed the results of the Ermineskin Cree Nation TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019, to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Ermineskin Cree Nation has advised Alberta Transportation that it would provide a formal written reply, however, Alberta Transportation has not yet received this reply.</p> <p>While the Ermineskin Cree Nation TUS provided more information about the importance of country foods to Ermineskin Cree Nation, and specific harvesting locations of plants, animals and fish within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources, including access to country foods, that were not already assessed in the EIA, including effects on the use of country foods by Indigenous groups. [EIS Technical Comments Response 21]</p>	None at this time.	None at this time.	Ongoing: Working with First Nation
15	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Country foods	<p>This "country foods" section states that "Project is predominantly situated on private land, which has limited the ability of Indigenous groups to harvest country foods within the area of the Project". Ermineskin has agreements with landowners to access these lands. It has not limited their access.</p> <p>The comments in section 14.2.4 are directly opposite to this analytical framework by ignoring country food harvest on private</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The comments in EIA, Volume 3A, Section 14.2.4, and the assessment of Project effects on availability of country foods are not in contradiction with the acknowledgement in Volume 3A, Section 14.1.7 that Ermineskin Cree Nation may access private land in the PDA for traditional uses, including the harvesting of country foods, with permission of the landowner.</p> <p>The description of existing conditions for harvesting country foods in EIA, Volume 3A, Section 14.2.4 and the assessment of Project effects on the ability to harvest country foods employs the conservative approach mentioned and takes into account the fact that Ermineskin Cree Nation have stated they access the PDA with permission of the land owners. However, as outlined in Alberta Transportation's response to Round 1 CEAA Package 2, IR2-01, Alberta Transportation understands that access to private lands for the purpose of traditional use is granted by the</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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			lands. Further, it establishes a glaring and alarming inconsistencies in the EIS to examine traditional use impacts properly on private lands. [EIS Technical Comments Question 22]	landowner on an individual basis and does not extend access to the larger community. The landowner may grant access to some individuals and not to others, and it is at the sole discretion of the landowner. The assessment assumes that access to lands within the PDA occurs and accounts for those effects.  Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 22]			
16	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Country foods	The impact on country foods must be updated for Ermineskin. [EIS Technical Comments Question 38]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The Ermineskin Cree Nation TUS was not available to consider prior to submission of the EIA. The final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation have advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA.</p> <p>Review of the Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA. In addition to identifying traditionally used resources and harvesting locations within the PDA, the Ermineskin Cree Nation TUS provided additional information on the importance of country foods.</p> <p>The Ermineskin Cree Nation TUS stated that wild meat and traditional foods are an essential part of Ermineskin Cree Nation members' diet. Ermineskin Cree Nation noted that animals eat medicinal plants which means the meat also contains medicinal properties. Ermineskin Cree Nation considers wild meat to be healthier than store-bought meat. Ermineskin Cree Nation reported that harvested food, including moose and deer, is shared with community members, particularly Elders who are no longer able to hunt for themselves (Ermineskin Cree Nation Traditional Knowledge and Use Study (2018: 8, 12-14)).</p> <p>The information provided in the Ermineskin Cree Nation TUS is consistent with the conclusions of the EIA regarding effects on country foods. As stated in Volume 3A, Section 14.3.2.1, overall, the Project is not expected to limit the availability of or access to country foods in the RAA; subsequent effects on health and socio-economic conditions are</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>expected to be negligible. As noted in the Public Health assessment (Volume 3B, Section 15.3.3), there are no anticipated Project interactions with public health related to changes in terrestrial country food quality during post-flood operations.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 38]</p>			
17	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	<p>Historical resources</p>	<p>Potential tipi rings, campground, and burial sites located within the project area. Ermineskin Cree Nation would like to work with the Ministry of Culture, Multiculturalism and Status of Women (Alberta Culture) to determine if these sites are in fact tipi rings/burials.</p> <p>Presence of spiritually, ceremonial, and other important sites that were historically and are currently used.</p> <p>Potential impact on sites of potential historical and spiritual significance to Ermineskin Cree Nation.</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:</p> <ul style="list-style-type: none"> <li>• Alberta Transportation will participate in discussions with Alberta Culture and Indigenous groups regarding further investigation of identified sites located within the designated construction site boundary.</li> <li>• Alberta Transportation will commit to adhering to any conditions Alberta Culture applies to these sites.</li> <li>• Alberta Transportation will notify Indigenous groups regarding project activities and schedules, including provision of project maps and design components.</li> <li>• Alberta Transportation will minimize disturbance to cultural and spiritual sites and subsurface impacts, and develop a protocol for recovery, collection, reporting on, and possible repatriation of artifacts found in consultation with Indigenous groups, which could include flagging, fencing, or providing signage of sites to prevent disturbance during construction.</li> <li>• Alberta Transportation will follow heritage resource protection methods as mandated by Alberta Culture and verify archaeological results with Indigenous groups.</li> </ul> <p>The historical site mapped by Ermineskin Cree Nation has the potential to be affected by construction of the gravel road, diversion channel, diversion structure and floodplain berm. Alberta Transportation is committed to ongoing engagement Ermineskin Cree Nation to better understand the potential effects and discuss mitigation measures, where warranted. Sites located outside the PDA are not anticipated to be affected by the Project.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity with the conversion of private land to Crown land for future use by First Nations and stakeholders. Through the engagement process that included feedback from Indigenous groups, a draft principles of future land use for the Project has been developed. The primary use of all lands within the PDA is for flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated land use area (LUA). Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA.</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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18	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Trails	Ermineskin trails and travelways section is not complete - it does not describe Ermineskin's use of land in this area. [EIS Technical Comments Questions 24]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Alberta Transportation has provided multiple opportunities for Ermineskin Cree Nation to provide information about potential effects on TLRU, including effects on Ermineskin Cree Nation's use of trails and travelways in relation to the Project. Alberta Transportation provided drafts of the updated TLRU Effects Assessment sections of the EIA (Volumes 3A and 3B), which were provided February 5, 2018, for Ermineskin Cree Nation review and input.</p> <p>Alberta Transportation offered a TLRU workshop in January 2018 with Ermineskin Cree Nation to obtain input and feedback on the draft TLRU Effects Assessments, including Ermineskin Cree Nation's perspectives on assessment methodology, proposed mitigation, Project-specific concerns and how the Project may affect the exercise of treaty rights. Ermineskin Cree Nation did not respond to this offer. However, Alberta Transportation continues to engage on the Project with Ermineskin Cree Nation.</p> <p>Alberta Transportation sent a letter dated January 28, 2019 that requested Ermineskin Cree Nation to provide its views and perspectives on its Section 35 rights and traditional uses, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer CEAA IRs. Ermineskin Cree Nation has not provided a response.</p> <p>A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed this TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Ermineskin Cree Nation advised Alberta Transportation that they would provide a formal written reply; however, Alberta Transportation has not yet received this reply. While the Ermineskin Cree Nation TUS provided more site-specific information about Ermineskin Cree Nation's traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA.</p> <p>With specific reference to trails and travelways the Ermineskin Cree Nation TUS stated that Ermineskin Cree Nation members continue to travel and use areas within the PDA, LAA and RAA for traditional purposes. Travel occurs via highways, roads and trails in all seasons. Ermineskin Cree Nation also expressed concerns about a loss of access to the PDA for the life of the Project.</p> <p>The Ermineskin Cree Nation TUS mapped 16 access routes. Of these:</p> <ul style="list-style-type: none"> <li>• five are within the PDA</li> <li>• seven are within the LAA</li> <li>• four are within the RAA</li> </ul>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>Of the access routes within the PDA, four are intersected by permanent Project infrastructure, including the gravel road, diversion channel, off-stream reservoir dam, and highway right-of-way.</p> <p>Ermineskin Cree Nation has requested that Alberta Transportation attempt to ensure that Areas B and C of the PDA are accessible to Ermineskin Cree Nation for traditional purposes, subject to safety considerations related to flooding. Ermineskin Cree Nation has also requested that Alberta Transportation work with them to design an access management plan for Areas B and C that could support Ermineskin Cree Nation access to the area for hunting for food and other traditional purposes.</p> <p>Since filing the EIA in March 2018, Alberta Transportation has evolved the land use planning for the Project based on feedback from Indigenous groups and stakeholders, and is no longer contemplating establishing Areas A, B, and C or prohibiting access to the reservoir during dry operations.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA is flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 24]</p>			
19	<p>June 27, 2017 Meeting between Ermineskin Cree Nation and Alberta Transportation.</p> <p>June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	Wildlife	<p>Concerns expressed for eagle nesting in the area, other wildlife such as elk, moose, deer and bears.</p> <p>Potential impacts of the Project on sensitive species of cultural importance, such as bald eagles.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Several raptor stick and platform nests were observed in the LAA, including an active bald eagle stick nest along the Elbow River. This nest occurs in the construction area near the off stream dam and low level outlet. If an active nest or den is found during construction, it will be subject to a provincial or federal disturbance setback buffer and site-specific mitigation. Details of setback distances for species of management concern with potential to occur in the project development area are provided in the EIA Volume 3A, section 11.</p> <p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:</p> <ul style="list-style-type: none"> <li>• Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed.</li> <li>• Where possible, construction activities during the RAP for the key wildlife and biodiversity zone (KWBZ) identified along Elbow River (December 15 to April 30) will be avoided or reduced. This will limit potential sensory disturbance to wintering ungulates (ESRD 2015, Government of Alberta 2017). If construction activities must occur during this time period, a wildlife mitigation and monitoring plan will be developed in consultation with regulators, which will include monitoring ungulate habitat use and response to human disturbance.</li> <li>• Restrict all construction activities to the approved construction footprint.</li> <li>• Where fencing is proposed to restrict livestock access to project structures (e.g., diversion channel), wildlife-friendly fencing will be installed to allow ungulate passage.</li> <li>• Vegetation removal will be avoided during the RAP for nesting migratory birds and raptors. The recommended RAP to avoid destruction and disturbance to raptor nests is from February 15 to August 15. If vegetation removal is scheduled to occur within the RAP for migratory birds and raptors, a qualified wildlife biologist will inspect the site for active nests within seven days of the start of the proposed construction activity (e.g., vegetation removal, blasting).</li> <li>• If an active nest or den is found, it will be subject to a provincial or federal disturbance setback buffer and site-specific mitigation.</li> </ul> <p>The Project is anticipated to result in a change in the availability of traditional resources for current use through loss or alteration of habitat during construction. Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the RAA is unlikely (see Volume 3A, Section 11.4.2).</p> <p>Construction activities associated with the diversion channel, floodplain berm and off-stream dam have the potential to create physical or sensory barriers to ungulate movement, including elk. Mitigation measures listed in column 5 [of the TUS response] will be implemented to reduce the potential adverse effects of the Project on wildlife movement. A measurable change in the abundance and distribution of ungulates in the LAA during construction is possible, but a measurable change in the abundance of ungulates in the RAA is unlikely post-construction (see Volume 3A, Section 11.4.3).</p> <p>During construction, vegetation removal has potential to result in direct habitat loss for migratory birds and fragmentation of migratory bird habitat, which can cause displacement of birds into other, less suitable habitat. Construction activities also have potential to result in indirect effects caused by increased disturbance (e.g., noise and artificial light, presence of workers), which can reduce habitat effectiveness in the LAA.</p>			

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				For non-migratory birds, such as bald eagle, changes to terrestrial habitat (e.g., upland cover types) during construction would be similar as described for migratory birds for each habitat association. A measurable change in the abundance and distribution of migratory and non-migratory birds in the LAA during construction is possible, but a measurable change in the abundance of migratory and non-migratory birds in the RAA is unlikely post-construction (see Volume 3A, Section 11.4.7.2).			
20	<p>June 27, 2017 Meeting between Ermineskin Cree Nation and Alberta Transportation.</p> <p>June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	Wildlife	<p>Concerns expressed to maintain the migratory patterns and game trails for wildlife.</p> <p>Potential impacts of the Project on wildlife migration routes and wildlife abundance and availability in the area.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Although the Project would result in additional anthropogenic features on the landscape that might hinder wildlife movement in the local assessment area, Alberta Transportation has made adjustments to accommodate wildlife movement such as revegetating the floodplain berm with materials conducive for ungulate movement. The EIA concluded that the project residual effects on wildlife movement are unlikely to pose a long-term threat to the persistence or viability of a wildlife species, including species at risk (EIA, Volume 3A and 3B section 11).</p> <p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:</p> <ul style="list-style-type: none"> <li>• Where fencing is proposed to restrict livestock access to project structures (e.g., diversion channel), wildlife-friendly fencing will be installed to allow ungulate passage.</li> <li>• The diversion channel will be built with 3H:1V side slopes, which is within the range that most large mammals (e.g., elk,) are known to traverse.</li> <li>• The side slopes and bottom of the diversion channel will be vegetated, except under the proposed bridges and at Pirmez Creek. Vegetated areas will provide a more conducive wildlife passage across the channel.</li> <li>• To maintain ungulate movement within the KWBZ, the floodplain berm will be revegetated with materials conducive for ungulate movement. The section of reinforced concrete (~250 m) closest to Elbow River will be covered with topsoil and seeded with native grasses. The central portion of the floodplain berm includes approximately 550 m of exposed riprap, where sections will be filled with substrate finer than riprap, such as sand, gravel and vegetation to allow for more walkable sections (Austin and Garland 2001; Huijser et al. 2008; Clevenger 2011). The south portion, furthest from Elbow River, will be a 450 m earthen embankment vegetated with native grasses.</li> <li>• A remote camera program will be designed with Alberta Environment and Parks, to identify whether the diversion channel acts as a barrier to wildlife movement during dry operations, especially for ungulates, and</li> </ul>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>determine the effectiveness of mitigation implemented throughout the diversion channel.</p> <p>Construction activities associated with the diversion channel, floodplain berm and off-stream dam have the potential to create physical or sensory barriers to ungulate movement, including elk. Mitigation measures listed in column 5 [of the TUS response] will be implemented to reduce the potential adverse effects of the Project on wildlife movement. A measurable change in the abundance and distribution of ungulates in the LAA during construction is possible, but a measurable change in the abundance of ungulates in the RAA is unlikely post-construction (see Volume 3A, Section 11.4.3).</p>			
21	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p> <p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	Wildlife Traditional use	<p>Provide regional data and traditional use data as a context for the baseline study results for elk. [Annex D Question 1]</p> <p>Potential for project to influence elk movement patterns. [Annex D Question 3]</p> <p>Justify the 250 metre and 500 metre road buffers for elk. [Annex D Question 4]</p> <p>More detail needed regarding population trends and threats to elk. [Annex D Question 9]</p> <p>Concerns regarding assessment of wildlife, especially elk, upon which the Ermineskin Cree Nation depend for hunting. [EIS Technical Comments Question 9]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The results of the baseline remote camera and winter tracking surveys are not directly comparable to available regional elk data collected as part of AEP aerial surveys (Ranger and Rasmussen 2013) because they have different objectives and are conducted at different spatial and temporal scales. Specifically, the baseline ground-based surveys conducted by Stantec provide estimates of relative abundance within the LAA, whereas the aerial survey results provide estimates of absolute abundance (total count) and elk herd composition within a larger Wildlife Management Unit (WMU). Nonetheless, the baseline surveys completed for the Project confirmed that elk (bulls, cows and calves) are present within the LAA year-round, which is consistent with available regional data (e.g., winter aerial surveys).</p> <p>The linkages between traditional use information and elk indicate there are areas within the LAA and RAA that have been identified as elk habitat. Overall, the traditional use data provided in the Ermineskin Cree Nation Traditional Knowledge and Use Study (Ermineskin Cree Nation 2018) identified similar areas of elk habitat as those described in the EIA and Alberta government sources (Jorgensen and Jokinen 2008 and Range and Rasmussen 2013), including areas east and west of Highway 22 between Elbow River and TransCanada Highway. [Annex D Response 1]</p> <p>Overall, the potential for the Project to affect wildlife movement is provided in Volume 3A, Section 11.4.3.1, Section 11.4.3.3, and Volume 3B, Section 11.3.3.3. An assessment of potential cumulative effects on wildlife movement in the RAA including elk are discussed in Volume 3C, Section 1.2.7.1. In summary, major components of the Project, such as the diversion channel, may be semi-permeable barriers to elk movement. These structures will be designed to allow elk to physically cross (e.g., appropriate side-slope angles, vegetating the structures and covering up riprap with conducive material for crossing). However, the structures may still act as sensory disturbances and the degree to which elk might habituate to the Project structures and maintain daily or seasonal movements is uncertain. The magnitude of residual Project effects on elk movement are, therefore, predicted to be moderate. Elk are known to habituate to other human activities if human and physical disturbances are relatively constant and predictable (Thompson and Henderson 1998);</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group



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				<p>therefore, it is possible that they would habituate to these structures over time. [Annex D Response 3]</p> <p>Overall, the scientific literature, including studies conducted in southwestern Alberta (Paton 2012), has identified several factors that influence elk response to roads. This has resulted in a range of reported road avoidance distances. The development of the habitat suitability model required a reasonable estimate within that range to adjust habitat ratings that best reflected the factors that might affect elk use near roads within the wildlife LAA. The distances used to develop the habitat suitability models for elk (250 m and 500 m) and the corresponding reduction in suitability ratings are a reasonable estimate of reduced habitat effectiveness based on the existing conditions in the wildlife LAA, the literature review by McCorquodale (2013), and other local studies (e.g., Prokopenko et al. 2017). [Annex D Response 4]</p> <p>A discussion of potential Project effects on elk, including a review of available population estimates, is provided in Alberta Transportation's response to Round 1 CEAA Package 2, IR 2-17, part a) and the response to Question D-1, which is provided below to provide a more thorough review of the available elk population estimates and the location of elk habitat within the LAA and RAA based on traditional knowledge.</p> <p>The distribution and estimates of elk numbers are discussed in a regional context for the two WMU that overlap the RAA; WMU 212 and WMU 312. While elk are wide ranging throughout these WMUs, including the LAA, elk typically occur in larger numbers outside the LAA and RAA south of Highway 22X and west of Highway 552 (Ranger and Rasmussen 2013) (see Volume 4, Appendix H, Section 11A.2.4). Also stated in Volume 4, Appendix H, Section 11A.2.4, the most recent aerial winter ungulate survey completed for WMU 212 and WMU 312 was conducted in 2013; the results of that survey indicated winter elk populations had declined by 28% in WMU 212 where 514 elk were observed in 2013 compared to 710 elk observed in 2011. However, the number of elk in WMU 312 increased by 70%, where 1,667 elk were observed during 2013 compared to 979 in 2008 (Ranger and Rasmussen 2013).</p> <p>Elk are currently classified as secure, which includes species that are at very low or no risk of extirpation due to a very extensive range, abundant populations or occurrences, with little to no concern from declines or threats (AEP 2017; Canadian Endangered Species Conservation Council 2016). As such, with the application of mitigation and environmental protection measures, the Project will not threaten the long-term persistence or viability of elk in the RAA, as discussed in the assessment provided in Volume 3A, Section 11.4. [Annex D Response 9]</p> <p>Alberta Transportation acknowledges that Ermineskin Cree Nation may access private land in the PDA for traditional purposes with permission from landowners. Ermineskin Cree Nation did not provide information about which landowners the Indigenous groups have agreements with, where access takes place, or other details regarding the nature of the agreements with private landowners.</p>			

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				Although the Project will affect some elk habitat, and potentially alter elk movement in the LAA, the Project is not predicted to threaten the long-term persistence or viability of elk in the RAA. Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the RAA is unlikely (see Volume 3A, Section 14.3.2.3). Portions of the hunting areas that may be located within the designated construction footprint will be directly affected by construction activities and fencing of infrastructure will restrict access to certain areas of the Project. [Response 9]			
22	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Wildlife	Provide clear rationale, appropriately referenced, to explain why a 500 m buffer of industrial developments was used in the elk habitat suitability model. [Annex D Question 5]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The 500 m buffer used to estimate the potential effects of industrial development on elk habitat use (i.e., reduced habitat effectiveness) was a conservative estimate based on the reported elk response to anthropogenic disturbance and human presence (e.g., roads) (Buchanan et al. 2014; Ciuti et al. 2012) as well as professional judgement, which considered the type of infrastructure (i.e., a single natural gas valve site) and the assumed level of human activity at this site (i.e., maintenance activities and vehicle traffic along the access road). [Annex D Response 5]	None at this time.	None at this time.	Ongoing: Working with First Nation
23	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Wildlife	Location of remote cameras not provided. [Annex D Question 2]  Provide details on monitoring program to monitor project effects on wildlife. [Annex D Question 14]	Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses: A remote camera program will be designed with Alberta Environment and Parks, to identify whether the diversion channel acts as a barrier to wildlife movement during dry operations, especially for ungulates, and determine the effectiveness of mitigation implemented throughout the diversion channel. This will include monitoring along Elbow River to determine if wildlife use of the KWBZ has been affected by the construction and operation of the Project. Alberta Transportation will respond to monitoring data as needed. Although the specific details and design of the remote camera program will be determined with AEP prior to construction, the following describes the basis of a preliminary approach.  – During the Project dry operation phase, a total of 14 remote cameras will be deployed in the wildlife LAA and monitor wildlife movement for at least one-year post-construction. The six remote cameras along the Elbow River will remain at the same locations as during the construction phase. Four remote cameras will be deployed soon after completion of project construction and placed at the same locations as pre-construction baseline surveys near Highway 22 (i.e., near the raised portion of the highway at the north end of the wildlife LAA). An additional four remote cameras will be installed along wildlife friendly fencing at the edge of the diversion channel at crossable sections where there is vegetation. Remote cameras at the diversion channel will be spaced approximately 1 km apart.  – A wildlife biologist will visit the cameras every four months during construction and operation to change out memory cards and batteries and check on the overall status of equipment (e.g., positioning, weather related malfunctions, animal or human tampering of equipment).	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The remote cameras survey locations are provided in the EIA, Volume 4, Appendix H, Figure 2-1. In addition, the rationale for remote camera locations is provided in Volume 4, Appendix H, Section 2.6.1. As stated there, remote cameras were placed upstream and downstream of the proposed diversion inlet along Elbow River, and near the proposed elevation of Highway 22 in areas where wildlife are more likely to be detected such as near wildlife trails, human made trails, riparian areas and wetlands. Placing the cameras in these locations also provides potential for follow-up monitoring after construction of the Project to determine if wildlife movement would be affected in the key wildlife and biodiversity zone along Elbow River with the diversion structure in place and near the raised highway. Cameras 7, 8, 9 and 10 were placed in a mixed forest habitat, Cameras 2 and 5 were placed in a broadleaf forest, Cameras 1, 3, and 4 were placed in shrubland, and Camera 6 was placed near a graminoid marsh. The locations of remote cameras in relation to habitat types are provided in Figure D-2.1 The final number and location of remote cameras will be confirmed following discussions with regulators and Indigenous groups. [Annex D Response 2]</p> <p>As discussed in Volume 3C, Section 2.10, the follow-up and monitoring program is being designed to:</p> <ul style="list-style-type: none"> <li>• verify predictions made about Project effects on wildlife movement in the LAA during construction and dry operation</li> <li>• monitor wildlife use of the diversion channel during dry operation</li> <li>• where appropriate, determine effectiveness of mitigation to reduce Project effects on wildlife movement</li> </ul> <p>In addition, Alberta Transportation has provided a draft Wildlife Mitigation and Monitoring Plan (WMMP) in response to Round 1 CEAA Package 1, IR1-09, Appendix 9-1 and further details related to species-specific follow-up and monitoring programs are provided in Appendix D-14.1 [of the technical response]. [Annex D Response 14]</p> <p>Alberta Transportation sent Ermineskin Cree Nation the draft WMMP, along with three other draft monitoring plans, via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plans at a meeting or workshop.</p>			
24	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Wildlife	Justify why a 15 kilometre buffer of the project area was chosen for the RAA for wildlife. [Annex D Question 6]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Project effects were assessed in the LAA (a 1 km buffer around the PDA), which is the area where the construction and operation of the Project could have direct or indirect effects on wildlife. The 15 km buffer around the PDA is the RAA, which is the spatial boundary in which Project residual effects could interact cumulatively with residual effects of other past, present, and future other projects. The size of the RAA is the average home range of a female grizzly bear, one of the largest ranging species found in the region. The RAA is designed to capture the average home range size of</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>other species of management concern including species of cultural importance to Indigenous groups (e.g., elk, mule deer, coyote). The RAA includes representative land cover types that occur in the Foothills Parkland and Montane natural subregions including native grassland, shrubland, forests, and wetlands, which provide potential habitats for species of management concern and those of cultural importance. The rationale provided meets the requirements of the EIS Guidelines because the RAA is sufficiently large to encompass a variety of species of management concern and assess changes to key habitats for culturally important species. The RAA does not pose limitations to the accuracy of the assessment predictions for wildlife and biodiversity. Selecting an RAA based on an ecological boundary that encompasses a watershed or species management area would not increase the accuracy of assessment predictions on wildlife and biodiversity. In fact, in many cases, it would reduce the accuracy of the Project residual effects on other wildlife species assessed by diluting the effects with an overly large study area. Selection of a larger RAA based on an ecological boundary (e.g., watershed) would lower prediction confidence because the availability and resolution of data over a larger area is less. Project effects on wildlife and biodiversity are predicted to occur near the PDA, and the proposed mitigation measures reflect that proximity. Additional measures would not be required to mitigate potential effects on any of the wildlife species being assessed farther out than the RAA boundary (i.e., direct or indirect Project effects are predicted to occur within 1 km of the PDA and potential cumulative effects are not expected to extend beyond 15 km), nor would they differ if a different boundary were selected. [Annex D Response 6]</p>			
25	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Wildlife	<p>Explain why elevation and aspect was not included in the grizzly bear habitat suitability model. [Annex D Question 7]</p> <p>Explain why a 500 metre buffer of industrial developments was used in the grizzly bear habitat suitability model. [Annex D Question 8]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. As stated in the EIA, Volume 4, Appendix H, Attachment 11A, the habitat suitability models, including those developed for grizzly bear, provide a reasonable prediction of habitat suitability in the wildlife LAA, based on current knowledge and peer-reviewed literature. The only potential limitation to the habitat suitability models, which is stated under subheading "Habitat Suitability Model Verification" (page 11A.2), is the inability to externally validate the model due to the scarcity of species occurrence data. The habitat suitability models for grizzly bear were developed using information on key habitat requirements and habitat use for spring/early summer feeding (i.e., pre-berry/herbaceous vegetation) and late summer/fall feeding (i.e., berry season). The habitat suitability ratings are based on the ability of vegetation communities (i.e., ecosite phases) to provide preferred seasonal feeding habitats during spring and summer. Elevation and aspect were captured in the grizzly bear habitat suitability models because these physical features are inherent to the ecosite classification system. To clarify, within the Foothills Parkland Natural Subregion, which occurs between 1,025 m and 1,400 m (ESRD 2012), ecosite phases are classified using vegetation as well as topography, slope and aspect (see Volume 10A, Section 10.2.1.1, page 10.11). Habitat suitability ratings for grizzly bear reflect the vegetation as well as</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>physical characteristics (e.g., aspect) of each ecosite phase. [Annex D Response 7]</p> <p>Grizzly bears might avoid habitats adjacent to roads, which results in reduced habitat effectiveness. However, the extent to which grizzly bears avoid roads depends on several factors including the type of road, time of day, frequency of human use, habitat quality as well as age and sex of the bear (Benn and Herrero 2002; Gibeau et al. 2002; Mueller et al. 2004; Roever et al. 2008; Northrup et al. 2012a). Grizzly bears have been reported to avoid habitat near high traffic volume roads where avoidance can extend from 1 km to 2 km (Gibeau et al. 2002; Northrup et al. 2012a). Northrup et al. (2012a) also studied moderate (20 to 100 vehicles per day) and low traffic volume roads (less than 20 vehicles per day) and found grizzly bears avoided moderate and low traffic volume roads within approximately 500 m and 250 m, respectively. Overall, this study found grizzly bears used low-volume roads when available and crossed these roads more frequently, particularly at night. With consideration of the potential avoidance of roads by grizzly bears described above, the Trans-Canada Highway, Highway 8 and 22, and Springbank Road are considered as high traffic volume roads for this model (Alberta Transportation 2016). Public township and range roads are categorized as moderate traffic volume, and private roads and driveways are categorized as low traffic volume. [Annex D Response 8]</p>			
26	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Wildlife habitat	Recommend a habitat compensation plan be developed. [Annex D Question 10]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Overall, habitat offsets were not considered as a mitigation option because the proposed mitigation strategies (e.g., avoid, minimize, reclaim as well as Project design features) were determined to be adequate to reduce Project residual effects on wildlife habitat and elk movement to the extent that they do not threaten the long-term persistence or viability of wildlife including elk in the RAA (i.e., there is substantial habitat for elk in the RAA), as well as in consideration for the other reasons listed above. The Project will reclaim temporary workspaces using native species, which will reduce the direct loss of high and moderate suitability elk feeding habitat within the construction area. As stated in Volume 3A, Section 11.4.2.3, existing areas of lower suitability habitat such as crop and hayland that occur within the off-stream reservoir are expected to become tame pasture over time, which may increase the quality and quantity of elk habitat during dry operations. [Annex D Response 10]</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
27	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Wildlife Wildlife habitat	<p>Concerned that the conclusion of significance is discussed at a high level for wildlife and is not done for each species. [Annex D Question 17]</p> <p>Definition of significance should include wildlife habitat and biodiversity. [Annex D Question 11]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The determination of significance applies to the valued component (i.e., wildlife and biodiversity), which is represented by wildlife species of management concern, species at risk including the six key wildlife indicators and species of cultural importance. The assessment did not attempt to address each wildlife species individually because the assessment used a habitat-based approach, which captures potential Project effects for species that share similar habitat associations.</p> <p>An assessment for each species at risk is provided in Volume 3A, Attachment A, Table A-1 and Volume 3B, Attachment A, Table A-1. In</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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			<p>Summary of the wildlife and biodiversity cumulative effects needed. [Annex D Question 18]</p>	<p>addition, a revised assessment and determination of significance for each wildlife species of cultural importance is provided in response to Round 1 CEAA Package 2, IR2-11 and provided [in the technical review response] in Table D-17.1. [Annex D Response 17]</p> <p>The significance definition includes wildlife habitat and biodiversity because the determination of significance is based on the assessment of Project residual effects, which includes not only changes in habitat and biodiversity but also change in movement and change in mortality risk. The change in biodiversity was assessed using information from both the wildlife and vegetation valued components. Specifically, the assessment was based on the changes in vegetation communities (i.e., habitat loss) and an analysis of landscape diversity (i.e., fragmentation) using the number, size and edge (km) of habitat patches in the RAA. In addition, the wildlife component of the biodiversity assessment addressed potential changes in bird and amphibian species richness and abundance using the results of the vegetation component of the biodiversity assessment as described in Volume 3A, Section 11.4.1.2.</p> <p>As stated in Volume 3A, Section 11.1.4., construction and dry operations have the potential to affect wildlife, wildlife habitat and biodiversity including species at risk through direct habitat loss, reduced habitat effectiveness and changes in wildlife movement and mortality risk. Because the definition of significance includes wildlife habitat and biodiversity, there is no need to update the definition of significance or review effects assessment conclusions to determine if any changes are warranted. The determination of significance and conclusions remain the same. [Annex D Response 11]</p> <p>A cumulative effects assessment on wildlife and biodiversity is provided in Volume 3C, Section 1.2.7 and Section 1.3.8 for construction and dry operations and flood and post-flood operations respectively. A summary of cumulative effects on wildlife and biodiversity is provided [in the technical response].</p> <p>The Project's contribution to cumulative changes to wildlife habitat, movement and mortality risk including migratory birds and species at risk are minor, given the duration and temporary nature of flood and post-flood operations. The Project's contribution to cumulative effects during flood and post-flood operations is not expected to result in a change to the long-term sustainability of wildlife in the RAA. [Annex D Response 18]</p>			
28	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.</p>	Wildlife	<p>A summary of landscape, community and species diversity should be included in the Wildlife and Biodiversity Sections to provide a complete picture on biodiversity. [Annex D Question 12]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. To clarify, the assessment of biodiversity used information from both the vegetation and wildlife components. As stated in Volume 3A, Section 11.4.1.2, biodiversity is assessed using the indicators identified in Table 11-2, which includes native upland and lowland cover types, patch size, species of management concern and species richness and abundance (birds and amphibians). Potential changes in community and landscape diversity (fragmentation) were used to assess effects on biodiversity using the measurable parameters identified in Table 11-4, which includes:</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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			<ul style="list-style-type: none"> <li>• area (ha) of upland and wetland habitat loss or alteration</li> <li>• mean patch size (ha), number of patches, and mean patch edge (km)</li> <li>• number of plant species of management concern (SOMC) occurrences affected by the Project</li> <li>• occurrences of traditional use plants by the Project</li> <li>• area (ha) of vegetation communities (upland, wetland) that support breeding bird and amphibian species richness and abundance</li> </ul> <p>Wildlife species richness (i.e., number of species) and abundance is not expected to be influenced by fragmentation as a result of the Project. Based on the analysis of landscape diversity, the number, size, and edge of habitat patches in the RAA will change very little. With mitigation, Project effects on landscape diversity, including wildlife habitat connectivity and fragmentation, are considered adverse, low in magnitude, restricted to the PDA, long-term and reversible in areas of temporary disturbance (Table 11-4).</p> <p>The potential Project effects on wildlife habitat abundance and diversity is assessed using changes in area (ha) and percent cover of vegetation communities, particularly those which provide habitat for the wildlife key indicator species (defined in Section 11.1.2.1 and Volume 4, Appendix H, Attachment 11A). Construction and dry operations include areas of permanent disturbance and areas that will be temporarily disturbed and reclaimed with native vegetation. Change in habitat in the LAA would affect wildlife species dependent on a variety of upland and wetland communities. However, proposed mitigation, including reclamation, is expected to reduce potential effects on wildlife species richness and relative abundance. With mitigation, it is anticipated there would be an increase in native grassland cover types (95.4 ha), and a reduction in broadleaf forest (3.0 ha), coniferous forest (11.0 ha), mixed forest (34.9 ha) and shrubland (83.5 ha) cover types during the dry operations phase (see Section 10.4.3). No wildlife habitat types are completely lost due to construction and dry operation and no lasting effects on vegetation and wetlands are anticipated. With mitigation, Project effects on community diversity, including wildlife habitat abundance and diversity are expected to be adverse, low in magnitude, restricted to the PDA, long-term and reversible.</p> <p>Effects on vegetation species diversity include effects to SOMC and traditional use plants. Effects on plant SOMC from vegetation clearing are not anticipated because none were observed in the construction area of the PDA. Effects on traditional use plants are expected to be adverse but low in magnitude because no community type supporting traditional use plants would be lost from the PDA and no plant species used for traditional purposes would be lost from the LAA. However, as stated in the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan (see the response to Question C-4, Appendix C-4.1), Alberta Transportation will provide opportunities for Indigenous Elders to conduct field visits prior to construction to identify priority areas for harvest of traditional plants as well as allow for harvesting of medicinal and culturally</p>			

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				<p>significant traditional use plants prior to clearing. Effects would be restricted to the PDA, long-term and irreversible.</p> <p>Overall, the change in biodiversity is predicted to be low in magnitude because measurable changes in plant (upland and wetland) communities are not expected to affect sustainability of community, landscape, and wildlife diversity in the LAA or RAA, and there would be no effects on rare ecological communities. The duration would be short-term for wildlife species dependent on early seral vegetation communities (e.g., herbaceous, grassland) that would be available following reclamation. However, the duration of residual effects would be long-term for wildlife species dependent on mature forest where formerly forested areas would likely remain non-forested for the life of the Project. The relatively small changes in landscape diversity (e.g., patch size), also suggests the magnitude of residual effects on biodiversity are relatively low and would not threaten the long-term persistence or viability of wildlife in the RAA. [Annex D Response 12]</p>			
29	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.</p>	Wildlife	<p>Would some of the proposed effects on wildlife and biodiversity be considered more significant if the present baseline condition was assessed against flood conditions? Provide rationale for splitting the effects assessment into two parts and respond to the abovementioned concern. [Annex D Question 16]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The potential environmental effects of the Project were assessed by phase primarily because an off-stream reservoir represents a unique set of operating conditions, especially as it relates to temporal boundaries, which affects both the timing and duration of potential environmental effects, including those related to wildlife and biodiversity. Specifically, splitting the effects assessment into two major components and four phases (construction and dry operations; and flood and post flood operations) provides a logical means to assess potential Project effects on wildlife and biodiversity because it focuses the assessment on specific Project structures and function (e.g., diversion channel) as well as physical activities, which vary with each phase (see Volume 2, Section 7.1.1). Unlike other projects that were once built, and will be in operation continuously, the off-stream reservoir will only be operational on an intermittent basis depending on the frequency of floods. There may be long periods of time between post-construction (i.e., dry operations) and the first flood event as well as between subsequent floods. Environmental conditions will change as a result of construction and reclamation activities; therefore, it was necessary to set a new baseline to provide a more meaningful comparison of existing baseline conditions to the three flood scenarios assessed. Moreover, the flood scenarios represent a temporary habitat loss due to inundation compared to the direct and permanent habitat loss associated with the construction footprint (i.e., the effects are not additive).</p> <p>Overall, using dry operations as the new baseline against which to assess flood and post-flood Project effects provides a more meaningful comparison between dry operations and flood scenarios because construction and flood operations do not overlap. Using dry operations as the baseline for the various flood scenarios ensured that the permanent project footprint was included consistently across each flood scenario (i.e., account for loss of habitat during construction and reclamation by the start of dry operations).</p>	None at this time.	None at this time.	Ongoing: Working with First Nation



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				Based on the rationale provided above, the predicted Project residual effects on wildlife and biodiversity would not change the residual effects conclusions or significance determination if the baseline was changed. [Annex D Response 16]			
30	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Birds	Explain using a seven day window for conducting a nest survey. [Annex D Question 13]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. During peak nesting season, arriving migrants may continue to establish territories and construct nests after the nest search is complete. Therefore, construction activity should commence as soon as possible, (e.g., within 24 to 48 hours) after the nest search in areas outside of established setback buffers and no longer than seven days after the nest search. [Annex D Response 13]	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
31	June 26, 2018 Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec. September 16, 2019 Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.	Wildlife Sediment	Ermineskin Cree Nation expressed concerns about sediment affecting lands, elk, grizzly bear, plants, and water and noted that members need healthy plants and animals in order to also be healthy. Ermineskin Cree Nation are the stewards of the land, air and water, and would prefer that the lands within the Project area not be disturbed.  Ermineskin Cree Nation is concerned about the amount of sediment buildup after a flood and how long it will take for vegetation and wildlife to return to the area.	At the meeting held on September 16, 2019, Alberta Transportation explained that in a 2013 level flood event, some areas would have substantial amounts of sediment deposited, however the majority of the reservoir area would have little sediment deposited, even in a 2013 event. Alberta Transportation committed to providing references to the EIA and additional information regarding sediment deposition and revegetation.  Under a cover letter dated November 7, 2019, Alberta Transportation provided a response to Ermineskin Cree Nation's sediment concern. The attachment described how much sediment is projected to be deposited during a design flood. The response to CEAA Annex 2 Question 13 was provided, along with a figure of the estimated sediment deposition and tables with depths and areas covered by vegetation type.  At the meeting held on November 18, 2019, the document provided November 7, 2019 was discussed. Alberta Transportation explained that the preference is to let the area revegetate naturally, but mitigation of dust using vegetation or tackifier may be needed. Alberta Transportation indicated post-flood monitoring will be important, and Ermineskin Cree Nation's involvement in monitoring can be discussed as part of the draft Indigenous Participation Plan (IPP).	At the meeting held on November 18, 2019, Ermineskin Cree Nation asked about potential dust issues caused by the deposited sediment.	None at this time.	Ongoing: Working with Indigenous Group
32	June 27, 2017 Meeting between Ermineskin Cree Nation and Alberta Transportation. June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report) June 26, 2018	Medicinal plants	Concerns were expressed about the loss of medicinal plants.  Potential destruction of plant species of medicinal and cultural significance to Ermineskin Cree Nation.  Ermineskin Cree Nation expressed concerns regarding medicinal and ceremonial plants in the SR1 area. These plants may not be available elsewhere.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Vegetation will be cleared from the project development area during construction. However, effects of the Project are not anticipated to result in the loss of traditionally used species in the local assessment area. The effects on plants and traditional use are assessed in the EIA in Volume 3A and 3B, sections 10 and 14.  Alberta Transportation would provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction  On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.  Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.			<ul style="list-style-type: none"> <li>• Alberta Transportation will notify Indigenous groups regarding project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods.</li> <li>• Alberta Transportation will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</li> <li>• Restrict construction activities to the approved construction footprint.</li> <li>• Reduce the removal of vegetation in wetlands to the extent possible.</li> <li>• Where possible, conduct ground level cutting/mowing/mulching of wetland vegetation instead of grubbing.</li> <li>• Where applicable, in areas not impacted by the permanent Project footprint, if ground conditions are encountered that create potential for rutting, admixing or compaction, minimize ground disturbance by using a protective layer such as matting or biodegradable geotextile and clay ramps or other approved materials between wetland root/seed bed and construction equipment.</li> <li>• Native areas disturbed by the Project would be reseeded using an Alberta Transportation native custom seed mix.</li> </ul> <p>Traditionally used plant species will be directly affected due to vegetation removal and grading associated with construction, affecting 168 ha associated with permanent project infrastructure and approximately 566 ha of temporary workspace. Although individual plants will be removed from the PDA, none of the traditionally used species identified will be lost in the LAA, nor will vegetation communities supporting traditionally used plants be lost from the PDA (see Volume 3A, Section 10.4). Alberta Transportation will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</p> <p>The Project is expected to operate in perpetuity and is not expected to be decommissioned. However, following construction, areas disturbed by construction that are not required for operation and maintenance will be topsoiled and seeded to meet Alberta Environment and Parks reclamation requirements. Native trees and shrubs should re-establish over time.</p> <p>Alterations will be made to the Alberta Transportation custom native seed mix in consideration of site-specific conditions of vegetation communities and input from Indigenous groups as to species that are culturally important.</p> <p>Many of the potentially affected grassland and wetland plant communities have intrinsic adaptations to periodic flooding, while other species such as poplar and spruce would be less tolerant to flooding due to having a low anaerobic tolerance. Mortality of traditional use species found in upland plant communities is expected. However, these species are widespread and are expected to re-establish by natural recruitment; permanent loss of traditional use species is not predicted. Overall, residual effects on vegetation and wetlands post-flood would not result in the loss of native upland or wetland plant communities, nor would it result in the loss of wetland function from the LAA (see Volume 3B, Section 10.2).</p>			

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				<p>Alberta Transportation will work with Ermineskin Cree Nation to develop a process to share monitoring results.</p> <p>Alberta Transportation sent Ermineskin Cree Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, along with three other draft monitoring plans, via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plans at a meeting or workshop.</p>			
33	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	<p>Vegetation</p> <p>Traditional use</p>	<p>Clarify the claim that native communities may be altered but areas would not be lost as a result of filling and draining the reservoir. [Annex C Question 6]</p> <p>Long term loss of traditional use plants in flooded areas not considered. [Annex C Question 7]</p> <p>Justify assessment of potential loss of rare plants. [Annex C Question 8]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. To clarify, the EIA does not conclude that no areas of native communities will be lost. Rather, the EIA concludes that no vegetation and wetland community types would be completely lost from the LAA, and no lasting effects on vegetation and wetlands are anticipated in the LAA (Volume 3B, Section 10.2.2). As a result of reclamation, it is anticipated there would be an increase in native grassland communities (95.4 ha), and a reduction in broadleaf forest (3.0 ha), coniferous forest (11.0 ha), mixed forest (34.9 ha) and shrubland (83.5 ha) communities following construction and into the dry operations phase (Volume 3A, Section 10.4.3). [Annex C Response 6]</p> <p>In the event of a flood, as discussed in Volume 3B, Section 14.2, traditional use plant species may not have adaptations to survive prolonged flooded conditions, and mortality of traditional plant use species found in upland plant communities is expected. However, these species are widespread and are expected to re-establish by natural recruitment; permanent loss of traditional plant use species is not predicted. Overall, residual effects on vegetation and wetlands post-flood would not result in the loss of native upland or wetland plant communities, nor would it result in the loss of wetland function from the LAA (see Section 10.5). Although individual plants will be removed from the PDA, none of the traditionally used species identified will be lost in the LAA, nor will vegetation communities supporting traditionally used plants be lost from the PDA.</p> <p>Also, disturbed areas that are not required for operation and maintenance will be topsoiled and seeded to meet Alberta Environment and Parks' (AEP) reclamation requirements. Native trees and shrubs are expected to re-establish over time. Alterations will be made to the Alberta Transportation custom native seed mix in consideration of site-specific conditions of vegetation communities and Alberta Transportation will seek input from affected Indigenous groups as to species that are culturally important. Alberta Transportation will also provide opportunities for relocating medicinal and ceremonial plants following a flood. [Annex C Response 7]</p> <p>Mitigation for the Project effects on the slender cress occurrence in the LAA are limited. Flood timing is not sufficiently predictable to allow collection of viable seeds to return to the LAA following a flood. Suitable locations in the RAA for transplanting slender cress (i.e., natural undisturbed wetlands on public land) are not present. Seeds could be collected prior to Project construction, stored in an approved facility, and</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				returned to the PDA following a flood. The seeds may not be viable, however, if stored for long periods (i.e., several years). Alberta Transportation is willing to discuss mitigation options with Ermineskin Cree Nation [Annex C Response 8]			
34	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Vegetation	Clarify why average home range for female grizzly bear was chosen as the RAA for vegetation and wetlands. [Annex C Question 3]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The vegetation and wildlife study areas are the same. This is because the vegetation assessment provides information to support the wildlife assessment in the form of description of wildlife habitat, that habitat reflecting a variety of conditions including vegetation. Given the relatively localized effects of the Project on vegetation (i.e., close to the Project), the vegetation study areas are conservative for that valued component (VC) (i.e., larger than needed just to represent effects only on vegetation) and as such are fully adequate for the vegetation assessment. The following discusses this further.</p> <p>Project effects on vegetation and wetlands, including changes in wetland function, are assessed in the PDA and vegetation LAA. This includes the area where the construction or operation of the Project could have direct or indirect effects on vegetation and wetlands. The RAA, used in the assessment of potential cumulative effects, is representative of the plant species diversity observed in the PDA, including species of importance to Indigenous peoples, and communities and species that may be directly and indirectly affected by the Project, while also supporting the wildlife assessment. Due to the linkages between the vegetation and wetlands assessment and the wildlife assessment (i.e., through wildlife habitat), these two VCs share the same RAA. Baseline conditions in the RAA were determined using publicly available information from Alberta Environmental and Sustainable Resource Development (ESRD 2011) and Alberta Biodiversity Monitoring Institute (ABMI 2010).</p> <p>The vegetation RAA is based on a 15 km buffer around the PDA (i.e., female grizzly bear home range), which is the spatial boundary in which Project residual effects are predicted to interact cumulatively with residual effect of other past, present and reasonably foreseeable future development activities. The RAA based on grizzly bear home range includes the Foothills Parkland Natural Subregion intersected by the PDA and Montane Natural Subregion, located close to the LAA. Natural subregions have characteristic vegetation, climate, elevation and physiographic features (Natural Subregions Committee 2006) and the areas included in the RAA likely have similar baseline conditions as the PDA. Communities and species observed in the PDA are found elsewhere in the Foothills Parkland Natural Subregion and lower elevations of the Montane Natural Subregion (DeMaere et al. 2012; Willoughby et al. 2008) and likely occur beyond the PDA in the RAA. Land use patterns in the vegetation RAA are similar to the vegetation LAA with anthropogenically modified areas most abundant (Volume 3A, Section 10.2.2.3, Figure 10-4). Effects at the LAA level, therefore, are likely to have a similar effect at the RAA level and may act cumulatively with remaining areas in the RAA. [Annex C Response 3]</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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35	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Vegetation	<p>Planting native shrub and tree species should be considered to mitigate the change in species diversity and loss of native vegetation communities. [Annex C Question 4]</p> <p>Mitigation should include developing management plan to prevent spread of regulated weeds. [Annex C Question 5]</p> <p>Provide an invasive species management plan. [Annex D Question 15]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided [in the technical response] in Appendix C-4.1. A decision on where and how reclamation activities (e.g., targeting the establishment of native communities) would be undertaken in the PDA has not been finalized in detail; however, the goal of revegetation, through all phases of the Project, will be to control erosion and dust, limit weed abundance and to support establishment of desirable plant species. Disturbed non-native areas (i.e., annual crop, dugout, hayland, tame pasture) and other disturbed land will be reclaimed where needed to equivalent land capability after topsoil replacement and seeding following construction. Native areas disturbed by temporary Project activities will be revegetated using the Alberta Transportation Design Bulletin No. 25, Grass Seed Mixtures Used on Highway and Bridge Projects (Alberta Infrastructure and Transportation 2005) or Seed Mix Zone 6 – Lower Foothills or a suitable variation. Alterations will be made to the Alberta Transportation custom native seed mix in consideration of site-specific conditions of vegetation communities and input from affected Indigenous groups as to species that are culturally important. Variations will support diversification of vegetation communities, traditional use and wildlife habitat. Alberta Transportation will also provide opportunities for relocating medicinal and ceremonial plants prior to construction.</p> <p>Consideration might also be given to planting trees and shrubs on some of the reclaimed sites if that will not interfere with the operational requirements of the Project and is consistent with the end land-use objectives. Certain areas of riprap, such as the headcut prevention section adjacent to the floodplain berm, are to be planted with willow cuttings or nursery stock to provide a robust, erosion resistant surface cover. [Annex C Response 4]</p> <p>An Environmental Construction Operations Plan (ECO Plan) will be developed by the selected construction contractor using Alberta Transportation's ECO Plan framework (EIA, Volume 4, Supporting Documents, Document 4). The ECO Plan will identify the risks of weed introduction and spread and mitigation measures. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan has also been provided (see the response to Question C-4, Appendix C-4.1 [of the technical response]). The plan includes the revegetation of disturbed areas, limiting construction activity to the approved Project footprint, monitoring disturbed areas for weed growth during construction and post-construction, and weed control using herbicides or other appropriate measures. [Annex C Response 5]</p> <p>Invasive non-native plants and regulated weeds will be controlled using a combination of equipment cleaning, seeding disturbed areas with a cover crop, monitoring, and weed control using herbicides or other appropriate measures (EIA Volume 3A, Section 10.3.1 and Volume 3B, Section 10.1.1). Invasive non-native plants were observed in the PDA during baseline surveys (EIA Volume 4, Appendix L, Attachment A, Table 10A-1) and mitigation will focus on controlling noxious and prohibited noxious</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>weeds as identified in the Alberta Weed Control Act and associated regulations. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Question C-4, Appendix C-4.1 [of the technical response]. [Annex D Response 15]</p> <p>Alberta Transportation sent Ermineskin Cree Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, along with three other draft monitoring plans, via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plans at a meeting or workshop.</p>			
36	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	<p>Vegetation Biodiversity</p>	<p>In this section it states that "Overall, the change in biodiversity is predicted to be low in magnitude because measurable changes in plant (upland and wetland) communities are not expected to affect the sustainability of community, landscape, and wildlife diversity in the LAA or RAA (see Section 11.4)." - However, this uses a very conservative estimate of the potential impact the project may cause, and does not [EIS Technical Comments Question 29]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. The conclusions in Volume 3A, Section 14.3.2.3 rely on the results of the wildlife and biodiversity assessment and more information in regard to the change in biodiversity are in Volume 3A, Section 11.4.5. This assessment was conducted using the indicators which are identified in Table 11-2 in Section 11.1.2.3 (provided [in the technical response] in Table 29-1). The assessment of effects is based on the removal and disturbance of habitat (i.e., habitat loss) and the fragmentation of habitat (i.e., habitat patch analysis).</p> <p>In Volume 3A, Section 11.4.5.1, it is stated that during construction, the Project has potential to change biodiversity due to changes in species, community, and landscape diversity.</p> <p>Section 11.4.5.3, concludes that landscape diversity is unlikely to be affected by construction and dry operations of the Project because the number, size, and edge of habitat patches would not change, and while the Project would reduce the amount of upland, wetland, and riparian habitat in the LAA, the number of vegetation cover types would not change. Overall, the magnitude of residual effects on biodiversity are expected to be relatively low and would not threaten the long-term persistence or viability of wildlife in the RAA.</p> <p>The conclusions regarding the residual effects on biodiversity are unambiguous and accurate. [EIS Technical Comments Response 29]</p>	None at this time.	None at this time.	Ongoing: Working with First Nation
37	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	<p>Wetlands Wildlife</p>	<p>Potential reduction of wetland habitat for breeding and nesting and its effect on wildlife species that rely upon wetlands.</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:</p> <ul style="list-style-type: none"> <li>• Restrict construction activities to the approved construction footprint.</li> <li>• Reduce the removal of vegetation in wetlands to the extent possible.</li> <li>• Where possible, conduct ground level cutting/mowing/mulching of wetland vegetation instead of grubbing.</li> </ul> <p>Many of the potentially affected grassland and wetland plant communities have intrinsic adaptations to periodic flooding, while other species such as poplar and spruce would be less tolerant to flooding due to having a low anaerobic tolerance. Mortality of traditional use species found in upland plant communities is expected. However, these species are widespread and are expected to re-establish by natural recruitment; permanent loss of traditional use species is not predicted. Overall, residual effects on</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				vegetation and wetlands post-flood would not result in the loss of native upland or wetland plant communities, nor would it result in the loss of wetland function from the LAA (see Volume 3B, Section 10.2).			
38	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Wetlands	How is direct/indirect loss or alteration of surface or groundwater flow patterns being measured with respect to wetland function? [Annex C Question 2]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The assessment of potential changes in wetland function from Project construction and operations considered (1) estimated existing flows and Project changes in flow estimates in tributaries intersected by the diversion channel and the dam, (2) potential groundwater connectivity with Elbow River, and (3) areas with different wetland values affected by floods.</p> <p>Most wetlands are upslope of the diversion channel and dam, and effects on surface and groundwater flow patterns to these wetlands are not expected and therefore wetland function will not be affected by Project construction (Figure C-2.1). Changes may occur to the shrubby fen downslope of the dam; however, the water table in shrubby fens is typically within 10 cm of the ground surface (ESRD 2015) and water table modelling indicates the water table in the area of the shrubby fen is below the bottom elevation of the diversion channel. As a result, the diversion channel would not intercept groundwater flows and groundwater inputs will continue. Modelled changes to groundwater flow resulting from the Project are described and presented in cross-section and plan view in the technical data report (TDR) Update, Section 5.5. Reduced surface water inputs into the shrubby fen may alter species composition, but reduced inputs are unlikely to result in the loss of wetland function because groundwater inputs will be maintained. [Annex C Response 2]</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
39	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Vegetation Wetlands	Appendix L is limited to descriptions of species of management concern, and a list of plant species observed within the PDA. Where is the technical report describing baseline conditions, methods and field data for ecosystem types within the LAA and RAA? These data are needed to determine the integrity of predictions in the effects assessment. [Annex C Question 10]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. A technical report is not provided because full baseline methods, including desktop and field data collection, are provided in Volume 3A, Section 10.2.1. This report provides the methods, which includes reviewed data sources, minimum polygon map size, classification system, survey protocol and recorded field parameters. Field data are provided in Volume 3A, Section 10.2.2 and Volume 4, Appendix L of the EIA. See the response to Question C-4, Appendix C-4.1 (draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan) for further details on the number of survey sites per cover type (33 types) assessed in the field and the number and percent cover of traditional use plants observed (41 plants). [Annex C Response 10]	None at this time.	None at this time.	Ongoing: Working with First Nation
40	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Wetlands	The mitigation measures section lists risk mitigation measures due to the "potential" for the SR1 project to cause changes to Traditional Resources - however the risk mitigation plans use the language of "will avoid wetlands when able" - This table does not provide concrete and definitive estimates or metrics of what lands, animals or fish will be	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Table 14-6 (Volume 3A, Section 14.3.2.2) presents recommendations and mitigation measures suggested by Indigenous groups through the Indigenous engagement program for the Project and the mitigation measures to be implemented for the Project that Alberta Transportation suggests may serve to address the concerns raised.</p> <p>The commitment to avoid disturbance to the extent possible and to minimize disturbance where avoidance is not possible reflects standard mitigation language for wetlands in accordance with the Alberta Wetland</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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			<p>permanently impacted, but rather that "the potential exists for no damage, or permanent damage". This is unacceptable when determining what actual footprint this project will have. [EIS Technical Comments Question 28]</p>	<p>Policy. Table 14-6 does provide concrete and definitive estimates for the amount of wetlands that would be disturbed: the Project would result in the loss of 31 ha of wetland area in the PDA. As noted in Table 14-6, more detail on the potential disturbance to wetlands and the proposed mitigation is provided on Volume 3A, Section 10.1.1.</p> <p>More detail on potential effects on wildlife through Project effects on wetlands are provided in Volume 3A, Section 11. Fish will not be affected by changes to wetland habitat.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to seek mutually acceptable solutions to the issues, concerns or recommendations identified, and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 28]</p>			
41	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	<p>Hydrogeology Groundwater</p>	<p>Run numerical groundwater model simulations that predicts potential effects from construction dewatering. [Annex A Question 7]</p> <p>Uncertainty analyses should be completed in the revised numerical groundwater model report. [Annex A Question 19]</p> <p>Remodel flood simulations and conduct sensitivity analysis on the model results by introducing high permeability windows into the reservoir base. [Annex A Question 11]</p> <p>Conduct and report particle tracking simulations and conduct sensitivity analyses on the particle tracking using high permeability windows. [Annex A Question 12]</p> <p>Add bedrock heterogeneities and fractured bedrock to the conceptual hydrostratigraphic framework. [Annex A Question 13]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. Given that the location, timing, and method for dewatering are not currently known, it is not possible to prepare a numerical model simulation specific to a given dewatering event. In addition, construction dewatering may not even be required depending upon local conditions at the time of construction. However, the numerical model is used to simulate effects of excavation and long-term operation of the diversion channel (when dry), which can be used as a conservative surrogate for what the effects from construction dewatering would be (because the channel is essentially a long, open excavation that is in place indefinitely). These simulated effects are presented for the expanded RAA and model in the TDR Update, Section 5 (Figures 5-7, 5-8, 5-9, and 5-10). (also see the response to Ermineskin Cree Nation Question A-6). [Annex A Response 7]</p> <p>A sensitivity analysis for the updated numerical model is presented in the TDR Update, Appendix E. The sensitivity analysis considers higher permeability of all hydrostratigraphic units within the domain to understand the potential influence on the lateral extent of effects on groundwater levels. The maximum extent of simulated effects for the sensitivity analysis was approximately 3 km from the PDA (TDR Update, Attachment E, Figure E.1-3) compared to approximately 0.7 km for the modelled floods (TDR Update, Section 5.5.1, Figure 5-7). While the increase in permeability values does lead to the simulated extent of effects being farther away from Project infrastructure, they remain limited to areas north of Elbow River because of the presence of the regional flow divide. [Annex A Response 19]</p> <p>The southern boundary of the hydrogeology RAA has been expanded to include areas south of Elbow River on Tsuut'ina Nation Reserve. Updated model simulations are presented in the TDR Update, Section 4 and Section 5.</p> <p>A cross-section through the reservoir area similar to Figure 5-16 (Volume 3B, Section 5) referenced in the concerns above, is in the TDR Update,</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group



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			<p>Figure 5-14. Volume 3B, Section 5, Figure 5-27 has been revised in the TDR Update as Figure 5-13.</p> <p>A sensitivity analysis for the updated numerical model is presented in Appendix E of the TDR Update. The sensitivity analysis included simulations where higher permeabilities (than were measured) were assigned to hydrostratigraphic units within the domain to understand the potential influence on the lateral area of effects on groundwater levels.</p> <p>Higher permeabilities of the upper unconsolidated units lead to simulated changes in groundwater levels for the floods extending approximately 3 km farther beyond the reservoir. The increased effects can be observed by comparing Figure 5-13 (TDR Update, Section 5.5.2), to TDR Update Attachment E, Figure E.1-3. Even with the higher permeabilities assigned, the effects on groundwater are still predicted to be limited to north of Elbow River, and thus do not extend under the Tsuut'ina Nation Reserve despite using the higher permeability values. [Annex A Response 11]</p> <p>High permeability "windows" through the reservoir base have not been identified in the geologic mapping conducted to date, however, the sensitivity analysis considers higher permeability of all units within the domain in order to understand the potential influence of higher permeability on the lateral area of effects on groundwater levels.</p> <p>Particle tracking was not completed because it is not considered necessary for understanding potential effects on groundwater from the reservoir; the model simulations provide sufficient information regarding the driving potential for groundwater flow and the fate of the water behind the dam. From the conceptual model and the numerical model, water that is retained within the reservoir will flow and discharge to Elbow River, from where it originated. While some local scale flowpaths near the reservoir may be altered to a more radially outward flow pattern (based on interpretation of the simulated head contours), at the scale of the RAA the generalized flowpaths would continue to be oriented toward Elbow River. [Annex A Response 12]</p> <p>Flow-through secondary porosity such as fractures in bedrock generally increases the permeability or hydraulic conductivity relative to the permeability of similar, unfractured deposits. However, bedrock fractures are highly site-specific and are difficult to map at a regional scale, particularly in highly deformed areas with veneers of unconsolidated material, as is the case in the expanded RAA. Bedrock fractures generally date back to the mountain building period millions of years ago and remineralization can occur in fractures, precluding the effects of secondary porosity. Implementing fractures explicitly in the 3D CSM (conceptual site model) framework is not feasible at the scale of the RAA.</p> <p>The potential influence of bedrock fractures has been considered in the numerical groundwater model. Fracture patterns were implemented in the numerical model by means of creating an additional upper bedrock layer and isolating the upper 15 m of the bedrock volume. This layer is used to approximate the upper fractured zone of the bedrock where increased permeability is expected. Further, hydraulic conductivity estimates obtained through single-well response tests and packer isolation testing</p>			

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				measure the bulk conductivity of the geologic materials, including the influence of fractures (see Section 3.2.1 of the TDR Update). Consequently, the concerns regarding bedrock heterogeneities and flow through fractured bedrock have been addressed in the model. [Annex A Response 13]			
42	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology	In the revised Numerical Groundwater model report, uncertainty analysis should be completed and clearly reported. [Annex A Question 19]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. A sensitivity analysis for the updated numerical model is presented in the TDR Update, Appendix E. The sensitivity analysis considers higher permeability of all hydrostratigraphic units within the domain to understand the potential influence on the lateral extent of effects on groundwater levels. The maximum extent of simulated effects for the sensitivity analysis was approximately 3 km from the PDA (TDR Update, Attachment E, Figure E.1-3) compared to approximately 0.7 km for the modelled floods (TDR Update, Section 5.5.1, Figure 5-7). While the increase in permeability values does lead to the simulated extent of effects being farther away from Project infrastructure, they remain limited to areas north of Elbow River because of the presence of the regional flow divide. [Annex A Response 19]	None at this time.	None at this time.	Ongoing: Working with First Nation
43	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology	Reconstruct the numerical groundwater model to adequately model the hydrogeology of the Elbow River and shallow aquifer [Annex A Question 10]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. There is no contradiction between the numerical model results and the statements referred to in the Elbow River Basin Water Management Plan. Groundwater levels in the fluvial aquifer respond to changes in river level stage. The changes in river level stage during flood conditions have been accounted for in the transient numerical modelling simulations. Flow in and out of Elbow River to the fluvial aquifer are localized in scale and do not alter the regional groundwater flow divide at the scale of the RAA. The updated baseline hydrogeological assessment and numerical model is presented in the TDR Update, Section 4 and Section 5. The update includes areas south of the Elbow River (Figure 2-1 in the TDR Update) and confirms the presence of the regional flow divide (Figures 3-14 to 3-20, 5-5, 5-6, 5-11, 5-12, 5-14 to 5-16 in the TDR Update). [Annex A Response 10]	None at this time.	None at this time.	Ongoing: Working with First Nation
44	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology	The modelling report doesn't provide the calibrated hydraulic conductivities for each layer on the model domain. In the revised Numerical Groundwater model report provide figures similar to Figures 3.3 to 3.6 showing the final calibrated model hydraulic conductivities for each layer. [Annex A Question 14]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Section 4 of the TDR Update describes the setup and calibration of the updated numerical model. Figures presenting the hydraulic conductivity values assigned to each model layer are presented in the TDR Update, Section 4.3.2, Figures 4-5 through 4-11. [Annex A Response 14]	None at this time.	None at this time.	Ongoing: Working with First Nation
45	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL	Hydrogeology	Initial conditions in the groundwater model calibration not well described. Please provide this information in the revised Numerical Groundwater	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The dates that the water level data were collected are included in the TDR Update, Section 2.5. The statement [in the technical review] that "water level data for driest period, May to October were not collected" is incorrect. Water level data	None at this time.	None at this time.	Ongoing: Working with First Nation

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	Environmental Consultations, dated June 15, 2018.		Model report. [Annex A Question 15]	<p>was collected between September and October 2016, following the summer months during a relatively dry period of the year.</p> <p>Water level fluctuation based on the data logging pressure transducers, as well as other publicly available information, are discussed in terms of the hydrostratigraphic framework in the TDR Update, Section 3.2.5. [Annex A Response 15]</p>			
46	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology	<p>In the revised Numerical Groundwater model report, please clearly describe the following:</p> <ol style="list-style-type: none"> <li>1. Provide the actual time-varying boundary condition data for the perimeter boundary for each layer of the model domain.</li> <li>2. Clearly describe how this boundary condition data was collected / inferred – for example, how exactly were the static water levels at the boundary assigned using the DEM? And how was it verified that these data were correct?</li> <li>3. What time period were the boundary conditions assigned over? [Annex A Question 16]</li> </ol>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019.</p> <ol style="list-style-type: none"> <li>1. The TDR Update, Section 5.3 describes setup and implementation of time varying boundary conditions for transient simulations. Constant (time invariable) specified head boundary conditions were used along the majority of the perimeter of the model domain (in each model layer), with the exception of nodes representing the Elbow River at the perimeter of the domain. Time varying specified head nodes are established in the model for Elbow River, diversion channel, and off-stream reservoir. These boundary condition nodes were set to time variable head conditions based on outputs from the surface water modelling, which were used to define the time variation of water levels in these features. In the off-stream reservoir, time varying boundary conditions were activated to represent the variation in water level as the reservoir is filled and then emptied.</li> <li>2. Specified head boundary conditions were applied to the model domain based on the water level interpretations from the 3D CSM developed for the Project which has been updated based on the expanded RAA in the TDR Update, as well as from other supporting hydrologic information for the Elbow River basin, including surface water modelling for the Project described in the EIA Volume 4, Appendix J Hydrology TDR Update. The digital elevation model (DEM) was used to assign water level elevations for nodes that underlie surface water features such as wetlands, where groundwater levels would be expected to be at or very near ground surface.</li> <li>3. Specified head boundaries and specified flux boundaries are described in the TDR Update, Section 4.4 and time varying specified head boundary conditions for the transient simulations are described in the TDR Update, Section 5.3. [Annex A Response 16]</li> </ol>	None at this time.	None at this time.	Ongoing: Working with First Nation
47	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology	<p>In the revised Numerical Groundwater model report, please provide the following:</p> <ol style="list-style-type: none"> <li>1. Show the value or time varying data set of these boundary conditions.</li> <li>2. Clearly describe these values were estimated.</li> <li>3. Clearly describe how these boundary conditions were</li> </ol>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019.</p> <ol style="list-style-type: none"> <li>1. The specified flux values are constant and are not time varying for all simulations conducted (in contrast to the specified head boundaries that are time variable). The constant flux value for the nodes along Elbow River was set at 0.13 m/s.</li> <li>2. The prescribed flux values were estimated by distributing average total river flows over the wetted cross-sectional area of the fluvial sediments and applying that value to those nodes that fell within the wetted area.</li> <li>3. The prescribed flux values were not verified with field data directly because no historical measurements of subsurface flux values were</li> </ol>	None at this time.	None at this time.	Ongoing: Working with First Nation

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			verified with field data? [Annex A Question 17]	available for use. Rather, estimated values for this flux were derived from the surface water model outputs for flows along Elbow River. [Annex A Response 17]			
48	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Hydrology	Provide a rationale for the LAA selected for the hydrology assessment. [Annex B Question 1]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The PDA and hydrology LAA for the Project include the backwater effects for the design (2013) flood as shown in Figure B-1.1. The assessment of Project and cumulative effects included the PDA for the Project, including the extent of the backwater effect.</p> <p>The backwater effect is predicted to extend 0.5 km upstream of the diversion structure during the design flood. The backwater effect for other floods (e.g., 1:10 year flood, 1:100 year flood) would be smaller than the backwater effect for the design flood. Tsuut'ina Nation Reserve 145 is approximately 1.6 km upstream from the maximum modelled extent of the backwater. Given these distances, the effects are not expected to extend into federal lands. See Figure B-1.2 for distances of Tsuut'ina Nation Reserve and Redwood Meadows from the Project backwater. [Annex B Response 1]</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
49	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Hydrology	Cumulative effects for hydrology under construction and dry conditions should be assessed, including the proposed mitigation at Bragg Creek. [Annex B Question 2]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. In looking at potential cumulative effects, consideration was given to:</p> <ul style="list-style-type: none"> <li>• potential effects from the proposed Bragg Creek and Redwood Meadows flood mitigation measures downstream to the Project and beyond</li> <li>• potential effects from the Project upstream to Redwood Meadows and beyond, referred to as backwater effects</li> </ul> <p>The proposed flood mitigation for Bragg Creek (Amec Foster Wheeler 2017) and Redwood Meadows (Aquatic Resource Management 2018), both based on a bermed design, will result in local hydrology (flow dynamic) changes along bermed portions of Elbow River and downstream. The proposed berming of these portions of the Elbow River will result in increased water levels (or elevations) and water velocities in the Elbow River, with the greatest change occurring within the bermed portion, then attenuating downstream in the existing natural channel. By the time water influenced by the potential Bragg Creek and Redwood Meadows mitigation projects reaches the diversion channel for the Project, the water levels in Elbow River will have returned to existing conditions.</p> <p>SR1 does not provide flood mitigation to the lands upstream of its PDA; but it does not impact those lands either. The maximum spatial area of backwater effect (i.e., heightened water elevation in Elbow River upstream of the diversion structure) is within the PDA. The proposed flood mitigation project at Redwood Meadows (ARM 2018) is upstream of the Project and at a higher elevation (EIA Volume 4, Appendix J, Figure 3-3). Therefore, no interaction is expected between a backwater effect created by SR1 and effects from the proposed flood mitigation project at Redwood Meadows. As a consequence, the Project is not expected to contribute to</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>any cumulative effects and, as such, interactions with other VCs is not discussed here.</p> <p>Based on the above, there is no need to reassess the effects of the Project (due to contributions from the other projects that are bermed) on VCs that depend on the outcome of the hydrology assessment because hydrology assessment conclusions in the EIA are unchanged. [Annex B Response 2]</p>			
50	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Hydrology	<p>Provide a flood frequency analysis incorporating effects of climate change, and determine if the 2013 flood is suitable as the design flood. [Annex B Question 3]</p> <p>In particular, explicitly consider changes in the context of the project at Bragg Creek (which may not itself have sufficient freeboard to contain a flood greater than the 2013 event), the way in which this will affect Springbank's capacity, function, and behaviour [Annex E Question 3]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The Project is being built to mitigate the risks posed from severe flood events. Climate change was acknowledged to have the potential to change the frequency or intensity of floods and was considered in the design and sizing of the Project components.</p> <p>Alberta's Flood Hazard Identification Program (FHIP) uses a flood standard of 100-years and considers climate change as part of their scope for hazard identification and flood risk assessment. As a result of the provincial standard for flood risk assessment, it is common practice in Alberta to design flood mitigations to the 100-year flood event or the flood of record, whichever is greater. Flood frequency analysis using the existing hydrometric record estimated that the 2013 flood event, with a peak flow of 1,240 m<sup>3</sup>/s at the Project site, had a return period of approximately 1 in 240 years at the SR1 site (not a 1 in 100 year as implied in the question); the design size exceeds the provincial standard of a 1 in 100-year flood.</p> <p>Alberta Transportation considers the design of the Project to be sufficient in the face of changing flood frequencies due to climate change. The Project's design is appropriate and adequate to address potential future floods within the context of projected climate change, and, that design is not predicated on the operational outcomes of the proposed Bragg Creek Flood mitigation project. [Annex B Response 3]</p> <p>As discussed in the response to Question B-3, the Project's design is appropriate and adequate to address potential future floods, and, that design is not predicated on the operational outcomes of the proposed Bragg Creek Flood Mitigation project. Further, as discussed in Alberta Transportation's response to Round 1 NRCB IR61, there is no cumulative effects between the Springbank Project and the Bragg Creek Flood Mitigation project. [Annex E Response 3]</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
51	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Hydrology	<p>Using the revised flood frequency analysis requested, assess the effects to the Springbank project infrastructure and to federal lands of a loss of Bragg Creek flood protection system integrity. [Annex B Question 4]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The SR1 diversion structure has been designed with considerable provision for debris and sediment management by nature of its presence on Elbow River and, specifically, the debris that has been observed on this reach of the Elbow River.</p> <p>While the design does not rely on any debris risk reduction from the berming at Bragg Creek and Redwood Meadows, the Springbank Project benefits from the berming of these communities because the berms</p>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>reduce the risk of urban debris entering the watercourse, contamination and other issues associated with the 2013 flood.</p> <p>Should a berm fail at Bragg Creek or Redwood Meadows, then the direction of its sediment release will be into the community with the breaching floodwaters rather than into the river. Any sediment released by a berm failure at Bragg Creek or Redwood Meadows (towards the community or towards the river) is small in comparison to sediment delivered to the SR1 diversion structure during a flood by recruitment from runoff and erosion of the river's banks. [Annex B Response 4]</p>			
52	<p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Cumulative effects	Scope of EIA must be expanded to include potential effects from all works recommended in the Deltares report. [Annex E Question 2]	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The physical works (projects) identified in the 2015 Deltares report, other than the Springbank Offstream Reservoir Project, are the McLean Creek Dam and flood mitigation in Bragg Creek and Redwood Meadows. The latter two projects (Bragg Creek and Redwood Meadows) were acknowledged and considered in the Springbank Project scope of assessment through their inclusion and consideration in the cumulative effects assessment (EIA, Volume 3C, Section 1) and Alberta Transportation's responses to Round 1 NRCB IR61, Round 1 CEAA Package 3, IR3-41 and Round 1 CEAA Package 3, IR3-42. However, the Bragg Creek and Redwood Meadows projects are not within the scope of project for this EIA because they are not being proposed for regulatory approval by Alberta. [Annex E Response 2]</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
53	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	Cumulative effects	Ermineskin Cree Nation finds the cumulative effects assessment carried out by Alberta Transportation to be inadequate.	<p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:</p> <ul style="list-style-type: none"> <li>• The cumulative effects assessment conducted for the Project follows the AEP Terms of Reference and the CEA Agency's Operational Policy Statement entitled Addressing Cumulative Environmental Effects under the Canadian Environmental Assessment Act 2012 and the guide entitled Cumulative Effects Assessment Practitioners' Guide.</li> <li>• The assessment of cumulative effects is presented consistent with the residual effects assessment: the assessment of effects is considered for the Project in two scenarios: construction and dry operations; and flood and post-flood operations. The cumulative effects assessment evaluates flood and post-flood operations that include consideration of overlapping infrastructure (pipelines, transmission lines, roads), other flood mitigation works, and considers the effects from reasonably foreseeable projects in regional and community development plans.</li> <li>• Proposed mitigation for residual effects from the Project for all assessed values components is described in Appendix C of Volume 4.</li> </ul> <p>The cumulative effects assessment considered the project effects that have the potential to act cumulatively with effects of other past, present and reasonably foreseeable future projects and activities in the RAAs for two scenarios: construction and dry operations and flood and post-flood operations. The assessment of potential cumulative effects of the Project was accomplished by recognizing the interactions table where such interactions may occur, and in consideration of the regional context.</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

	1. Document or Meeting Reference	2. Project Specific Aspect of the Concern Expressed	3. Specific Concern Expressed	4. Proponent Response on Effort to Avoid or Mitigate Concern	5. Indigenous Group Response to Proponent's Effort to Avoid or Mitigate Concern	6. Details on How Concerns Were Addressed, Including Avoidance or Mitigation Measures	7. Outcomes/Comments
				Proposed mitigation for residual effects from the Project for all assessed VCs described in Appendix C of Volume 4 was deemed adequate to mitigate potential Project contribution to cumulative effects.			
54	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Monitoring Vegetation Wetlands	Confirm if a monitoring plan for post-construction and post-flood conditions will be developed to monitor reclaimed areas (vegetation and wetlands). [Annex C Question 9]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to C-4, Appendix C-4.1 [within the technical response]. To assist in revegetation, Alberta Transportation will seek input from affected Indigenous groups as to species that are culturally important. Alberta Transportation will also provide opportunities for relocating medicinal and ceremonial plants following a flood.  Alberta Transportation sent Ermineskin Cree Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, along with three other draft monitoring plans, via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plans at a meeting or workshop. [Annex C Response 9]	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
55	June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)	Monitoring	Recommendation: Alberta Transportation should work with Ermineskin Cree Nation in the design and implementation of environmental monitoring. As part of environmental monitoring, Alberta Transportation should engage with Ermineskin Cree Nation to discuss the possibility of training, employment, and contracting opportunities for Ermineskin Cree Nation.  Recommendation: As part of its environmental monitoring plan, Alberta Transportation and Ermineskin Cree Nation should develop a joint communications plan for the presentation of environmental monitoring results to the community and the incorporation of community feedback.	In a letter dated June 18, 2019, Alberta Transportation stated they are committed to Indigenous participation in the Project including training, employment, and contracting opportunities.  Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. Alberta Transportation will work with Ermineskin Cree Nation to develop a process to share monitoring results.  At the meeting held on September 16, 2019, Indigenous participation was discussed. Alberta Transportation has committed to Indigenous participation in employment and monitoring and other aspects of the project, with more details needed to be worked out. Alberta Transportation expressed their willingness to have monthly meetings with Ermineskin Cree Nation to continue discussions on Indigenous participation.  Alberta Transportation sent Ermineskin Cree Nation the draft WMMP, Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, Groundwater Monitoring Plan, and Surface Water Monitoring Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plans at a meeting or workshop.	At the meeting held on September 16, 2019, Ermineskin Cree Nation expressed interest in being involved in employment and monitoring.	None at this time.	Ongoing: Working with Indigenous Group
56	June 26, 2018 Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.	Reclamation	Ermineskin Cree Nation would like to be involved in reclamation should the Project proceed and a flood take place.	At the meeting held on September 16, 2019, Indigenous participation was discussed. Alberta Transportation has committed to Indigenous participation in employment and monitoring and other aspects of the project, with more details needed to be worked out. Alberta Transportation expressed their willingness to have monthly meetings with Ermineskin Cree Nation to continue discussions on Indigenous participation.  Alberta Transportation sent Ermineskin Cree Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, along with	At the meeting held on September 16, 2019, Ermineskin Cree Nation expressed interest in being involved in employment and monitoring, and expressed interest in being involved specifically in revegetation.	None at this time.	Ongoing: Working with Indigenous Group

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				three other draft monitoring plans, via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plans at a meeting or workshop.			
57	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i>	Mitigation	The 14.3.1 section lists "A number of recommendations and mitigation measures were identified during the engagement process with the Indigenous groups as well as requested by the First Nations through TUS reports." What are these mitigation measures? [EIS Technical Comments Question 27]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Recommendations and requests for mitigation measures identified through the Indigenous engagement program for the Project mentioned in Volume 3A, Section 14.3.1 are presented in, Table 14-6 (Volume 3A, Section 14.3.2.2), described in Volume 3A, Section 14.3.3.2, and presented in Table 14-7 (Volume 3A, Section 14.3.4.2).  Project-specific recommendations made by Indigenous groups that do not pertain directly to potential effects of the Project on TLRU are described in the discussion of the Indigenous engagement program in Volume 4, Appendix B. [EIS Technical Comments Response 27]	None at this time.	None at this time.	Ongoing: Working with First Nation
58	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i>	Residual effects	The findings in table 14-8 indicate a greater cumulative impact result from the project than what was written in this section. The chart states that there is a medium to high impact to residual effects of these projects that are irreversible, whereas the written conclusion states that this impact is "moderate". [EIS Technical Comments Question 30]	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The magnitude rating for each row of Table 14-8 in Volume 3A, Section 14.3.6 represents one of the four different potential effects on traditional land and resource use during construction and dry operations. The magnitude description listed in the Table for each effect aligns with the description in the text for each effect.  There is no inconsistency between the summary of residual environmental effects on TLRU presented in Table 14-8 in Volume 3A, Section 14.3.6 and the narrative conclusions regarding residual environmental effects described earlier in Volume 3A, Section 14.3.  Outside the area of permanent structures residual effects for change in current use sites or areas inside the area of permanent structures are also described in Volume 3A, Section 14.3.4.3.  Table 14-8 does not include cumulative effects. Assessment of cumulative effects on traditional land and resource use is provided on Volume 3C, Section 1.2.9.  Finally, the construction and management of the Project presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA is flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights.	None at this time.	None at this time.	Ongoing: Working with First Nation



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				Therefore, the residual effects for change in access to traditional resources or areas for current use are expected to be lower than predicted in the EIA. [EIS Technical Comments Response 30]			
59	June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)	Socio-economic Employment	<p>That without clear targets for Ermineskin Cree Nation employment and contracting and a clear work plan to meet potential targets, Ermineskin Cree Nation and its members will be largely excluded from the potential socio-economic benefits of the Project.</p> <p>That the significant obstacles to employment for Ermineskin Cree Nation members, particularly with respect to education, experience, and culture, with impede the ability of Ermineskin Cree Nation members to benefit from the Project.</p> <p>That Ermineskin Cree Nation members employed on the Project could be subjected to discriminatory treatment and insensitive attitudes from supervisors and/or contractors, which could result in psychological harm and lower retention rates, among other potential effects.</p> <p>Recommendation: Alberta Transportation should engage with Ermineskin Cree Nation regarding the establishment of employment targets for Ermineskin Cree Nation community members and the development of a plan to meet those targets.</p> <p>As part its employment plan, Alberta Transportation should engage with Ermineskin Cree Nation regarding potential support for educational, training, and apprenticeship programs that could facilitate the employment of Ermineskin Cree</p>	<p>In a letter dated June 18, 2019, Alberta Transportation stated they are committed to Indigenous participation in the Project including training, employment, and contracting opportunities.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses:</p> <ul style="list-style-type: none"> <li>• Alberta Transportation will participate in discussions with Indigenous groups regarding possible monitoring opportunities.</li> <li>• Alberta Transportation will adhere to government procurement policies and procedure with respect to labor, and goods and services.</li> </ul> <p>Alberta Transportation is preparing an Indigenous Participation Plan for the Project. Alberta Transportation is committed to Indigenous participation in the Project including potential training and contracting opportunities. Alberta Transportation intends to obtain feedback on the draft Plan from Ermineskin Cree Nation and other Indigenous groups.</p> <p>At the meeting held on September 16, 2019, Indigenous participation was discussed. Alberta Transportation has committed to Indigenous participation in employment and monitoring and other aspects of the project, with more details needed to be worked out. Alberta Transportation expressed their willingness to have monthly meetings with Ermineskin Cree Nation to continue discussions on Indigenous participation.</p> <p>In a letter dated October 21, 2019 to Ermineskin Cree Nation, Alberta Transportation provided an update on the draft IPP for the Project. Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, monitoring, and contracting opportunities. To this end, Alberta Transportation is preparing a draft IPP with the goal to create training, employment, monitoring, and contracting opportunities with Indigenous groups. Alberta Transportation aims to obtain Indigenous comment and feedback on the draft IPP, the final draft of which will identify how that feedback was incorporated. Alberta Transportation requested a meeting to discuss and indicated further materials would be provided prior to meeting.</p> <p>In an email on November 12, 2019, the draft IPP was sent to Ermineskin Cree Nation. The draft IPP contained an overview of economic opportunities available for the Project.</p> <p>At the meeting held on November 18, 2019, the draft IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Ermineskin Cree Nation provided some initial feedback.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Ermineskin Cree Nation a Request for Information to obtain more detail about Nation-owned/member-owned businesses and help build a skills and business inventory for the SR1 Project.</p>	<p>At the meeting held on September 16, 2019, Ermineskin Cree Nation expressed interest in being involved in employment and monitoring.</p> <p>At the meeting held on November 18, 2019, Ermineskin Cree Nation discussed their greenhouse and other enterprises that could be involved in the IPP.</p>	None at this time.	Ongoing: Working with Indigenous Group

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			<p>Nation community members, and especially young people.</p> <p>Alberta Transportation should engage with Ermineskin Cree Nation regarding businesses in the community and potential business and contracting opportunities in relation to the Project. Where possible the Proponent and Ermineskin Cree Nation should attempt to identify opportunities for Direct Negotiated Contracts with Ermineskin Cree Nation businesses.</p>				
60	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	Communication	<p>Recommendation: Alberta Transportation should work with Ermineskin Cree Nation in the development of a communications plan for flood and post-flood operations.</p>	None at this time.	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
61	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p> <p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	Land access	<p>Justify how the removal of access to Areas B, C, and D does not constitute a long-term loss of available resources or access to lands. [EIS Technical Comments Question 12]</p> <p>Recommend identifying mitigation measures to allow access during construction and dry operations to Area B, C, and D, subject to safety considerations. [EIS Technical Comments Question 11]</p> <p>The proponent should clarify what TLRU activities would be permitted within Area A. [EIS Technical Comments Question 13]</p> <p>Potential impacts of the loss for an indefinite time of access to much of the PDA over the life of the Project on Ermineskin Cree Nation traditional use, consumption of wild meat, and ability to transmit their traditional</p>	<p>At the meeting held on June 26, 2018, Alberta Transportation discussed future land use. This will have to be discussed with the eventual project operator, Alberta Environment and Parks, but there is a possibility to have discussion regarding access to some of the areas.</p> <p>In a letter dated June 18, 2019, Alberta Transportation indicated they had created a draft post-construction land use document for the SR1 project that provides draft principles of future land use for the PDA. The primary use of all lands within the PDA, including the LUA, is for flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses such as vegetation management and First Nations' traditional activities (including the exercise of treaty rights such as hunting) will be allowed within the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights and to engage in traditional uses.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. The construction and management of the off-stream reservoir presents a unique opportunity with the conversion of private land to Crown land for future use by First Nations and stakeholders. Through the engagement process that included feedback from Indigenous groups, a draft principles of future land use for the Project has been developed. The primary use of all lands within the PDA is for flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses include traditional activities, including the exercise of treaty rights such as hunting will be allowed to occur within the designated</p>	<p>At the meeting held on September 16, 2019, Ermineskin Cree Nation noted they are open to discussions on future land use but are concerned about having open access to the public and open access for treaty users.</p> <p>At the meeting held on November 18, 2019, Ermineskin Cree Nation asked questions about how access to the site would be enforced (e.g., a warden, and community liaison, etc.).</p>	None at this time.	Ongoing: Working with Indigenous Group

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			<p>way of life, culture, and knowledge to future generations.</p> <p>Recommendation: Alberta Transportation should attempt to ensure that Areas B and C of the PDA are accessible to Ermineskin Cree Nation for traditional use purposes, subject to safety considerations related to flooding. If Area C will contain grazing options that are privately managed, Alberta Transportation should work with private managers to ensure maximum access for Ermineskin Cree Nation hunters.</p> <p>Recommendation: Alberta Transportation should work with Ermineskin Cree Nation to design an access management plan for Areas B and C. Such a plan could support Ermineskin Cree Nation access to the area for hunting and other traditional purposes.</p> <p>Ermineskin Cree Nation expressed concern about loss of access to and disturbance of the Project area. The Project area is part of Ermineskin Cree Nation's ancestral lands and there is active use of the area. Ermineskin Cree Nation stressed the importance for Ermineskin Cree Nation to have continued access to Crown land.</p> <p>Ermineskin Cree Nation expressed concern about losing access to Area B. Ermineskin Cree Nation recommends access to Area B for traditional land and resource use become part of mitigation.</p>	<p>land use area (LUA). Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA.</p> <p>At the meeting held on September 16, 2019, future land use was discussed. Alberta Transportation expressed their willingness to have monthly meetings with Ermineskin Cree Nation to continue discussion on future land use.</p> <p>In a letter dated October 21, 2019 to Ermineskin Cree Nation, Alberta Transportation provided an update on future land use for the SR1 Project area. Alberta Transportation is proposing principles for future land use for the Project lands that will allow First Nations' traditional activities, including the exercise of treaty rights such as hunting, on these previously private lands. The details of this will be determined after further consultation with First Nations and stakeholders regarding such future uses, in accordance with any applicable Government of Alberta policies and procedures at the time of the future consultation. Alberta Transportation requested a meeting to discuss and indicated further materials would be provided prior to meeting.</p> <p>Alberta Transportation sent Ermineskin Cree Nation future land use documents under a cover letter dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>At the meeting held on November 18, 2019, Alberta Transportation reviewed the future land use principles and draft guidelines and requested feedback from Ermineskin Cree Nation.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. Since filing the EIA, Alberta Transportation has evolved the land use planning for the Project based on feedback from Indigenous groups and stakeholders, and is no longer contemplating establishing Areas A, B, and C or prohibiting access to the reservoir during dry operations.</p> <p>The construction and management of the Project presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA is flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights. [EIS Technical Comments Response 11/12/13]</p>			
62	June 25, 2018	Land use	The proponent has not demonstrated that there will be continued access to areas that will continue to provide	Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under a cover letter dated December 13, 2019. The EIA considered best available TLRU information. The Ermineskin Cree Nation TUS was not available to Alberta Transportation prior to submission of the	None at this time.	None at this time.	Ongoing: Working with First Nation

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<p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>		<p>opportunities to harvest elk or other species. The proponent should be directed to incorporate the TLU data and engage Ermineskin Cree Nation regarding the potential impacts of restricted access for traditional activities. [EIS Technical Comments Question 14]</p>	<p>EIA. A final TUS from Ermineskin Cree Nation was submitted on June 25, 2018.</p> <p>Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Ermineskin Cree Nation addressing their comments and concerns. Alberta Transportation met with Ermineskin Cree Nation on September 16, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Ermineskin Cree Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Ermineskin First Nation TUS provided more site-specific information about Ermineskin First Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of Ermineskin Cree Nation TUS did not lead Alberta Transportation to change the conclusion of Volume 3A, Section 14.3.2.1 that given the scope and location of the Project, effects will not result in a long-term threat to the persistence and viability of TLRU practices in the RAA.</p> <p>Since filing the EIA, Alberta Transportation has evolved the land use planning for the Project, based on feedback from Indigenous groups and stakeholders, and is no longer contemplating establishing Areas A, B, and C or prohibiting access to the reservoir during dry operations.</p> <p>The construction and management of the Project presents a unique opportunity because it requires the acquisition of private land by the Crown. The Government of Alberta will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the PDA known as the LUA. The primary use of all lands within the PDA is flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to existing conditions (i.e., private land) would result in a positive change to the ability to exercise Section 35 rights.</p> <p>Current use sites and areas located outside the PDA are not anticipated to be directly affected by the Project. Mitigation measures proposed in the EIA, Section 14.3.4.2 include measures suggested by Indigenous groups; all mitigation measures proposed for TLRU, including for cultural sites and areas, are in Volume 4, Appendix C of the EIA. These mitigation measures will be implemented to reduce potential adverse effects of the Project on current use sites and areas. Alberta Transportation acknowledges that Ermineskin Cree Nation may access private land in the PDA for traditional uses with permission from landowners. Ermineskin Cree Nation has not provided information about which landowners the Indigenous groups have agreements with, where access takes place, or</p>			

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				<p>other details regarding the nature of the agreements with private landowners.</p> <p>Alberta Transportation is committed to working with Ermineskin Cree Nation to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 14]</p>			
63	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	Land use	<p>Section 14.1.7 states that the EIS will follow a conservative approach and will assume that traditional activity occurs on the private lands of the project. In direct contradiction to this, Section 14.4 states that significance of determination will NOT include private lands.</p> <p>The inconsistencies in the EIS report when analyzing crown land is contradictory and flawed. [EIS Technical Comments Question 31]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. The determination of significance in Volume 3A, Section 14.4 is not in contradiction with the acknowledgement in Volume 3A, Section 14.1.7 that Ermineskin Cree Nation may access private land in the PDA for traditional uses with permission of the landowner. The determination of significance in Volume 3A, Section 14.1.7 explicitly acknowledges that some landowners in the PDA have granted access to Indigenous groups. However, the determination of significance also recognizes that the ability to pursue TLRU activities on private land is more restricted compared to unoccupied Crown land.</p> <p>As stated in response to Question 22, Alberta Transportation understands that access to private lands for the purpose of traditional use is granted by the landowner on an individual basis and does not extend access to the larger community. The landowner may grant access to some individuals and not to others, and it is at the sole discretion of the landowner. Therefore, access to private lands has been taken into account in the determination of significance. [EIS Technical Comments Response 31]</p>	None at this time.	None at this time.	Ongoing: Working with First Nation
64	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</i></p>	Hunting	<p>Recommendation: Prior to construction, Alberta Transportation should invite Ermineskin Cree Nation to hunt in the PDA.</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. Alberta Transportation will notify Indigenous groups regarding project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods. Alberta Transportation will maintain access to identified current use sites (located outside of the designated construction and project site limits) during construction and operations, and Alberta Transportation will advise Indigenous groups on post-construction land access management. The construction and management of the off-stream reservoir presents a unique opportunity with the conversion of private land to Crown land for future use by First Nations and stakeholders. Through the engagement process that included feedback from Indigenous groups, a draft principles of future land use for the Project has been developed. The primary use of all lands within the PDA is for flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses include traditional activities, including the exercise of treaty rights such as hunting will be allowed to occur within the designated land use area (LUA). Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA.</p> <p>In a letter dated October 21, 2019 to Ermineskin Cree Nation, Alberta Transportation provided an update on future land use for the SR1 Project area. Alberta Transportation is proposing principles for future land use for</p>	At the meeting held on September 16, 2019, Ermineskin Cree Nation noted they are open to discussions on future land use but are concerned about having open access to the public and open access for Treaty uses.	None at this time.	Ongoing: Working with Indigenous Group

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				<p>the Project lands that will allow First Nations' traditional activities, including the exercise of treaty rights such as hunting, on these previously private lands. The details of this will be determined after further consultation with First Nations and stakeholders regarding such future uses, in accordance with any applicable Government of Alberta policies and procedures at the time of the future consultation. Alberta Transportation requested a meeting to discuss and indicated further materials would be provided prior to meeting.</p> <p>Alberta Transportation sent Ermineskin Cree Nation future land use documents under a cover letter dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>At the meeting held on November 18, 2019, Alberta Transportation reviewed the future land use principles and draft guidelines and requested feedback from Ermineskin Cree Nation.</p>			
65	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p>	Medicinal plants	<p>Recommendation: Prior to construction, Alberta Transportation should invite Ermineskin Cree Nation to harvest medicinal plants in the PDA.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Vegetation will be cleared from the project development area during construction. However, effects of the Project are not anticipated to result in the loss of traditionally used species in the local assessment area. The effects on plants and traditional use are assessed in the EIA in Volume 3A and 3B, sections 10 and 14.</p> <p>Alberta Transportation would provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. Alberta Transportation will notify Indigenous groups regarding project activities and schedules, including provision of Project maps and design components, and discuss key traditional harvesting periods. Alberta Transportation will maintain access to identified current use sites (located outside of the designated construction and project site limits) during construction and operations, and Alberta Transportation will advise Indigenous groups on post-construction land access management. The construction and management of the off-stream reservoir presents a unique opportunity with the conversion of private land to Crown land for future use by First Nations and stakeholders. Through the engagement process that included feedback from Indigenous groups, a draft principles of future land use for the Project has been developed. The primary use of all lands within the PDA is for flood mitigation. In light of the primary use, the safety of anyone with access or land users will be an overriding factor. Secondary uses include traditional activities, including the exercise of treaty rights such as hunting will be allowed to occur within the designated land use area (LUA). Alberta Transportation invites Ermineskin Cree Nation to participate in the engagement process for the LUA.</p> <p>In a letter dated October 21, 2019 to Ermineskin Cree Nation, Alberta Transportation provided an update on future land use for the SR1 Project area. Alberta Transportation is proposing principles for future land use for the Project lands that will allow First Nations' traditional activities,</p>	<p>At the meeting held on September 16, 2019, Ermineskin Cree Nation noted they are open to discussions on future land use but are concerned about having open access to the public and open access for Treaty uses.</p>	None at this time.	Ongoing: Working with Indigenous Group

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				<p>including the exercise of treaty rights such as hunting, on these previously private lands. The details of this will be determined after further consultation with First Nations and stakeholders regarding such future uses, in accordance with any applicable Government of Alberta policies and procedures at the time of the future consultation. Alberta Transportation requested a meeting to discuss and indicated further materials would be provided prior to meeting.</p> <p>Alberta Transportation sent Ermineskin Cree Nation future land use documents under a cover letter dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>At the meeting held on November 18, 2019, Alberta Transportation reviewed the future land use principles and draft guidelines and requested feedback from Ermineskin Cree Nation.</p>			
66	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	Recreational waters	<p>Need to confirm that "There was no reference to the use of waterways for recreational purposes by Indigenous groups through either the Indigenous engagement program for the Project and literature review" is actually true. Need to verify this with the Ermineskin Cree Nation TLU. [EIS Technical Comments Question 25]</p>	<p>Alberta Transportation responded to Ermineskin Cree Nation's technical reviews under cover letter dated December 13, 2019. As discussed in Volume 3A, Section 14.1.2, Indigenous groups identified concerns about upstream and downstream effects on water quality, reported fishing in rivers and waterways, and identified Elbow River as a travel route. Upon review of the Ermineskin Cree Nation TUS, Ermineskin Cree Nation did not make reference to the use of waterways for recreational purposes.</p> <p>The assessment of change in access to traditional resources or areas in Volume 3A, Section 14.3.3 concluded that the use of Elbow River as an access route will be affected during construction and dry operation by the installation of a permanent portage. This effect on the use of Elbow River is also considered an effect on the use of waterways for recreational purposes by Indigenous groups. However, these effects are low during dry operations because the permanent portage may marginally affect the use of Elbow River for transportation, including the use of waterways for recreational purposes by Indigenous groups, by forcing users to avoid the in-stream water intake components.</p> <p>It is assumed that during flood events, users would avoid the use of Elbow River for recreational purposes, for safety reasons. [EIS Technical Comments Response 25]</p>	None at this time.	None at this time.	Ongoing: Working with First Nation
67	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</i></p>	<p>Traditional use</p> <p>Community programming</p>	<p>Recommendation: Given the potential negative effects of the Project on Ermineskin Cree Nation traditional use and traditional knowledge, and the traditional way of life and culture of its people, Alberta Transportation should discuss ways to support programming within the community to strengthen the transmission of Ermineskin Cree Nation way of</p>	None at this time.	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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			life and culture to future generations.				
68	June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)	Cultural-sensitivity training	Alberta Transportation should engage with Ermineskin Cree Nation regarding the design and implementation of a Cree cultural-sensitivity training program that is mandatory for all Project employees and contractors.	<p>In a letter dated October 21, 2019 to Ermineskin Cree Nation, Alberta Transportation provided an update on the draft IPP for the Project. Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, monitoring, and contracting opportunities. To this end, Alberta Transportation is preparing a draft IPP with the goal to create training, employment, monitoring, and contracting opportunities with Indigenous groups. Alberta Transportation aims to obtain Indigenous comment and feedback on the draft IPP, the final draft of which will identify how that feedback was incorporated. Alberta Transportation requested a meeting to discuss and indicated further materials would be provided prior to meeting.</p> <p>In an email on November 12, 2019, the draft IPP was sent to Ermineskin Cree Nation. The draft IPP contained an overview of economic opportunities available for the Project. Alberta Transportation's desire to have Indigenous groups facilitate cultural awareness training was included.</p> <p>At the meeting held on November 18, 2019, the draft IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Ermineskin Cree Nation provided some initial feedback.</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
69	June 25, 2018 <i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)	Decommissioning	Recommendation: In the event that the Project is to be decommissioned, Alberta Transportation should engage with Ermineskin Cree Nation regarding the design, implementation, and monitoring of its Reclamation Plan to maximize the use of Ermineskin Cree Nation TEK and support Ermineskin Cree Nation employment in the reclamation process.	Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. The Project is expected to operate in perpetuity and is not expected to be decommissioned.	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
70	January 5, 2018 Letter provided by JFK Law Corporation on behalf of Ermineskin Cree Nation	EIA timeline	<p>Request clarification as to why Ermineskin Cree Nation is being asked for comments on the EIA, given that the EIA does not conform to the EIA guidelines.</p> <p>Information cannot be provided in the time frame given.</p> <p>Request Alberta Transportation's timeline for amending the EIA.</p>	<p>In a letter dated January 26, 2018, Alberta Transportation described the timelines for the EIA submission, indicating that the timelines had been extended by 60 days to undertake further Indigenous engagement activities. Alberta Transportation also proposed a workshop to discuss TLRU and obtain feedback from Ermineskin Cree Nation. Alberta Transportation also welcomed written feedback on the updated EIA TLRU sections (Volumes 3A and 3B), which were provided February 5, 2018.</p> <p>In a letter dated January 29, 2018, Alberta Justice responded to the January 5, 2018 letter, referencing the January 26, 2018 letter and Alberta Transportation's offer to hold a workshop.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Following CEAA'S non conformance review revisions to</p>	Ermineskin Cree Nation submitted documents to CEAA on June 25, 2018, including a TUS report and technical reviews of the EIA.	Project timelines for resubmission of the EIA were extended by 60 days in order to undertake further indigenous engagement activities. Alberta Transportation has committed to responding to Ermineskin Cree Nation's submissions to CEAA.	No further action required.



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				<p>the EIA were underway to address regulator comments. In December 2017 Alberta Transportation was looking for feedback from the Ermineskin Cree Nation on the TLRU sections. As the TLRU was updated in early February, a revised TLRU section was sent to Ermineskin Cree Nation on February 5th and Alberta Transportation requested feedback on that document. Alberta Transportation offered a workshop with Ermineskin Cree Nation to better understand how the project potentially impacts Ermineskin Cree Nation and is awaiting a response.</p> <p>Project timelines for resubmission of the EIA were extended by 60 days in order to undertake further indigenous engagement activities. Feedback was requested by March 1, 2018 in order to meet a resubmission date of end March 2018. Relevant information, concerns and recommendations received after the EIA has been filed in March 2018 will be used for project planning and implementation purposes, where applicable.</p> <p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p>			
71	<p>January 5, 2018 Letter provided by JFK Law Corporation on behalf of Ermineskin Cree Nation</p>	<p>Resources and time provided to First Nation.</p>	<p>Request time to provide a TUS report outlining Ermineskin Cree Nation's use of the project area.</p> <p>Request sufficient time and resources to provide additional information regarding other areas of non-conformity.</p>	<p>In a letter dated January 26, 2018, Alberta Transportation described the timelines for the EIA submission, indicating that the timelines had been extended by 60 days to undertake further Indigenous engagement activities. Alberta Transportation also proposed a workshop to discuss TLRU and obtain feedback from Ermineskin Cree Nation. Alberta Transportation also welcomed written feedback on the updated EIA TLRU sections (Volumes 3A and 3B), which were provided February 5, 2018.</p> <p>In a letter dated January 29, 2018, Alberta Justice responded to the January 5, 2018 letter, referencing the January 26, 2018 letter and Alberta Transportation's offer to hold a workshop.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of Table 7-8 from the March 2018 EIA: Project timelines for resubmission of the EIA were extended by 60 days in order to undertake further indigenous engagement activities.</p> <p>Alberta Transportation provided Ermineskin Cree Nation with the revised draft TLRU sections for review and comment under correspondence dated February 6, 2018. Alberta Transportation also offered a workshop with the goal of better understanding potential impacts of the Project to Ermineskin Cree Nation and to provide responses to the concerns raised to date, and is awaiting a response.</p> <p>Relevant information, concerns and recommendations received after the EIA has been filed in March 2018 will be used for project planning and implementation purposes, where applicable.</p> <p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p>	<p>Ermineskin Cree Nation submitted documents to CEAA on June 25, 2018, including a TUS report and technical reviews of the EIA.</p>	<p>Project timelines for resubmission of the EIA were extended by 60 days in order to undertake further indigenous engagement activities. Alberta Transportation has committed to responding to Ermineskin Cree Nation's submissions to CEAA.</p>	<p>No further action required.</p>

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72	<p>June 25, 2018</p> <p><i>Ermineskin Cree Nation Traditional Knowledge and Use Study: Springbank Off-Stream Reservoir Project</i> by Willow Springs Strategic Solutions, dated June 2018. (TUS report)</p> <p>June 26, 2018</p> <p>Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.</p>	Engagement	<p>Ermineskin Cree Nation is concerned that engagement began too late in the regulatory process and lacked the depth required for adequacy.</p> <p>Ermineskin Cree Nation has concerns about the adequacy of the assessment of potential Project impacts to Ermineskin Cree Nation.</p> <p>Recommendation: Alberta Transportation should negotiate with Ermineskin Cree Nation to provide resources and reasonable timelines to gather an adequate baseline of Ermineskin Cree Nation traditional use in the Project areas and produce a comprehensive assessment of potential impacts and a determination of significance.</p> <p>Recommendation: Upon completion of the community-based assessment of potential impacts to Ermineskin Cree Nation, Alberta Transportation should meet with Ermineskin Cree Nation to discuss concerns and address potential mitigation and compensation.</p> <p>Ermineskin Cree Nation would like to discuss with Alberta Transportation steps that can be taken to improve engagement outside of the statutory assessment process.</p>	<p>On June 26, 2018 Alberta Transportation met with Ermineskin Cree Nation to review their specific concerns and the responses and proposed mitigation measures in Table 7-8.</p> <p>In a letter dated January 28, 2019, Alberta Transportation requested input from Ermineskin Cree Nation on its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. A deadline of February 28, 2019 was given for written feedback to be included in the CEAA information request responses. Feedback received after the deadline will be incorporated into regulatory submissions and project planning, as appropriate. As of March 31, 2019, Ermineskin Cree Nation has not responded to this letter.</p> <p>Alberta Transportation responded to Ermineskin Cree Nation's TUS report on August 8, 2019 with mitigation measures and responses. Alberta Transportation has met directly with Ermineskin Cree Nation regarding the Project, facilitated a site visit to the Project site with Elders and knowledge holders, and has funded a Project-specific TUS report. Alberta Transportation commits to working with Ermineskin Cree Nation to discuss the concerns raised in the TUS report, including discussing mitigation measures if applicable.</p> <p>Alberta Transportation anticipates building upon engagement efforts to date to continue to strengthen relationships with potentially affected Indigenous groups. Information provided throughout the regulatory phase will be used to inform Project plans and mitigation, as appropriate.</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group
73	<p>June 26, 2018</p> <p>Meeting between Ermineskin Cree Nation, Alberta Transportation, and Stantec.</p>	Methodology	<p>Ermineskin Cree Nation expressed an interest in discussing with Stantec and Alberta Transportation how the <i>Methodology for Assessing Potential Impacts on the exercise of Aboriginal and Treaty Rights of the Proposed Frontier Oils Sands Mine Project</i>, or portions of that methodology</p>	<p>At the meeting held on June 26, 2018, Stantec indicated they would review this document.</p>	None at this time.	None at this time.	Ongoing: Working with Indigenous Group

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			could be used on the SR1 project.				
74	June 19, 2017 Letter provided by JFK Law Corporation on behalf of Ermineskin Cree Nation.	First Nations Involvement in the CEEA tour	<p>Ermineskin Cree Nation objected to a tour of the Project area arranged by Alberta Transportation for the Natural Resources Conservation Board (NRCB) and CEEA.</p> <p>Ermineskin Cree Nation objected to the lack of representation of First Nations whose Treaty rights and traditional uses may be impacted by the proposed Project.</p> <p>Ermineskin Cree Nation also concerned that they were not notified of the tour.</p> <p>Ermineskin Cree Nation requested that the tour be postponed until it can be conducted with proper notification to and involvement of First Nations.</p>	Alberta Transportation responded in a letter on June 22, 2017 to let Ermineskin Cree Nation know that the tour had been cancelled.	N/A	Alberta Transportation responded in a letter on June 22, 2017 to let the Ermineskin Cree Nation know that the tour had been cancelled.	No further action required.